

Agenda

Meeting: Transport, Economy and Environment
Overview and Scrutiny Committee

Venue: Meeting Room 3, 3 Racecourse Lane,
Northallerton, DL7 8QZ

Date: Thursday 23 January 2020 at 10am

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Business

1. **Minutes of the meeting held on 24 October 2019** (Pages 5 to 21)
2. **Any Declarations of Interest**
3. **Public Questions or Statements**

Members of the public may ask questions or make statements at this meeting if they have delivered notice (to include the text of the question/statement) to Jonathan Spencer of Legal and Democratic Services (*contact details below*) no later than midday on Monday 20 January 2020. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);

- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.
- If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease while you speak.

	<i>Suggested timings</i>
4. Corporate Director's update – Oral report of the NYCC Corporate Director – Business and Environmental Services	10:00-10:30
5. York, North Yorkshire & East Riding Local Enterprise Partnership – Report of the NYCC Corporate Director – Business and Environmental Services (Pages 22 to 34)	10:30-11:15
6. Winter Highways Maintenance Programme – Oral report of the NYCC Corporate Director – Business and Environmental Services (Winter Maintenance Policy attached) (Pages 35 to 39)	11:15-11:45
7. Work Programme – Report of the Principal Scrutiny Officer (Pages 40 to 45)	11.45-11.50
8. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.	11:50

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall,
Northallerton.

15 January 2020

NOTES:
Emergency Procedures for Meetings

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Accident or Illness

First Aid treatment can be obtained by telephoning Extension 7575.

Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)						
	Councillors Name		Chairman/Vice Chairman	Political Group	Electoral Division	
1	ARTHUR, Karl			Conservative	Selby Barlby	
2	GOODE, David			Liberal Democrat	Knaresborough	
3	HASLAM, Paul			Conservative	Harrogate Bilton and Nidd Gorge	
4	HESELTINE, Robert			Independent	Skipton East	
5	JEFFELS, David			Conservative	Seamer and Derwent	
6	LUMLEY, Stanley		Chairman	Conservative	Pateley Bridge	
7	MACKAY, Don			NY Independents	Tadcaster	
8	MCCARTNEY, John		Vice-Chairman	NY Independents	Osgoldcross	
9	PARASKOS, Andy			Conservative	Ainsty	
10	PATMORE, Caroline			Conservative	Stillington	
11	PEARSON, Clive			Conservative	Esk Valley	
12	SWIERS, Roberta			Conservative	Hertford and Cayton	
13	WELCH, Richard			Conservative	Ribblesdale	
Total Membership – (13)				Quorum – (4)		
	Con	Lib Dem	NY Ind	Labour	Ind	Total
	9	1	2	0	1	13

2. Substitute Members

Conservative			
	Councillors Names		
1	BAKER, Robert		
2	GOODRICK, Caroline		
3	ENNIS, John		
4	TROTTER, Cliff		
5	PEARSON, Chris		
NY Independents			
	Councillors Names		
1			
2			
3			
4			
5			

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 24 October 2019 at 10.00 am.

Present:

County Councillor Stanley Lumley in the Chair.

County Councillors Karl Arthur, David Goode, Caroline Goodrick (sub. for David Jeffels), Paul Haslam, Don Mackay, Andy Paraskos, Caroline Patmore, Clive Pearson, Roberta Swiers and Richard Welch.

Also in attendance: County Councillors Derek Bastiman and Executive County Councillor Don MacKenzie

NYCC Officers attending: Andrew Bainbridge, Team Leader – Transport Planning (BES), David Bowe, Corporate Director – Business and Environmental Services (BES), Ian Fielding, Assistant Director - Waste & Countryside Services (BES), John Laking, Senior Strategy & Performance Officer (BES), Graham North, Strategy & Performance Officer (BES), Matt O'Neill, Assistant Director – Growth, Planning and Trading Standards (BES), Catherine Price – Contract & Commissioning Manager IPTU (BES), Liz Small, Growth and Heritage Services Manager (BES), Nigel Smith, Head of Highways Operations (BES) and Jonathan Spencer, Principal Scrutiny Officer (CSD).

Present by invitation: Chris Dunn, Service Delivery Manager – Highways England.

One representative of the press and three members of the public were present.

Apologies for absence had been received from County Councillors Robert Heseltine, David Jeffels and John McCartney.

Copies of all documents considered are in the Minute Book

85. Minutes

Resolved -

That the Minutes of the meeting held on 15 July 2019 be confirmed and signed by the Chairman as a correct record.

86. Declarations of Interest

County Councillor Karl Arthur declared a personal interest as an employee at Network Rail and specifically in relation to being employed at Barlby Level Crossing. He explained that he had been granted a dispensation by North Yorkshire County Council's Monitoring Officer under delegated powers to speak at the meeting. The dispensation had been granted to allow County Councillor Karl Arthur to speak, vote and be included

within the quorum at meetings of the Transport, Economy and Environment Overview and Scrutiny Committee when the Committee was considering business relating to Passenger Rail Updates, until the date of the local government elections in 2021. The dispensation was in the interests of persons living in the authority's area and it is appropriate to grant the dispensation.

Resolved -

That the reasons be noted for the dispensation for County Councillor Karl Arthur to speak, vote and be included within the quorum at meetings of the Transport, Economy and Environment Overview and Scrutiny Committee when the Committee was considering business relating to Passenger Rail Updates, until the date of the local government elections in 2021.

87. Public Questions or Statements

There were two statements received from members of the public and they were taken in the order received.

The Chairman invited Mr Barry Connor to make a statement.

Mr Connor said that he wished to refer the Transport, Economy and Environment Overview and Scrutiny Committee to the legal duties specified in Transport and Local Government Acts, which he said were not being complied with by North Yorkshire County. He said that legal opinion was part of his submission and in the course of his statement referred to the legal opinion and various documents that he had provided to the Committee in advance of the meeting. He stated the following:

- 1) Legal duties specified in Transport and Local Government Acts are not being complied with:

It is ultimately for the County Council to decide what levels of service are 'appropriate' having regard to the resources it has available, but this does not absolve them of a legal duty to undertake research in order to identify transport needs. Financial cost assessments have to come after the Transport Needs assessments have been completed and alternative transport services identified. [Mr Connor referred to the legal submission which he had provided to the Committee in advance of the meeting and which supported this interpretation of the legal duties of the Council]. However, North Yorkshire County Council's Transport Department consistently fails to acknowledge or undertake research before considering whether solutions are affordable. [He referred to paragraphs 11 and 11.1 of the 2013 Report to the Transport, Economy and Environment Overview and Scrutiny committee entitled Proposed Reductions in Bus Subsidy, which he had provided to the Committee in advance of the meeting.] Furthermore, in 2013, North Yorkshire County Council decided to cut bus service financial support by £1.1million. Consultation only took place after that decision had been reached. Legal Opinion suggests that this is unfair and unreasonable.

- 2) Misuse/Misapplication of Funding:

In 2011 and 2012 grants totalling £832,000 were received from the Department for Transport.

When notifying Counties of this grant the Parliamentary Under Secretary of State

advised: “I would expect that authorities do not use this extra DfT revenue funding to displace planned expenditure on community transport and supported bus services...” as it was intended to encourage additional innovative transport provision. [Mr Connor referred at this point to a DfT letter which he had provided to the Committee in advance of the meeting]. However, when the [County Council’s] Transport Department reported the grants to the County Executive in July 2011, it stated that: “In practice, the funding has been paid to the Council without any specific requirements as to its use”. Additionally, in 2014, Richard Owens (then Assistant Director, Transport Department) stated that: “the DfT funding is still intact”. It appears that the money was used to substitute for planned expenditure.

In 2015 the County successfully bid for £120,000 of funds from DfT as part of its ‘Total Transport’ initiative. [Mr Connor referred to the submission which he had provided to the Committee in advance of the meeting]. The stated aim was to work with local CCGs [Clinical Commissioning Groups] to develop integrated transport solutions to enhance public transport.

In 2017, a DfT Report identified that the funds had been used to save the CCGs £200,000 but there was no detail about what benefits had accrued to the residents of North Yorkshire. [Mr Connor referred to page 13, paragraph 2.6 of the report, which he had provided to the Committee in advance of the meeting].

In 2019 I was informed in a Freedom of Information response that: “The Council holds no information other than that in the DfT Report” and that “No further work has been undertaken in relation to integrating non-emergency patient transport services with other forms of public passenger transport in North Yorkshire”. Following a complaint, an Internal Review revealed that less than half of the DfT monies were spent on the project and the balance had been diverted into other areas of expenditure.

3) Role of Transport Department:

The Transport Department has stated that when conventional services no longer meet the County’s support criteria, it will only respond if local Parish Councils identify need and local communities support small scale community transport schemes. This is despite the lack of resources and expertise available to Parish Councils and appears to excuse the Department from undertaking research or even offering their expertise in identifying alternatives to conventional bus services. The Department also states that it gives a lower priority for work journeys and they must operate commercially.

As a consequence of this, North Yorkshire now lags well behind other large rural English Counties in providing alternatives for those with transport needs. [Mr Connor referred to a paper contrasting the range of services provided elsewhere, which he had circulated to the Committee in advance of the meeting.]

Even when local alternatives are developed, their existence receives inadequate publicity to encourage use, for example Masham lift share scheme does not even appear under ‘Public transport’ on the NYCC [North Yorkshire County Council] website.

There is an impression that research and innovative solutions are only pursued if they are actively promoted by influential County Councillors. Additionally, a time when environmental imperatives are being belatedly recognised and senior politicians in the area are calling for a more holistic approach to the provision of sustainable services, there is no effort to produce Environmental Impact

assessments of service reductions.

4) Closing Statement/Summary:

As can be seen from the above, there is ample evidence to suggest that the County is failing by allowing its Transport Department to: avoid meeting its legal obligations, not apply available funds in ways which could alleviate unmet travel needs and by adopting a reactive rather than a proactive response to helping local communities.

At a time when Central Government is promoting public transport for environmental reasons (and the leader of Harrogate Borough Council has announced that tackling climate change will be the authority's biggest priority over the coming year) this performance does not match the expectations of those living in the County.

We would therefore request the Scrutiny Committee to call on the County:

1. To require the Transport Department to recognise and act upon its legal duties;
2. To ensure that the recently announced extra bus funding for County Councils is used as intended and not to be used as before to simply substitute for other budgeted expenditure;
3. To require the Transport Department to work proactively with our local communities to identify how mobility can be provided and to quantify Environmental Impact; and
4. To require the Transport Department to revise its policy of assigning a lower priority to work journeys.

The Chairman invited Ian Fielding to respond.

