

Agenda

Meeting: Transport, Economy and Environment Overview and Scrutiny Committee

Venue: Remote live broadcast meeting using Microsoft Teams

Date: Thursday 21 January 2021 at 10am

Pursuant to The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020, this meeting will be held using video conferencing with a live broadcast to the Council's YouTube site. Further information on this is available on the committee pages on the Council website - <https://democracy.northyorks.gov.uk/>

The meeting will be available to view once the meeting commences, via the following link - www.northyorks.gov.uk/livemeetings Recordings of previous live broadcast meetings are also available there.

1. **Minutes of the meeting held on 22 October 2020**

(Pages 5 to 20)

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 18 January 2021. 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 if no public questions</i>
4. Corporate Director's update – Oral report of the NYCC Corporate Director – Business and Environmental Services	10:00-10:30
5. York and North Yorkshire Local Enterprise Partnership Annual Report – Report of the NYCC Corporate Director – Business and Environmental Services (Pages 21 to 30)	10:30-11:00
6. Highways England annual update on maintenance and improvement activity – Report of the Team leader, planning and development for Operations Yorkshire Humberside and the North East (Pages 31 to 36)	11:00-11:30
7. Road casualties: North Yorkshire – Report of the NYCC Corporate Director – Business and Environmental Services (Page 37 to 54)	11.30-12.00
8. Single Use Plastics Review - Report of the Transport, Economy and Environment Overview & Scrutiny Committee's Task Group (Pages 55 to 82)	12.00-12.15
9. Work Programme – Report of the Principal Scrutiny Officer (Pages 83 to 88)	12.15-12.25
10. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.	12:25

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)
County Hall
Northallerton

13 January 2021

Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)					
	<i>Councillors Name</i>	<i>Chairman/Vice Chairman</i>	<i>Political Group</i>	<i>Electoral Division</i>	
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					
	<i>Councillors Names</i>				
1	BAKER, Robert				
2	GOODRICK, Caroline				
3	ENNIS, John				
4	TROTTER, Cliff				
5	PEARSON, Chris				
NY Independents					
	<i>Councillors Names</i>				
1					
2					
3					
4					
5					

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held on 22 October 2020 remotely using MS Teams, commencing at 10.00 am.

This meeting was live broadcast on the North Yorkshire County Council YouTube site and a recording is available using the following link - <https://www.northyorks.gov.uk/live-meetings>

Present:

County Councillor Stanley Lumley in the Chair.

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

Other County Councillors present: Executive County Councillor Don MacKenzie and County Councillor Geoff Webber.

NYCC Officers attending: Karl Battersby, Corporate Director - Business and Environmental Services (BES), Justine Brooksbank - Assistant Chief Executive (Business Support) (CS), Tracy Harrison - Head of Training & Learning (CS), Barrie Mason – Assistant Director – Highways & Transportation (BES), Matt O'Neill - Assistant Director -Growth, Planning and Trading Standards (BES) and Jonathan Spencer, Principal Scrutiny Officer (CSD).

Present by invitation: John Nicholson (Ringway)

County Councillors Robert Heseltine and Richard Welch had sent their apologies for absence.

Copies of all documents considered are in the Minute Book

100. Minutes

Resolved -

That the Minutes of the meeting held on 23 January 2020 be confirmed and signed by the Chairman as a correct record.

101. Declarations of Interest

There were no declarations of interest to note.

102. Public Questions or Statements

There was one statement received from a member of the public (Ruth Annison).

The Chairman invited Ruth Annison to make a statement.

Ruth Annison made the following statement:

“I would like to ask you to consider as urgent business a matter of great concern to me. I know that councillors have very many profound issues to consider because of the pandemic. However, the committee’s Work Programme Schedule 2020/2021 states the Scope of the Committee lists two points directly relevant to the matter I would like to raise with councillors:

- How the needs of the community are met; and
- To consider climate change strategy.

Since 1975, I have been (and still am) a resident of North Yorkshire, business owner and employer in Upper Wensleydale. Through being an employer, I became interested in the provision of public transport (staff need to be able to get to work or training if they do not have the use of a car; family and neighbours should be able to access local facilities; day and staying visitors without cars need to be able to travel into, out of and within the county).

For some years, NYCC has had a policy of not funding Sunday bus services, on the basis that these mainly meet the needs of the leisure market. This policy requires revision, to take account of changes in society in the last half century following the introduction of the Shops Act 1950 and successive legislation. In 1950, a 48-hour working week was the norm, shop prices might still be quoted in guineas and the NHS was only two years old. At that time, churches were open on Sunday – but not much else; and most women did not work after marriage (except possibly for pin money). That era has long gone.

Now we are used to anybody and everybody being out and about on Sundays. To take the example of a bus service I know well: When travelling on the year-round Sunday DalesBus