Ian Fielding said that he would be able to provide a written statement in response to the points raised by Mr Connor but in summary he was firmly of the view that North Yorkshire County Council did comply with its legal duties and had not mis-appropriated funding. He said that he wished to assure the Committee that the County Council delivered a transport policy that was compliant with its legal duties. Mr Connor had previously received responses from the County Council in response to a petition submitted in May 2019 and to the points that Mr Connor had made in his statement to the Thirsk and Malton Area Constituency Meeting on 3 July 2019. Ian Fielding had also met with Mr Connor last week to discuss Mr Connor's concerns and to discuss future thinking regarding rural transport provision.

Members made the following key comments:

- County Councillor David Goode said that the information that Mr Connor had provided was comprehensive and he had raised some important points regarding the history of funding in particular areas. He noted there was a need for the Committee to seek further follow-up information from the Integrated Passenger Transport Unit and suggested that the way forward was for the Committee to be updated on what the County Council's strategy transport policy was and what actions it took to implement creative transport solutions.
- The Chairman requested that in advance of the report being submitted to the Committee, the questions raised by Mr Connor were responded to by officers in the Integrated Passenger Transport Unit.
- County Councillor Caroline Patmore said that it would be beneficial for the

report to detail where the various funding streams that Mr Connor had cited had been used and what had been the outcomes.

- County Councillor Caroline Goodrick noted that Wheels to Work in Ryedale district had been very successful and ways to roll this out further to the Helperby area could be explored.
- Executive County Councillor Don MacKenzie said that as the Member responsible for transport policy at the County Council, he wished to address the Committee in relation to some of the points raised by Mr Connor about the Council's approach to public transport in relation to matters of policy and procedure. The suggestion that the County Council was failing in its duty to provide residents with effective transport facilities was not correct and the comparisons that Mr Connor had made to other county councils had been 'cherry-picked'. He had first corresponded with Mr Connor in respect of the withdrawal of commercial bus service 29, which had served the Helperby area. The service had failed because passenger numbers were minimal. North Yorkshire County Council had in the past subsidised bus journeys in the county by several millions of pounds each year but now provided £1.5 million in bus subsidy each year. The bus subsidy reduction had been necessary due to the County Council's budgets being under pressure and because substantial elements of that subsidy represented poor value for taxpayers' money with some passenger journey costs of many tens of pounds each. Alongside the bus subsidy, the County Council subsidised the National Concessionary Travel Scheme (NCTS) by £8 million a year, providing 119,000 bus passes to residents of pensionable age and 8,000 to disabled people or their carers. North Yorkshire County Council went beyond what it was legally required to provide and he believed was one of the best in funding passenger transport services to its residents. Mr Connor's point that the County Council was not pro-active enough was not correct. In May 2018 as part of the review of public transport in the Hambleton, Harrogate and Richmondshire areas, which was several months before the withdrawal of the commercial bus service, all parish councils in the areas including, Brafferton and Helperby were contacted explaining that the Council was reviewing public transport services and seeking feedback to be considered as part of the review. Brafferton and Helperby Parish Council had not responded. He had notified Mr Connor at the time about the locality budget that local Members could provide to provide alternative transport solutions including Community Transport and similar volunteer-run schemes. Mr Connor's response had been that the County Council should be responsible for funding the bus service. He had disagreed with Mr Connor about this and had highlighted to Mr Connor that the County Council relied on volunteers for many services as part of the difficult financial constraints it was under. He went on to note that the County Council in partnership with the Local Enterprise Partnership had also provided financial help to improve rail services in addition to bus services.

The Chairman invited Mr Connor to respond to the points raised.

Mr Connor said that he had been disappointed that in putting forward legal opinion and considerable written evidence in advance of the meeting, he had not received a written response in return. He was pleased that the suggestion had now been made for officers to provide a written statement and to come back to a future meeting to discuss further. He said that the withdrawal of bus service 29 had been a catalyst for his action and Executive County Councillor Don MacKenzie had omitted to mention that the service failed because the timetable did not meet the needs of the six villages. Consulting with parish councils was not sufficient by and of itself. Parish councils were

not funded to consult with their local community and often did not have the expertise to do so unlike the County Council's transport department. Where services were under threat the County Council needed to be more pro-active so that communities could be consulted and have the opportunity to discuss directly with the transport department possible alternatives. He acknowledged that not all bus services could be saved. He said that it was not correct that North Yorkshire County Council was one of the best transport authorities in funding passenger transport services to its residents, including in relation to a number of other county councils. The examples he had provided were from the five largest English rural counties, which included North Yorkshire, and so were valid comparisons. He concluded by stating that he hoped that the Committee would require the County Council's transport department to act on its legal duties. Extra funding for bus travel provided by central government should be used as intended and not as a substitute for other budget expenditure. Central government's approach was to promote public transport for environmental reasons. He asked the Committee to also consider how mobility in the county could be improved through use of rural transport and for the transport department to assign a higher priority to work-related journeys. This was on the basis that such journeys would assist in community development and provide resources for off-peak social, health and shopping journeys.

David Bowe said that it was an unusual situation for Mr Connor to have written to the Transport, Economy and Environment Overview and Scrutiny Committee with a complaint. The Transport, Economy and Environment Overview and Scrutiny Committee needed to be aware that the complaint had not come through the normal approach of officers being contacted in the first instance to respond directly to the complainant.

Resolved:

- a) That the Assistant Director - Waste & Countryside Services provides a written statement to Mr Connor responding to the points that Mr Connor had raised.
- b) That Members on the Transport, Economy and Environment Overview and Scrutiny Committee be provided with a copy of the written statement.
- c) That a comprehensive update report from the Integrated Passenger Transport Unit be provided on rural transport in the county including funding, policy and strategy.

The Chairman invited Mr Christopher Dunn to make a statement.

Mr Dunn said the following:

I have lived in Harrogate now for 18 months and have the following points to raise and questions answered.

Based on the premise that the 1980 Highways Act, which does not tolerate obstructions of any highway; the Equalities Act; and the fact my disabled wife cannot safely negotiate most Harrogate streets, I ask that you to enforce/take action noting the following:

- 1) Many old back (unnamed) streets of Harrogate have 600mm wide token pavements parked on, rubbish bins remain permanently obstructing (providing 'cover' for fly tipping) [and] parked vehicles that kiss the kerb, have mirrors and body shell obstructing whatever pavement there is. Harrogate Borough Council have shown no interest in 'clearing' their bins, will North Yorkshire County Council enforce clearance and name all streets please?
- 2) Many streets or roads of North Yorkshire have persistent cars vans parked on pavements leaving far less than the presumed pre requisite 1200mm for the

- disabled to pass. Will North Yorkshire County Council clear the highway as the Police have no budget or interest?
- 3) The A59 at Harrogate for 200 metres west after the Kings Road junction has a County Council inspired yellow line TRO [Traffic Regulatory Order], parked vehicles permanently infringe the TRO and several 'Highway codes' and Harrogate Borough Council (the enforcer) refuse to act as 'they have nowhere else to park'. Will North Yorkshire County Council revoke this TRO as non-enforcement sets a terrible precedent?
 - 4) With reference to Hall Lane Bilton and Crab lane Bilton in Harrogate, evidence indicating the 'enclosure'/obstruction of highway land by selfish residents has been provided to North Yorkshire County Council (Area 6, and highway searches department), that is verges: privately Kerbed; trees planted; tarmacked and fly-tipped; compromised safety to school entrance and zig zags, double yellows, cycle lane, and bus route. Area 6 suggest 'it is only an aesthetic problem'. Will North Yorkshire County Council clear these obstructions and reclaim all 'grabbed' land throughout North Yorkshire?
 - 5) Old Street name signs throughout North Yorkshire have collapsing rotting oak posts and faded blanchéd script. Will North Yorkshire County Council repaint and re-fix these and name roads unnamed?
 - 6) Painted road 'cycle boxes' are totally faded causing alarm to cyclists and apathy to motorists. Will North Yorkshire County Council ensure cycle safety and repaint?
 - 7) UCI Harrogate cycling attracted six massive media/camper vans camped for 12 days on highway (thence fly tipped land) at Harlow Moor Road Harrogate, North Yorkshire County Council were informed. Will North Yorkshire County Council track down these fly-tipping illegal campers and admonish Yorkshire 2019?
 - 8) Does North Yorkshire County Council have Highway 'de-obstructing' powers as well as the Police?

The Chairman invited Nigel Smith to respond.

Nigel Smith said that he was aware of the issues as Mr Dunn had been in contact with the local Area Highways Office previously. The points raised were valid and whilst they were primarily of a local rather than strategic nature, he took the points seriously including the perceived level of discrimination that Mr Dunn and his wife were expressing. Mr Dunn's correspondence was currently being looked into by the Area Highways Office and he would receive a comprehensive response to each of the points that Mr Dunn raised. The Committee would also be provided with a copy of the response. A number of the points raised by Mr Dunn related to enforcement issues under the responsibility of either the Police or Harrogate Borough Council rather than the County Council. Nigel Smith said that where this was the case he would ensure that this would be followed up with the Police or Harrogate Borough Council as part of the response to Mr Dunn. Mr Dunn would have the opportunity to have a follow-up meeting at the local Area Highways Office.

Members made the following key comments:

- Executive County Councillor Don MacKenzie said that in his experience where Harrogate Borough Council had responsibility for replacing street it did so quickly. However, in Harrogate town there were numerous back streets with no street names. This was because the street name related to the street at the front of properties. He noted that Scotland had become the first country in the UK to ban parking on pavements with the new law set to come into effect there in 2021.
- County Councillor Don MacKay noted that in Tadcaster some of the streets regularly experienced 'bottle necks' due to cars parking on the pavement and the

Police then not enforcing this. The response he had had from the Police was that the Police could not enforce unless there was a witness to the blockage being caused. Parking on pavements seemed to be becoming normal as a result.

- County Councillor Andy Paraskos said that parking on the pavement was an issue in every village within his division. When a report was made to the Police the response back was as long as there was room for disabled person enforcement could not take place. It was however an offence to drive on the pavement but this seemed to carry no weight in practice. David Bowe replied that he had engaged with the Police about this and had been informed that in order to enforce, an actual offence for prosecution had to be visibly seen by an officer. An offence was only committed if a pushchair or wheelchair appeared and the Police witnessed the offence. Enforcement could not occur where there was only the potential for causing an obstruction. A change of legislation would be needed first in order to allow parking on the pavement to become an offence in its own right.
- County Councillor Paul Haslam mentioned that there was signage on Bilton Lane in Harrogate stating that it was illegal to park on the pavement. The number of enforcement tickets had increased for a while but then the Police had seemed to stop enforcing. David Bowe said that he would look into the matter but suspected the problem was the sign was not legal.
- County Councillor Andy Paraskos noted that legislation was in place to make it illegal to park on a dropped kerb. Nigel Smith clarified that depending upon where the car was parked it depended upon whether it came under the definition of obstruction and how that obstruction was perceived.
- County Councillor Richard Welch noted that North Yorkshire Police was accepting dash cam evidence to make prosecutions for motoring offences. He raised the suggestion about using dash cams to record evidence of obstructions. David Bowe replied that it would be worth investigating but would be for the Crown Prosecution Service and the Police to determine whether a prosecution would be brought. If there was clear evidence with a date and the person obstructed was prepared to give a witness statement, then this would result in a greater chance of a prosecution being brought.

The Chairman invited Mr Dunn to respond.

Mr Dunn said that a minimum width of 1200 centimetres was required to allow a wheelchair to pass. He called for the County Council to make every effort to claim control between the boundary of each side of a road that it was responsible for maintaining.

Resolved:

- a) That the Head of Highways Operations provides a written response to Mr Dunn in relation to the points he had raised.
- b) That the written response be circulated to Members on the Transport, Economy and Environment Overview and Scrutiny Committee.

88. Corporate Director's update

Considered -

The verbal update of the Corporate Director - Business and Environmental Services.

David Bowe provided the following update.

- World Championships Cycling in Harrogate: From North Yorkshire County Council's Highways perspective, the event had been well-managed. The event had been a challenge for local businesses but the benefits of the event and other similar events were longer term than the events themselves as they promoted the county nationally and abroad through the widespread press and television coverage. Adverse feedback had been handled well and most people had received a positive outcome arising from their concerns. It was unfortunate that the race had not included the Muker area after the hardship that communities had faced there due to the flooding earlier this year. Highways officers had worked hard to facilitate the race to go into that area but it had not been possible in the end because of the poor weather.
- Flooding: The flash flooding in the Yorkshire Dales in July 2019, had caused two bridges to be destroyed totalling in the region of £3 million to replace. Funding had been received from government and tender for the works would be going out shortly. The hope was that construction would start in the spring. Highways had liaised closely with the communities impacted by the flooding from Grinton beck about the immediate reactive work. The flooding had resulted from the amount of debris that had been brought down resulting in blocking the beck. Responsibility for the maintenance of the beck lay with the riparian owner. Households were not covered by their home insurance for this type of instance. The local community felt let down and so a number of organisations including Richmondshire District Council, North Yorkshire County Council, the Environment Agency and Yorkshire Water agreed to work together to facilitate a position without setting a precedent. Each organisation had agreed to contribute towards the loss of property if other sources of funding could not be provided from elsewhere; in the event the claim submitted to government was successful. A Section 19 Flooding Investigation report was currently being written.
- Selby Bypass: The Department for Transport (DfT) had now agreed to fund £4.95 million of the repair costs for Selby Bypass out of a total cost of £7 million. If the government had not committed to do this North Yorkshire County Council would have been faced with a bill of £5 million.
- A59 Kex Gill: The business case for re-routing the A59 from Kex Gill would be submitted to government in November 2019. The DfT was proposing to fund the route through use of funding set aside to maintain network resilience. The proposed route scored well on cost benefit assessment and it was hoped that the scheme would be fast-tracked, leading to a construction start date in 2020. This would depend however on government funding and the granting of planning permission without receiving a challenge. The County Council would risk losing government funding if objections to the planning application were received.
- Future delivery of the highways service: David Bowe reminded the Committee

that from 2021, delivery of the highways service would be through North Yorkshire Highways, a company wholly owned by North Yorkshire County Council operating under Teckal criteria. All local Ringway staff would have the right to TUPE into the new company and were being encouraged to do so. The hope was that the service transfer from Ringway to North Yorkshire Highways would occur no earlier than 1 April 2021 because of the winter season and the associated pressures placed on the service during that time. Under the current contractual arrangements with Ringway, North Yorkshire County Council had the facility to extend by negotiation the contract with Ringway.

- North Yorkshire County Council's Housebuilding company Brierley Homes: All the properties on the first estate to be built by Brierley Homes had sold; this was six months ahead of projections.

Members made the following key comments:

- County Councillor David Goode asked for a progress update on the Business and Environmental Services Directorate's budget savings to date and budget planning for the next financial year. David Bowe said that the directorate was on target to meet its budget savings with the exception of one area – one-stop shop for delivering highway services – though this included 278 elements of work and did not represent a significant budget saving. The intention of the one stop shop was for North Yorkshire County Council to design junction works and deliver the schemes if necessary. From the winter of 2020/21 onwards there would be a reduction in salt heaps but there would be a consultation exercise carried out well ahead of any actual changes being brought in.
- County Councillor Caroline Goodrick noted that the BBC Countryfile Live event at Castle Howard in August 2019 had attracted 50,000 visitors over four days. There had been significant levels of traffic congestion on the A64. County Councillor Caroline Goodrick had asked staff at Castle Howard to liaise with Highways Officers to debrief them about this year's event and plan ahead for the same event to be held at Castle Howard next year. Such an event was highly beneficial for the economy but this year's event had not been well-organised in terms of traffic management. David Bowe said that were examples of good practice by event organisers elsewhere in the county such as for the Great Yorkshire Show in Harrogate. Highways England also worked closely with the County Council on that event. The point at which an event organiser engaged with the relevant transport authority was often a major factor and this could be compounded by the event organiser not understanding the event. He went on to state that he would be happy for the Highways team to engage with Castle Howard in traffic planning.
- County Councillor Karl Arthur queried why the County Council had not been awarded the full £7 million costs for Selby Bypass. David Bowe replied that it had always been understood that the County Council would need to fund the 'betterment' costs and in this regard did not represent additional debt to the council.
- Referring to the World Championships Cycling event in Harrogate, County Councillor Stanley Lumley said that an issue that had arisen was that during the Sportif event there had been conflict between the marshalls and residents. At Greenhow Hill residents had not been able to access their properties due to the marshalls turning them away. David Bowe said that generally for such events the planning was detailed. If the original plan was to allow access it was

a matter of how marshalls had been managed and what their authority was. This could be fed in in relation to the de-brief that was being carried out.

Resolved -

That the update be noted.

89. Highways England

Considered -

The verbal report of the Service Delivery Manager, Highways England.

Chris Dunn referred to the improvements carried out on the A64, A66 and A1(M) in 2019/20 and scheduled improvements being carried out in 2020/21.

- A64: £22 million was being spent along the A64 as part of ongoing maintenance work in Yorkshire and the Humber. The funding was not an alternative to the dualling proposals. Work had been completed on improvements at Staxton crossroads and resurfacing work was currently being carried out between Staxton and Eastfield and cycle and pedestrian improvements between Staxton and Metes Lane. Safety improvements at five junctions in Knapton has also just started with the work expected to be completed by the end of March 2020. Over the past year there had been some weekend closures on the A64. In 2018 Highways England had used postcards to give out to businesses and residents to highlight the closures but Highways England was now looking at better forms of communication. Three customer engagement events had been done including at Rillington. Over the next few months Highways England would be starting resurfacing at Rillington Fields and Bilbrough to Hopgrove. Also in 2020 work would be starting on safety improvements as part of the gateways at various villages between Crambeck and Staxton, drainage work at Sherburn, cycle improvements around Jinnah restaurant and safety improvements at Crambeck.
- A66: In 2019/20, works to the west of Scotch Corner had included resurfacing of the carriageway between Cross Lanes junction and Rokeby junction and the replacement of 12 signs between Scotch Corner and West Layton. Planned work to be completed between November and December included resurfacing work between West Layton junction and New Lane Junction and improved junction visibility at New Lane Junction. Planned work to be undertaken between January and March 2020 included amongst others, improving the sightlines at the A66 New Lane junction and improvement works to the central reserve gaps between the Bowes interchange and the Cumbria. A permanent 50mph speed restriction would be installed on the single lane section of the A66 between the two sections of dual carriageway from Warreners Lane/Mainsgill and Browson Bank. Support would be required from North Yorkshire County Council for a similar permanent speed restriction to be applied for and enacted on their network on side roads that join the A66 between those two points.
- A1(M): The resurfacing work between Ripon and Leeming was due to be completed by late December 2019. Planned work to be undertaken between January and March 2020 included LED lighting improvement works to Leeming Bar and Baldersby interchanges. Investment was being put in in relation to grassland corridors to encourage biodiversity. On the final phase of the contraflow for the resurfacing work between Ripon and Leeming a temporary

60mph speed restriction trial had been put in place instead of the normal 50mph temporary speed restriction for work requiring convoys. The purpose of this was to see if the change reduced congestion and the results to date had been positive.

Members made the following key comments;

- County Councillor Caroline Goodrick said that she was very concerned that the A64 road improvements had been downgraded from medium to low by Highways England. The A64 was a key strategic route connecting the east to the west of the county and without improvements economic growth would not happen. The planned upgrade to the A1237 would create further pressure on an already over-pressurised system at Hopgrove Roundabout. She said that she did not get a sense that Highways England was being joined up or holistic. The current situation of the A64 was that local traffic and commercial vehicles used 'rat runs' through villages to save time putting massive strain on the road infrastructure there. All the local MPs were on board with dualling the A64 but there was not enough of an overview of Highways England by the public; it appeared to be a siloed organisation only accountable to the Transport Minister and so there was no scrutiny. Her greatest concern was that if the A64 dualling road improvements were not included in the Road Investment Strategy 2 (RIS2 2020-2025) the dualling of the A64 would not happen for many years if at all. The funding would instead be re-absorbed by other road projects elsewhere in the country. Chris Dunn replied that there was a meeting last week with local MPs and Highways England's senior leadership team to discuss the situation on the A64. Highways England was currently commissioning a further study to include the York ring road, which was due by the end of December 2019. He acknowledged that Highways England needed to share further information with local Members about what the various factors and calculations that had led to the downgrading of the A64 road improvements.
- County Councillor Stanley Lumley requested that for future annual updates Highways England provided a written report prior to the Committee meeting.
- County Councillor Caroline Goodrick said that she had attended the LEP A64 Growth Partnership and to her astonishment representatives had been informed that the impact of tourist traffic had been stripped out, leading to the change from the A64 road improvements being downgraded from medium to low. Chris Dunn replied that it was his understanding that this was because commuting traffic scored a higher value than recreational use but acknowledged that this could be controversial.
- County Councillor Derek Bastiman said that to ignore the impact of tourist-related traffic was fundamentally wrong as well as illogical. Tourists to Scarborough borough added £650 million per year to the economy and to a lesser extent for East Riding and for Ryedale district. When he was on the York, North Yorkshire and East Riding Local Enterprise Partnership money was put into the A64 for 'quick win' road improvements but the dualling of further stretches of the A64 seemed to have gone by the by because of Highways England. He accepted it was highly unlikely that the A64 would ever be dualled for its entire length especially from Malton eastwards. However, Highways England should accept quick wins where land was available to dual the A64.
- County Councillor Richard Welch why, just after a few years after the A1M upgrade was completed road re-surfacing works had needed to be undertaken on some of the sections that were amongst the last to be completed in the

county. Chris Dunn said that there was a trade-off between noise suppressing road materials and durability. Highways England was starting to re-introduce more durable road materials on some of their other A-roads including hot rolled ashfelt and was continuously reviewing the lifespan of materials.

Resolved –

- a) That the report be noted.
- b) That Highways England produce a written report to the Transport, Economy and Environment Overview and Scrutiny Committee in advance of attending a subsequent Committee meeting.

90. Growth and Heritage Services

Considered –

The report of the NYCC Corporate Director – Business and Environmental Services to provide an overview of North Yorkshire County Council's Growth and Heritage service.

Matt O'Neill introduced the report. He explained about the two aspects of the service. The growth side was related to North Yorkshire County Council's policy to support the local economy; the devolution agenda; and input into the district councils' Local Plans. The heritage part of the service involved the County Council's response to maintaining the historic and natural environment. The County Council had a cohesive set of shared economic objectives set out in its growth plan. The growth plan which was now three years old would be updated next year.

Liz Small provided further detail about the heritage service including the County Council's responsibility for archaeology in the county which maintains the Historic Environment Register – an archive of archaeology reports for North Yorkshire. The Heritage Services work on maintaining the historic and natural environment included providing specialist technical advice to developers at the pre-application planning stage and advising on planning applications and projects for landscape, ecology and archaeology. The service also worked closely with the three Areas of Outstanding Natural Beauty (AONB) in the county as well as the two National Parks Authorities in the county. The service hosted the Howardian Hills AONB team. There were also a number of other protected sites and conservation projects in the county which the service engaged with. The service had a role in responding to and advising on environmental legislation and to this end was currently examining the Draft Environment Bill which was out to consultation. As part of its role to ensure that North Yorkshire's environment was protected the service regularly liaised with DEFRA. Other stakeholders included the Local Nature Partnerships. The growth side of the service now incorporated business engagement as well as spatial planning and economic development. The service worked closely with the district Local Planning Authorities including duty to corporate coordination. The service was responsible for the consultation process and checking on the impacts of major developments for North Yorkshire including HS2 and the DRAX and Eggborough power station applications. The service received an income under planning performance from developers and from provision of specialist advice to other local authorities. Through the Directors of Development the service had pulled together money to commission strategic pieces of work to inform what was needed to support strategic development in six zones including the M62 corridor and coast and seven District key town masterplans.

Members made the following key comments:

- County Councillor David Goode referred to paragraph 5.3 and paragraph 7.2 of the report relating to the work that the team was doing in relation to Brexit. Liz Small replied that the government had issued a consultation on environmental and agricultural policy post-Brexit which the team had co-ordinated for North Yorkshire County Council and subsequently taken to BES Executive Members for approval. The government was considering introducing an environment land management system to replace the current system of the Common Agricultural Policy. The service was in regular contact with DEFRA and other councils and Natural England to try get as much intelligence as it could and then feedback on the implications. North Yorkshire County Council's Environment Partnership officer and Economy Development Officer had produced a number of briefing notes. With regards to discussions regarding devolution and the LEP, the team was involved in the work of both the West Yorkshire LEP and York, North Yorkshire and East Riding LEP. The service had been involved through both LEPs in commissioning a piece of work on Natural Capital covering West Yorkshire, North Yorkshire and York regarding the resources needed to deliver agriculture and food production.

Resolved -

That the Committee notes the report.

91. Passenger Rail Update

Considered –

The report of the NYCC Corporate Director – Business and Environmental Services to update the Committee on rail developments and forthcoming changes for North Yorkshire.

Andrew Bainbridge introduced the report. Referring to paragraph 2.3 of the report he explained that whilst North Yorkshire County Council had not got a legislative remit in respect of rail services it used its influence to influence rail network operators.

With reference to section 3 of the report Andrew Bainbridge mentioned about the series of reviews that had been announced by government due to the various services failures in the rail industry nationally. He went on to refer to the rail changes and improvements in North Yorkshire as detailed in the report. He made particular reference to the increase in trains on the Esk Valley line from four to six in each direction from December 2019. Currently the infrastructure of the line was being assessed to see if in the longer term seven to eight trains a day could run on the line.

Andrew Bainbridge referred to paragraph 4.10 relating to level crossings in North Yorkshire crossing over major roads and the possibility that the County Council and Network Rail could fund some lower cost schemes to help tackle congestion at those level crossings. Network Rail were currently refining the options regarding affordable solutions and expected to report back to North Yorkshire County Council by December 2019.

Referring to the rail service changes detailed in section 5 of the report, Andrew Bainbridge mentioned about the planned timetable changes on the Harrogate line, Skipton line, Scarborough to York line, Esk Valley line and on the East Coast Mainline.

Members made the following key statements:

- County Councillor David Goode made reference to paragraph 4.5.1 of the report and asked how confident could the County Council be in relation to train capacity being able to be increased between Knaresborough and York. This was in light of the capacity constraints on the East Coast Mainline identified in the report. He asked if there was the potential for a compromise solution that would enable the Local Enterprise Partnership to look at favourably for funding. Andrew Bainbridge said at this stage it was difficult to know and first a complex timetabling piece of work needed to be done. Network Rail could not provide early indications at this stage because all timetabling changes tied together at the end. If Network Rail eventually confirmed that it would not be able to increase the hourly train capacity on the Harrogate to York line for another three to four years this was likely to be too long for the LEP to retain funding for the project. If however Network Rail stated that train capacity could be increased within the next 12 months there was a better argument there for the LEP to invest in the project. He noted that the LEP funding had to be spent by 31 March 2021.
- County Councillor David Goode noted that there were rumours about Northern Rail losing its franchise. Andrew Bainbridge said that it was more likely there would be a change in management and Transport for the North and the government would manage the contract more closely.
- County Councillor Clive Pearson said that he was pleased that capacity on the railway line from York to Malton had increased but asked if this would be extended to Scarborough as currently the additional trains terminated at Malton. Andrew Bainbridge said that the intention was for the trains to terminate in Scarborough but was aware Transpennine Express had terminated services early. It was one of the issues that would be raised with Transpennine Express at a meeting tomorrow. The issue did not just relate to the York to Scarborough line but also on the East Coast mainline trains to Middlesbrough had terminated early. Performance improvements were required.
- County Councillor Don MacKenzie mentioned that the County Council had looked into the use of parking surpluses to fund a reduction in level crossings. There was the likely space on the East Coast mainline and whilst at this stage there were no forecasts that could be made he was hopeful that the YNYER LEP would be under pressure to reconsider investment. Matters relating to the Northern Rail Franchise remained a key focus of Transport for the North and there were strong calls from the Board to end the franchise as soon as possible particularly from the Labour Mayors in West Yorkshire. However, he agreed with Andrew Bainbridge that the likelihood was that the changes that would be brought about at least in the short term would be changes to Northern Rail's management rather than termination of the contract.

Resolved -

That the Committee notes the report.

92. Work Programme

Considered -

The report of the Principal Scrutiny Officer asking the Committee to confirm, amend or add to the areas of the work listed in the Work Programme schedule (Appendix 1 to the report) and to approve the draft scope of the Single-use Plastics Review (Appendix 2 to the report).

Jonathan Spencer introduced the report. He referred to the County Council's Motion of 24 July 2019 calling for utility companies to be required to make a mandatory level contribution towards flood and coastal protection schemes. He suggested that the Committee recommended to the County Council that the Chairman of the Transport Economy and Environment Overview and Scrutiny Committee writes to the Secretary of State for Environment, Food and Rural Affairs to call for the financial contribution from utility companies to be mandatory. He also advised that County Councillor Derek Bastiman had asked for the Committee to recommend to the County Council that he be authorised in his capacity as Vice Chairman of the Local Government Association Special Interest Group Coastal Issues to contact (in consultation with the Leader of North Yorkshire County Council), other relevant agencies to call for utility companies to make a proportionate and appropriate mandatory level of financial contribution where flood defence schemes would protect their infrastructure.

County Councillor Derek Bastiman mentioned about his role as Vice Chairman on the Local Government Association's Coastal Special Interest Group. He explained that if an area became a Special Protection Area (SPA) irrespective of utility companies providing funding, it would be the developer who would be liable to pay extra for developing in a recognised SPA designated area. He cited the example of the Solent area with the charge to a developer being as follows: for a one bedroomed property the charge was £346, for a two bedroomed property the charge was £500, for a three bedroomed property the charge was £653, for a four bedroomed property the charge was £768 and for a five bedroomed property the charge was £902. Examples of charges in other SPA areas were given as ranging between £2,050 to £5,050 per dwelling in the New Forest and £2,000 to £15,000 per dwelling in Thames Basin Heaths. The funding was extra to any agreed Section 106 or Community Impact Levy (CIL) monies.

Jonathan Spencer referred to the draft scope of the Single-Use Plastics Review (Appendix 2 to the report) and sought nominations to the task group, with meetings to commence from February 2020.

Executive County Councillor Carl Les mentioned about the work of the Rural Commission and the various themes that it would be investigating. He advised that once the Rural Commission had produced findings and recommendations the County Council could be appraised of those and have an opportunity to comment. He noted that the Rural Commission was scheduled to produce its findings and recommendations next year.

Resolved -

- a) That the work programme be noted.
- b) That the Committee recommends to the County Council that:
 - (i) The Chairman of the Transport Economy and Environment Overview and Scrutiny Committee writes to the Secretary of State for Environment, Food

and Rural Affairs to call for the financial contribution from utility companies to be mandatory.

- (ii) That County Councillor Derek Bastiman be authorised in his capacity as Vice Chairman of the Local Government Association's Coastal Special Interest Group to contact (in consultation with the Leader of North Yorkshire County Council), other relevant agencies to call for utility companies to make a proportionate and appropriate mandatory level of financial contribution where flood- defence schemes will protect their infrastructure.
- c) That the Committee approves the draft scope of the Single-Use Plastics Review as submitted in Appendix 2 of the report.
- d) That County Councillors David Goode, Paul Haslam, Clive Pearson and Roberta Swiers be appointed to the task group.
- e) That a report on the findings and recommendations of North Yorkshire's Rural Commission be included in the future work programme.
- f) That a comprehensive update report from the Integrated Passenger Transport Unit on rural transport be included in the future work programme.

The meeting concluded at 12.40pm

JS



Transport, Economy and Environment Overview and Scrutiny Committee

23 January 2020

Report of the Corporate Director – Business and Environmental Services

Local Enterprise Partnership Update

1.0 Purpose of Report

- 1.1 To provide an update on the performance of the York, North Yorkshire & East Riding Local Enterprise Partnership (LEP). This report covers:
1. Local Growth Fund Performance
 2. Skills
 3. Low Carbon & Circular Economy
 4. Local Industrial Strategy
 5. Strengthening Local Enterprise Partnerships National Review
 6. District Level Analysis

2.0 Local Growth Fund Performance

- 2.1 In response to the LEPs Growth Deal submission in 2014 and subsequent Growth Deal 2 and 3 submissions in 2016 the Government awarded this LEP the following:
A Local Growth Fund with a total value of £146m, of which £123.9m is directly managed by the LEP and a further £22m allocated but dealt with directly by the Department for Transport (DfT) and Homes England (HE). This report concentrates only on the Funds directly controlled by the LEP (£123.9m).
- 2.2 The £123.9m is provided to the LEP (through its Accountable Body – NYCC) annually under what is known as a Section 31 payment. This comes in two payments per year, one from the Ministry of Housing, Communities and Local Government (MHCLG) and one from Department for Transport (DfT).
- 2.3 The Programme started on 1 April 2015 and runs to 31 March 2021.
- 2.4 The total **£123.9m** is received against an agreed annual profile. The **current income** received from MHCLG and DfT so far is **£106,053,866**. This income covers the period from 1 April 2015 to the end of March 2020. The LGF Outturn (Funds that the LEP has paid to project sponsors) to date is **£91,043,343**. The **LGF Expenditure** (LGF Funds that have actually been spent by the project sponsor) is currently **£80,957,485**.

2.5 The claims for Q3 (end of December 2019) are due in mid-January 2020. The current estimate in terms of LGF Expenditure is £6m which will keep the Programme on track to hit it's spend profile for this year and narrow the gap between outturn and expenditure.

2.6 The following table sets out the current actual and profiled LGF expenditure to the end of the Programme. Annex A provides a list of all investments to date.

Local Growth Fund Profile							
Current LGF	Forecast LGF expenditure						
2015 to Q2 2019/20 (m)	Q3 2019/20 (m)	Q4 2019/20 (m)	Q1 2020/21 (m)	Q2 2020/21 (m)	Q3 2020/21 (m)	Q4 2020/21 (m)	Total (m)
£80.9	£5.8	£8.0	£10.0	£9.7	£4.6	£4.7	£123.9

2.7 Risk mitigation:

In order to mitigate risk and ensure full investment of £123.9m a pipeline of projects is being developed. These will both ensure delivery of the current funds and provide a pipeline for any future funding allocated. They include:

- York Outer Ring Road
- York Central (final allocation of LGF)
- York EV charging scheme
- Lowfield co-operative housing project
- Thirsk Rail station
- Craven Regeneration project
- Road maintenance/improvement programmes

2.8 Future pipeline - Initial discussions have started with stakeholders and partners to identify potential future projects. This will look at potential capital infrastructure projects that begin to address the emerging Local Industrial Strategy priorities. This work will report back to the Infrastructure Board in February and will set out a prioritised list of short, medium and long term projects. In addition, a call for projects that required feasibility works was opened at the end of 2019 and has just closed. These bids will be assessed and presented to the February infrastructure Board. This will further strengthen the pipeline of deliverable projects.

2.9 As we approach the final year of a capital programme, the LGF programme still faces a number of significant challenges these include:

- The need to ensure that the LGF projects that have been approved deliver to time and budget. The LEP Team with assistance from the Performance Group continues to work with LGF project sponsors to ensure projects are on track;
- To increase the actual spend where monies have been transferred early to projects. This has been profiled and so the gap will be significantly reduced by March 2020. By the end of this financial year the gap will have been reduced from £15m at the start of the year to £4m by the end of 2019/20;

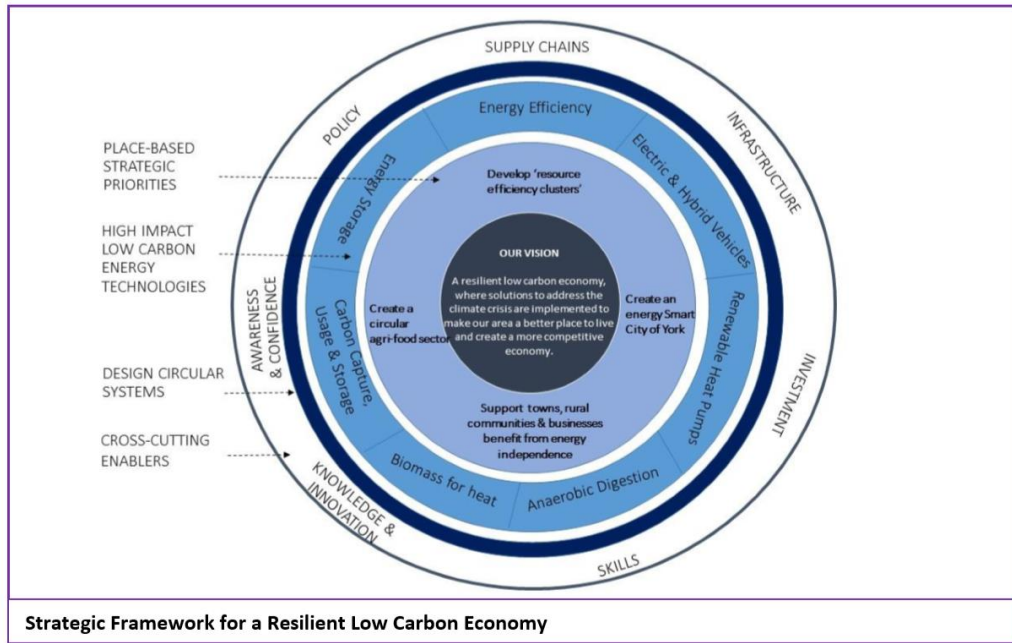
3.0 Skills

- 3.1 The LEP skills function continues to perform well, with a broad range of skills programmes contracted and delivering and strategies in place for workforce skills, social inclusion, careers and apprenticeships.
- 3.2 A revised, detailed evidence base has recently been published. This is included as a separate attachment to this report. It is publicly available via the LEP website and has been shared with all Local Authority partners.
- 3.3 The table below summarises current activity.

Social Inclusion 5,187 people supported & a further 8000 profiled. 28 Community Led Local Development Projects 130 grants awarded to community projects supporting unemployed	Support employment from untapped workforce: New project being developed to support employers to increase diversity in the workplace.
	Build skills of long term unemployed: Existing projects continuing to perform. New Skills Support for the Unemployed programme now delivering
	Stronger communities Extra funding allocated to Big Lottery co-investment for a further 3 years of delivery. New Community Grants contract started in April. Community Led Local Development supporting skills development and employment opportunities for 20% most deprived on the coast
Young People Every school in North Yorkshire engaged in careers & enterprise programme.	Careers & Enterprise: 60 Schools signed up and Careers Hub operational Improve Careers Guidance <ul style="list-style-type: none"> • 35 schools in Careers Hub with more intensive support to achieve Gatsby Benchmarks. • 14 schools in Scarborough, Whitby and Filey with dedicated Enterprise Coordinator supporting North Yorkshire Coast Opportunity Area • 11 schools in the wider network
	Connect vulnerable young people to opportunities Not In Employment Education or Training (NEET) numbers low, therefore project working predominately with Pre NEETS as a preventative measure.
	Apprenticeships Work is underway to increase the awareness of degree level apprenticeships and increase the transfer of unspent levy to grow apprenticeships in the supply chain.
	T Levels The new T level qualification begins rolling out in September 2020. Work is underway to ensure the LEP supports this roll out particularly in terms of industry placements.
	New Young Peoples Strategy underway
Workforce Skills	Targets workforce issues including gender & diversity

4,600 people supported 1,277 businesses supported 87 diverse skills initiatives	Skills Support for Workforce Increases productivity through workforce skills
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- 3.4 Additional programmes are currently in the process of development or appraisal with ESF. Specialist Skills, Business Scale up
- Women in the Workforce
 - Agri-Skills,
 - Thriving at Work and the
 - T level
 - Apprenticeships
- 3.5 The skills team are now working with the Institute of Technology, a significant technology investment secured by a collaboration of collages across York, North Yorkshire and Humber to develop a supporting digital skills programme.
- 3.6 The work of the Careers Hub and wider Careers and Enterprise Company continues to be strong with results consistently above national average. Schools that have engaged have seen an improvement in their Careers Guidance and are performing better against the eight national Gatsby Benchmarks that monitor Careers Guidance performance.
- 3.7 Funding for this work is due to end in July 2020 and there has been uncertainty for some time about future national funding. The Careers Hub manager is scoping out plans to extend this work until March 2021 using alternative funding, should the need arise.
- 4.0 Low Carbon & Circular Economy**
- 4.1 The LEP has now developed and published both a Local Energy Strategy and a Circular Economy Strategy:
- 4.2 The Climate Emergency is rapidly moving up the agenda. Six of our Local Authorities have declared a Climate Emergency, whilst the financial sector is increasingly looking to reduce the carbon impact of investment.
- 4.3 the Local Industrial Strategy sets an ambition for York and North Yorkshire to be carbon neutral by 2030 and the devolution process may push the ambition further and aspire to being a carbon negative region. It is reasonable to assume that if UK is to become carbon neutral. Places such as North Yorkshire will need to be carbon negative.
- 4.4 The diagram below summarises the strategic framework for the Local Energy Strategy



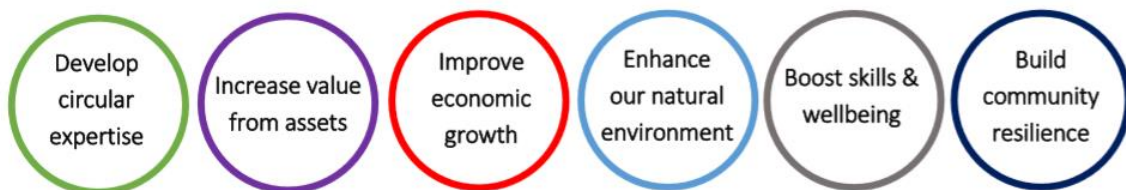
4.5 Research by the Ellen McArthur Foundation has demonstrated that energy efficiency and low carbon technology will only deliver half (55%) the carbon reductions we need to become carbon-neutral. The other half will come from creating a Circular Economy which will design waste out of our communities and businesses, keep products and materials in use for as long as possible and regenerate farmland and natural systems. The diagram below summarises the circular economy priorities.

2030 VISION

York and North Yorkshire thriving as a competitive, carbon-neutral circular economy that benefits businesses, society and the environment.

STRATEGIC GOALS

Our mission is to work collaboratively to transform systems at scale and speed, so York and North Yorkshire are recognised as leaders in the delivery of circular economy excellence and addressing climate change. This will deliver economic, environmental and social benefits.



- 4.6 Both strategies are accompanied by an implementation plan.
- 4.7 The work on these agenda has been done in close collaboration with all Local Authority partners. Joint governance and working group arrangements are being developed to ensure resources are used in the most effective way and learning is shared.
- 4.8 Whilst there is a strong appetite to make a real difference in this agenda, national research has indicated 93% of projects are at the concept stage.
- 4.9 Achieving our ambitions on this agenda will requires a significant a change, both in investment strategies and also in behaviours and commitments from national government down to public awareness.
- 4.10 This, however presents a key opportunity for North Yorkshire which is rich in economic and natural assets. Drax Power is Europe’s largest de-carbonisation project and its carbon capture and storage technology could be used to support wider carbon intensive businesses to de-carbonise.
- 4.11 York and North Yorkshire is also home to some of the world leading innovation around bio-economy and agri-tech. This provides the economic opportunities for the region to attract new investment and create high value jobs in businesses who are addressing a global challenge. We are working closely with university of York, FERA science, Bio-renewables Development Centre and Askham Bryan College to develop this opportunity.
- 4.12 Perhaps, more significantly are the natural landscapes and uplands of North Yorkshire. These natural assets provide the opportunity to attract investment to enhance the natural capital which will then soak up more CO², mitigating the impact of neighbouring cities. Enhancing this natural capital in this way, will also help retain the viability of some upland farms and in turn helps underpin the attractiveness to millions of visitors each year.
- 4.13 The future of subsidies to farmers is changing from Common Agriculture Policy payment based on acreage, to a new system – Environmental Land Managements (ELMs) which will require public benefit for public investment. This could provide the opportunity to target investment to achieve best outcomes both environmentally and economically for North Yorkshire.
- 4.14 The LEP Local Industrial Strategy will seek the leverage the potential of all these assets to the benefit of the region.

5.0 Local Industrial Strategy

- 5.1 The UK government has published its Industrial Strategy. Local Enterprise Partnerships have been tasked with developing a Local Industrial Strategy, identifying local priorities to drive productivity and growth.
- 5.2 The Local Industrial Strategy will be developed locally and agreed across government departments and be used to secure new investment and funding into the region. This is likely to come from the Shared Prosperity Fund, a UK fund being developed to accommodate funding previously sent to EU.

5.3 The York and North Yorkshire Local Industrial Strategy is out for consultation until end of January. It is enclosed as a separate document. The TEEOS are asked to comment and feedback on the emerging priorities.

5.4 The Priorities in the consultation draft are as follows:

Priority 1: Invest in places, communities, identity and culture to drive productivity

- 1.1 Making the most of our unique identity
- 1.2 Transforming communities by strengthening local connections
- 1.3 Investing in transformational digital infrastructure

Priority 2: Unlock constrained growth and realise productivity potential

- 2.1 Making the most of businesses and workplaces
- 2.2 Transforming digital productivity
- 2.3 Investing in infrastructure and skills for growth

Priority 3: Lead the transformation to a carbon neutral circular economy

- 3.1 Making the best use of land
- 3.2 Transforming the value created by natural resources
- 3.3 Investing in resilient infrastructure and skills capacity

6.0 Strengthening Local Enterprise Partnerships national review.

6.1 The government's 'Strengthened Local Enterprise Partnership' review was published in 2018 and made a series of recommendations around LEP structures and governance including:

- LEPs should remove overlapping boundaries
- LEPs should have a formal legal status (eg Company Limited by Guarantee or similar) or be integrated within a Combined Authority
- LEP Board membership should be 2/3 Private Sector
- LEP Boards should be diverse with a minimum 1/3 female by 2020

6.2 Following the review, and in discussion with Local Authority partners. it was proposed in November 2018 that East Riding should become a member of just the Humber LEP, reflecting the inter-dependency between Hull and East Riding and York and North Yorkshire should explore the potential of a merger with Leeds City Region.

6.3 A Transition Sub-Group joint between Leeds City Region and York & North Yorkshire Boards was created to progress the discussions. Annex B provides the notes of the last transition sub-group.

6.4 Parallel to these discussions, Local Authority leaders across Yorkshire have been in negotiation with government to progress devolution with an ambition to deliver devolution at a 'One Yorkshire' level.

6.5 Both LEPs remain committed to supporting a 'One Yorkshire' devolution model. However, government, whilst not ruling out a single Yorkshire

arrangement in the longer term, is seeking initial sub regional deals at the geographies of:

- Sheffield City Region (South Yorkshire)
- West Yorkshire
- Humber
- York & North Yorkshire.

- 6.6 Both existing LCR and YNYER LEPs acknowledge the close alignment of LEP and Combined Authority responsibilities, and the benefit of shared strategies and integrated governance arrangements.
- 6.7 Both LEPs also recognise that overlapping functional economies areas extend across the two areas and, indeed, the wider region. Consequently, businesses and communities often share related issues where solutions need to be found between both LEPs.
- 6.8 Reflecting the proposed devolution geographies, the recommendation from the Transition Sub-Group is, therefore, to retain two LEPs, consistent with devolution geographies, whilst developing a new, strong and formal cross-LEP collaboration agreement.
- 6.9 The York and North Yorkshire LEP intends to replicate this collaboration agreement with the reformed Humber LEP, recognising the strong economic relationship that exists with East Riding and has characterised much activity over the last eight years.
- 6.10 Accordingly, the proposed LEP Geographies will be:
- York & North Yorkshire – comprising the City of York Council, North Yorkshire County Council and the District Councils of Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough and Selby.
 - Leeds City Region – comprising the West Yorkshire Local Authorities of Leeds, Bradford, Wakefield, Kirklees and Calderdale; and
 - Humber – comprising East Riding of Yorkshire, Hull City Council, North Lincolnshire Council, North East Lincolnshire Council
- 6.11 These geographic recommendations are, of course, also subject to approval by the Leeds City Region and Humber LEP Boards.
- 6.12 Board Membership: The LEP review dictates that the LEP Board must be 2/3 Private Sector and have a gender balance with a minimum 1/3 female representations.
- 6.13 A number of changes to the LEP Board through 2019/20 and with East Riding leaving the Board will result in the following balance.
- | | |
|----------------|------------------|
| Public Sector | 5 male |
| Private Sector | 5 male, 2 female |
- 6.14 To ensure compliance, we are in the process of co-opting three new female Board members onto the LEP Board. A further recruitment will take place during 2020 reflecting the end of Board members terms when we will seek to further strengthen the gender balance on the Board.

- 6.15 Legal entity – reflecting that York and North Yorkshire Local Authorities are developing devolution proposals for the region, which will require development of a Combined Authority, a request was sent to Government suggesting that we retain the partnership status pending creation of the Combined Authority, at which point the LEP will become fully integrated in the new organisation.
- 6.16 Government have rejected this request and consequently, the York and North Yorkshire LEP will need to create a legal entity. We are exploring the most effective way to achieve this with the intention that this legal entity will be dissolved when/if a Combined Authority is created.

7.0 District level analysis

- 7.1 The York, North Yorkshire & East Riding LEP has never adopted a local authority allocation, we have adopted an approach of working with all our partners to understand their priorities and develop investments accordingly.
- 7.2 The tables below provides a district level breakdown of key investments. Figures correct at December 2019.

	Infrastructure		Business		
	Growing Places	LGF	Lets Grow Business Grants	Skills Support for Workforce Employees	Skills Support for Workforce Businesses
City of York		£ 10,547,585	£ 470,000		
Craven		£ 6,724,520	£ -	563	179
East Riding		£ 27,185,456	£ 366,277		
Hambleton		£ 12,749,214	£ 583,598	301	106
Harrogate	£ 900,000	£ 15,070,000	£ 401,000	573	147
Richmondshire		£ 2,000,000	£ 106,600	174	48
Ryedale	£ 2,700,000	£ 3,711,502	£ 977,076	152	58
Scarborough	£ 3,000,000	£ 13,916,376	£ 351,914	526	140
Selby	£ 3,100,000	£ 158,150	£ 69,400	402	93
NY Wide		£ 24,000,000			

	Community Investment			Young People		Inclusion		
	Community Led Investment (LEADER in Dales/Moors, CILD on Coast)	Skills Community Grants Number.	Skills Community Grants £value	Schools in Careers Programme	NEET Individuals Supported	Access to Employment - Individuals Supported	Skills Support for Unemployed - individuals supported	Action towards inclusion - individuals supported
City of York	£0			?	LCR deliver			
Craven	£775,398	4	£ 51,000	9	LCR deliver	79	34	87
East Riding	£0			0	tumber deliver			
Hambleton	£522,710	10	£ 146,000	7		39	6	129
Harrogate	£696,940	9	£ 122,000	9	LCR deliver	94	21	233
Richmondshire	£944,182	4	£ 47,000	5	106	39	1	78
Ryedale	£1,006,982	3	£ 38,000	5	96	39	22	77
Scarborough	£4,952,625	16	£ 217,000	14	97	188	114	463
Selby	£0	17	£ 239,000	8	LCR deliver	63	23	123
NY Wide								

8. Key Implications

Local Member

All

Financial Please see content of report

Human Resources

none

Legal

None

Equalities

None

Performance:

Please see content of the report.

Risk Management:

Please see content of the report.

9.0 Recommendations:

9.1 The Transport, Economy and Environment Overview and Scrutiny Committee is asked to:

- Support progress on Local Growth Fund, Skills & Low Carbon
- Feedback on the emerging Local Industrial Strategy priorities
- Support the outcome of the 'Strengthening Local Enterprise Partnerships' national review with the LEP reverting to York and North Yorkshire.

DAVID BOWE

Corporate Director – Business & Environmental Services

Author: James Farrar, Assistant Director - Economic Partnership Unit

Name and job title of person presenting the report: James Farrar, Assistant Director - Economic Partnership Unit, North Yorkshire County Council


Date: 15/01/2020

Appendices:

- Annex A – Local Growth Fund approved and contracted Projects
- Annex B: skills evidence base https://www.businessinspiredgrowth.com/wp-content/uploads/2020/01/80671-LEP-Labour-Market-Analysis-2019-report-A4_proof_sinlges_interactive.pdf
- Annex C: Local Industrial Strategy Consultation https://www.businessinspiredgrowth.com/wp-content/uploads/2020/01/AW2_LIS_Document_AW.pdf

Appendices:

Annex A – Local Growth Fund approved and contracted Projects

Local Growth Fund Programme Tracker and Performance November 2019		 			
Local Growth Fund Budget		£123,913,138			
Financially Completed Projects	Project Status	LGF Awarded	Total Project Costs	LGF Outturn to date	LGF Expenditure to date
York Bio-Hub.	Completed	£1,000,000	£3,000,000	£1,000,000	£1,000,000
Askham Bryan College - Agricultural Skills Centre	Completed	£1,000,000	£3,003,960	£1,000,000	£1,000,000
Askham Bryan College - Engineering	Completed	£600,000	£1,800,000	£600,000	£600,000
Selby College - Equipment	Completed	£109,903	£219,806	£109,903	£109,903
Selby College - Trailblazers	Completed	£48,247	£96,494	£48,247	£48,247
Harrogate College - refurb and new build	Completed	£3,000,000	£6,000,000	£3,000,000	£3,000,000
East Riding College - Mechatronics at Bridlington	Completed	£225,000	£385,000	£225,000	£225,000
East Riding College - Digital Workplace	Completed	£161,206	£286,205	£161,206	£161,206
Craven College - Electronic and Computing Lab	Completed	£35,000	£70,000	£35,000	£35,000
York College - Internet of Things	Completed	£16,956	£33,910	£16,956	£16,956
Bishop Burton College - Digital Upgrade	Completed	£400,000	£645,120	£400,000	£400,000
Housing Growth at Middledeepdale, Scarborough	Completed	£2,319,345	£2,319,345	£2,319,345	£2,319,345
Major employment growth, Skipton - Flood Alleviation Scheme	Completed	£1,200,000	£13,283,695	£1,200,000	£1,200,000
Newlands Bridge, Drax M62	Completed	£1,500,000	£3,000,000	£1,500,000	£1,500,000
Growth at Catterick Garrison.	Completed	£2,000,000	£2,400,000	£2,000,000	£2,000,000
Malton Agri Business Park	Completed	£2,100,000	£2,500,000	£2,100,000	£2,100,000
Tadcaster Bridge	Completed	£1,400,000	£1,442,000	£1,400,000	£1,400,000
Dalton Bridge near Thirsk	Completed	£1,800,000	£3,556,771	£1,800,000	£1,800,000
A1079 Junction Improvements Killingwoldgraves Roundabout	Completed	£915,938	£1,060,569	£915,938	£915,938
Beverley Grovehill Road Widening	Completed	£333,374	£430,000	£333,374	£333,374
York Central - Scarborough Bridge Project	Completed	£1,500,000	£4,871,430	£1,500,000	£1,500,000
York Central - Development costs (phase 1)	Completed	£2,890,000	£8,000,000	£2,890,000	£2,890,000
Bridlington Harbour & Marina (surveys)	Completed - original project discontinued	£100,000	£100,000	£100,000	£100,000
Grimsby Institute Scarborough - ELITE skills	Complete – subject to final claim	£3,345,000	£10,250,000	£3,345,000	£3,345,000
Pocklington Flood Alleviation	Completed.	£500,000	£4,927,000	£500,000	£500,000
Craven College - Animal Management Centre	Complete – subject to final claim	£800,520	£1,601,040	£800,520	£800,520
TOTAL Completed Projects		£29,300,489.00	£75,282,345	£29,300,528	£29,300,528
Projects in Delivery (contracted)	Project Status	LGF Awarded	Total Project Costs	LGF Outturn	LGF Expenditure to date
Lets Grow Business Grants	On track and recently agreed increase.	£3,840,000	£20,500,000	£2,173,924	£1,986,332

Improving mobile phone coverage	Some issues regarding take up.	£1,000,000	£1,000,000	£1,000,000	£94,334
Askham Bryan - future farm Skills	On track	£430,590	£640,000	£407,297	£407,297
Yorkshire Arboretum Tree Health Centre	On track	£285,897	£686,152	£3,051	£3,051
Housing and employment at Northallerton.	On going – Bridge to start shortly	£6,000,000	£13,909,767	£6,000,000	£4,068,169
A1/A59 Jct 47 improvements	Delayed start	£2,470,000	£5,100,000	£2,470,000	£0
A1079 Junction Improvements Shiptonthorpe Roundabout	On track	£3,122,980	£3,900,000	£3,000,000	£1,392,289
Scarborough housing and employment - junction improvements	On site	£3,500,000	£3,875,000	£3,500,000	£512,861
Scarborough housing and employment - Plaxton Park	Start shortly	£2,832,031	£5,906,177	£123,956	£123,596
Skipton Employment and Housing Growth		£4,689,000	£6,907,915	£323,748	£323,748
Whitby Harbour and Piers	On track	£500,000	£8,784,763	£500,000	£0
Whitby Church Street Flood Protection	On track	£1,100,000	£2,094,000	£1,100,000	£0
Northallerton Digital Hub	On track	£1,781,764	£1,781,764	£3,000	£3,000
Central Northallerton - Road improvements	On track	£3,167,450	£3,167,450	£12,628	£12,628
Scarborough Construction Skills Village	On track	£320,000	£560,000	£8,786	£8,786
York Cycleway	Completion soon	£220,000	£270,000	£175,428	£175,428
Tadcaster Flood Protection Scheme	On track	£1,022,000	£1,344,000	£0	£0
Bridlington Town Centre Improvements	On track	£2,000,000	£4,550,612	£0	£0
North Yorkshire Rural Connectivity Grant (DfT)	Dft retained	£24,000,000	£48,000,000	£22,604,139	£22,604,139
East Riding Road Maintenance Scheme (DfT)	Dft retained	£16,700,000	£32,000,000	£14,246,498	£14,246,498
Development costs (transfer)	On track	£2,197,748	£2,197,748	£1,467,748	£1,467,748
TOTAL in project Delivery		£81,179,460.00	£167,175,348.00	£59,120,203.00	£47,429,904.00

Full Approval (Draft Contract)	Project Status	LGF Provisionally Awarded	Total Project Costs	LGF Outturn to date	LGF Expenditure to date
York Central (further development/design costs)		£1,580,000	£3,683,961	£0	£0
Bridlington Housing - Roundabout		£1,226,738	£2,004,562	£0	£0
Pickering Thornton Road Expansion	Approved – subject to clarification	£825,605	£	£0	£0
TOTAL Approved (not contracted)		£3,632,343.00	£5,688,523.00	£0	£0

Conditional Approvals	Project Status	LGF Provisionally Awarded	Total Project Costs	LGF Outturn to date	LGF Expenditure to date
Harrogate-York Rail Improvements	Decision December 2019	£9,600,000	£13,000,000	£0	£0
Malton and Norton Flood Protection Scheme	Decision December 2019	£500,000	£1,590,000	£0	£0
Craven Regeneration Pipeline	Decision December 2019	£2,000,000	£33,000,000	£0	£0
TOTAL Conditional Approval		£12,100,000.00	£12,100,000.00	£0	£0

Further Potential Pipeline Projects based on emerging LIS priorities	Project Status	
Scarborough town Centre	February Board	
North Yorkshire EV Charging Programme	February Board	
York Hyper hubs/ev charging project	February Board	
York Outer Ring Road	Due Business Case	
Harrogate Station Parade	on hold	
Further Skills Capital	on Hold	
Bio economy programme	on Hold	
NY Rural Connectivity/road improvement Programme	Scalable reserve scheme	
Bridlington Harbour	On hold	
TOTAL in pipeline		£15million

Winter maintenance policy

Salt Application

Routes

- Priority 1 includes all principal roads and important B Class, C Class and unclassified routes as approved by Members.
- Priority 2 includes the remainder of B Class and appropriate C class and unclassified roads as approved by Members. Note not all remaining C Class roads will be Priority 2.
- Priority 3 the remainder of the network including estate roads.

Treatment

Winter Maintenance involves treating the highway to:

- i prevent ice from forming known as "precautionary salting" or "pre-salting";
- ii melt ice and snow already formed, "post-salting".

Priority 1 routes will receive preferential treatment in all conditions. Pre-salting will only be carried out on Priority 1 routes unless the forecast is for extreme winter conditions in which case pre-salting of Priority 2 may be considered. Treatment will be completed within the times stated in this policy.

Pre-salting will normally be completed on an evening except where precipitation is likely to occur overnight. Where an evening pre-salt takes place with no precipitation some Priority 2 post-salting may take place the following morning subject to resources. If precipitation occurs after an evening pre-salt then Priority 1 post-salting will take place the following morning before any Priority 2 treatment is considered.

In widespread freezing and wet conditions Priority 1 and Priority 2 routes will be treated, as resources permit, but with preference to Priority 1 routes.

Priority 3 routes will not normally receive treatment unless freezing conditions persist for more than 72 hours. Treatment of Priority 3 routes in advance of the 72 hour rule in certain weather conditions will be allowed.

Timing

The majority of Priority 1 routes should be treated by 07:00 hours with the remainder by 07:30 hours, subject to changes in forecast and/or weather conditions.

In general, treatment will not take place between 23:00 hours and 05:00 hours, however specific conditions may require attention.

Priority 2 and 3 routes will be treated as soon as practicable after Priority 1 routes have been completed.

Priority 2 routes are treated every morning (when the weather requires it) after the Priority 1 routes are completed unless the prevailing conditions and the forecast in the judgment of the Local Area Manager renders further treatment unnecessary.

For guidance this would mean that, in general, Priority 2 routes will be treated unless conditions were improving and any ice/frost would thaw before the treatment of the route is completed.

Footways

Category 1 footways will be post salted in exceptional condition before 09:00hrs with the remaining footways and cycling network being treated in priority order subject to available resources. Cycleways, not contiguous with carriageways, will not be treated.

Snow Clearance Priority

Carriageways

Light snow (up to 25mm) - as pre-salting

Moderate snowfall (25mm to 100mm)

Priority 1 routes passable in three hours

Priority 2 routes will be cleared when conditions allow resources to be freed from Priority 1 routes

Heavy snowfall (over 100mm)

In these circumstances available resources including reserves, contractors and farmers will be mobilised to keep Priority 1 routes passable and to maintain at least one route to all centres of population.

It should be noted that continuous snowfall and strong winds will influence snow clearing operations considerably and will therefore delay completion times.

Footways

When conditions and resources permit snow will be cleared from shopping streets, then heavily used footways (main access routes) then other footways in prolonged conditions.

Un adopted Roads

The County Council will not carry out winter maintenance on un adopted roads.

However, specific requests from District and Parish Councils may be considered only if resources are available and all relevant costs are paid by them.

Target Spread Rates of Salt

- (a) Precautionary Salting
 - (i) Salt stored under cover 10g/m² - 20g/m²
 - (ii) Salt stored in the open 15g/m² - 20g/m²
- (b) Post Treatment Salting
All methods of storage
 - (i) Prior to snowfall, dependent upon forecast conditions 20g-40g/m²
 - (ii) Snow already on the road - depths in excess of 30mm ploughing and salting (up to 40g/m²)
- (c) Hard Packed Snow and Ice
 - (i) Air temperature above -8C successive salting at 20-40g/m²
 - (ii) Air temperature below -8C gritting with single size abrasive aggregate not exceeding 6mm or 5mm sharp sand

Snowploughing

No policy has been approved for snowploughing operations. Reference should be made to ICE design and practice guide – Highway winter maintenance section 2 and UK Roads Liaison Group – Winter Service Guidance for Local Authority Practitioners – section 3.5

Snow Fences

Snow fences are not in use in this County but powers to erect fences and secure easements are provided in the Highways Act 1980, covered by Sections 102, 249, 251, 291 and 292. For guidance in design and location of snow fences references should be made to TRRL Report LR 362 "SNOW FENCES".

Salt Bins / Salt Heaps

Salt bins or salt heaps will only be provided in accordance with the criteria set out in the salt bin / heap assessment form.

Salt bins or salt heaps will be spaced a minimum of 40 metres apart and contain a maximum of 0.5 tonnes of salt/grit.

A salt bin will be provided at the main access to each school which is not on a priority 1 treatment route.

The County Council will consider provision of salt bins at locations not meeting the criteria, where salt bins and their replenishment is funded by another local authority.

Care must be taken to avoid locating the bins where they may be used for the disposal of litter or act as litter traps.

Extreme Weather Protocol

In extreme or prolonged severe weather conditions, if it is necessary to conserve salt stocks then treatments may be modified as follows:

Treatment and Snow Clearance

Priority 1 - Use 50% salt and 50% sand/grit mix – no reduction in treatment length

Priority 2 - Use 50% salt and 50% sand/grit mix – route lengths may be reduced, however at least one route to each community will be maintained.

Priority 3 - Use sand or grit only roads will be treated as resources permit.

The most minor rural lanes and estate roads are unlikely to receive treatment/ snow clearance in such conditions as resources focus on the important traffic routes and providing community access

Priority 2 routes may be subject to a two direction “plough only” followed by a “plough and treat” using a 50% salt 50% sand/grit mix. Similar treatments can be adopted on Priority 3 routes will use a 100% sand/grit mix.

Timing

Priority 2 routes will be treated no more than once a day except in exceptional circumstances when directed by the Head of Highway Operations.

Footways

Treatments will be modified with a 50% salt and 50% sand/grit mix used on Category 1 footways, whilst other footways may be treated a sand /grit mix only. Many footways will remain untreated and communities can utilize the County Council’s Community Engagement Scheme and/or clear footways taking note of the Government’s “Snow Code”.

Salt Bins/ Salt Heaps

Salt bins and heaps will generally be stocked with 10% salt and 90% grit mix.

A 50% salt and 50% grit mix may be used in certain circumstances, for example where the facility affords the sole access to a community.

Restocking of salt bins and heaps during prolonged periods of extreme weather may need to be restricted to conserve salt and could only be carried out on request, not as a matter of routine.

In extreme circumstances it may be necessary to restrict this further in which case only salt bins or heaps at critical locations will be replenished.

ASSESSMENT FORM FOR PROVISION OF A SALT BIN / HEAP			
Actual Location of Salt Bin	Date of Assessment	Assessed By:	
Characteristic	Severity	Standard Scores	Assessed Actual Score
(i) Gradient	Greater than 1 in 10	75	
	1 in 10 to 1 in 30	40	
	Less than 1 in 30	Nil	
(ii)Severity of Bend	Sharp	60	
	Moderate	25	
	Slight	Nil	
(iii)Close proximity to and falling towards and away from a junction	Heavily trafficked road	90	
		75	
	Moderately trafficked road	30	
	Lightly trafficked road	Nil	
(iv)Assessed traffic density at peak times	Moderate	40	
	Light	Nil	
(v)Number of premises for which this is the only access	Over 50	30	
	20 – 50	20	
	0 – 20	Nil	
(vi)Pedestrian Movements	High	60	
	Moderate	25	
	Low	Nil	
(vii)Road Priority	Priority 1 route	- 300	
	Priority 2 route	Nil	
	Priority 3 route	20	
TOTAL			This needs to be over 100 to pass

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

23 January 2020

Work Programme

1 Purpose of Report

1.1 This report asks the Committee to:

- a. Note the information in this report.
- b. Confirm, amend or add to the areas of work shown in the work programme schedule (**Appendix 1**).

2 Background

2.1 The scope of this Committee is defined as:

- *Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.*
- *Supporting business, helping people develop their skills, including lifelong learning.*
- *Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.*

3 Updates – 20 mph speed limit policy task group

3.1 On 24 October 2019, the task group met with a representative from the 20s Plenty Campaign group to discuss its policy approach and reasons for introducing more 20mph limits. Further research was later conducted to investigate the approach and findings of local authorities that had introduced a wider 20mph policy.

3.2 On 5 December 2019 the task group had its final meeting to sum up its findings and to determine the recommendations to be included in the report.

3.3 A task group report with recommendations will be submitted to the Committee at its next scheduled meeting to be held on 15 April 2020.

3.4 In summary key points that the report will make and related recommendations are as follows:

- It is unrealistic for there to be a blanket approach of 20mph speed limits existing in all settlements in the county and to cover a wide area both in terms of cost and enforcement. Speed limits should reflect the nature of the road and in essence be 'self-explaining'.
- The economic impact has to be taken into account with regards to extending journey times by a wide area introduction of 20mph speed limits.

- Ongoing improvements in car technology are seeing the introduction of enhanced driver safety driver aids such as automatic braking and speed limiters.
- There is an existing County Council policy on 20mph speed limits. This allows a degree of flexibility already to allow our communities to introduce 20mph speed limits in their areas. The policy though would benefit from some updating and to be promoted. Some communities might not be aware of the policy but could benefit from the introduction of 20mph speed limits.
- The policy should be more explicit in considering 20mph speed limits in school zones.
- The policy should reference links to the wider policy agenda in relation to driver education (promoting behavioural change), supporting alternative modes of transport and shaping the built environment. This is so that the wider policy focus is not exclusively constrained by historical accident statistics in determining 20mph speed limits, if an otherwise strong case can be made for a 20mph speed limit to be introduced in a specific area.
- For 20mph limits to be adhered to there needs to be a partnership approach involving a wide number of organisations including planning departments.
- Education, as part of the 95 Alive Partnership, also needs to continue to be strong theme in relation to getting motorists to keep to the speed limit and avoid being distracted – the latter being the main cause of motor vehicle accidents in the county.

4 Single-use Plastics Review

- 4.1 The task group will meet on 27 February 2020, further to the Committee at its meeting held on 24 October 2019 agreeing the terms of reference of the review and nominating Members to the task group. The Members currently appointed to the task group are County Councillors David Goode, Paul Haslam, Chris Pearson and Roberta Swiers. County Councillors Robert Heseltine and David Jeffels who were not able to be present at the Committee’s meeting in October have also offered to sit on the task group.

5 Recommendations

5.1 That the Committee:

- a. Notes the information in this report.
- b. Confirms, amends, or adds to the areas of work listed in the Work Programme schedule.
- c. Approve the nominations of County Councillor Robert Heseltine and County Councillor David Jeffels to the Single-Use Plastics Task Group.

**Jonathan Spencer,
Principal Scrutiny Officer**

Tel: (01609) 780780

Email: jonathan.spencer@northyorks.gov.uk

14 January 2020

Appendices:

- Appendix 1 – Work Programme Schedule 2020/21

Background documents:

North Yorkshire County Council Forward Plan

<https://www.northyorks.gov.uk/council-forward-plan>

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2020/21

Scope

‘Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.

Supporting business, helping people develop their skills, including lifelong learning.

Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.’

Meeting dates

Scheduled Committee Meetings	23 Jan 2020 10am	15 April 2020 10am	13 July 2020 10am	22 Oct 2020 10am	21 Jan 2021 10am	14 April 2021 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only	27 Feb 2020 10am	2 June 2020 10am	10 Sept 2020 10am	10 Dec 2020 10am	25 Feb 2021 10am	

Reports

Meeting	Subject	Aims/Terms of Reference
Consultation, progress and performance monitoring reports		
Each meeting as available	Corporate Director and / or Executive Member update	Regular update report as available each meeting
	Work Programme	Regular report where the Committee reviews its work programme

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2020/21

Meeting	Subject	Aims/Terms of Reference
23 January 2020	Local Enterprise Partnership	Annual LEP update
	Winter Highways Maintenance	Overview of the policy on Winter Highways Maintenance
15 April 2020	Apprenticeships	To provide an update on the County Council's progress in supporting apprenticeships in North Yorkshire including responding to the Apprenticeship Levy introduced in 2017
	Countryside access	Overview of the County Council's countryside service and priorities (including unclassified roads, prioritisation of the public rights of way network and improving the definitive map processes)
	North Yorkshire County Council's Economic Growth Plan	Update on Economic Growth Plan refresh
13 July 2020	Rural transport	An update on rural bus services and community transport including matters arising from the call for evidence on rural transport by the Rural Commission
	Road casualties	To advise Members of the road casualty figures in 2019 and initiatives being undertaken by the work of the 95Alive Partnership
	Highways Maintenance Contract	To receive the annual report on actions being put in place by the highways maintenance & highways improvement contractor (Ringway)
	Highways England	Regular annual update
22 October 2020	Rural Commission (North Yorkshire)	To discuss the findings and recommendations of the Rural Commission

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2020/21

	Civil Parking Enforcement	To provide a review of countywide Civil Parking Enforcement in 2018/19 and 2019/20	
	Grass-cutting	To provide an update on grass-cutting arrangements with parish councils	
Items where dates have yet to be confirmed	HGV overnight parking in North Yorkshire	To explore the issues of HGV overnight parking in North Yorkshire and ways to respond once a county-wide draft policy has been developed	
	Tourism in North Yorkshire	Overview of the work and future plans of Welcome to Yorkshire	
	Traffic management in the county: tackling traffic congestion	Overview of the ways that the County Council can tackle traffic congestion problems in the county such as through the use of smart traffic lighting to control traffic flow. Road junction road improvements in Harrogate and Scarborough town to be taken as examples	

In-depth Scrutiny Projects/Reviews

Subject	Aims/Terms of Reference	Timescales	
The North Yorkshire economy post-Brexit	To consider (via mid cycle briefings and committee meetings) the measures required to support the local economy following the triggering of Article 50 of the Treaty of Lisbon by the UK government.	Ongoing (commenced March 2017)	
20 mph speed limit policy	Response to the publication of the National Research project by the Department for Transport examining 20mph speed limits	Completed – task group report to be submitted to 15 April 2020 Committee meeting	
Single-use plastics review	To explore ways to reduce the use of single-use plastics by North Yorkshire County Council staff and visitors, partner organisations, local businesses and residents.	To commence February 2020	

Please note that this is a working document, therefore topics and timeframes might need to be amended over the course of the year.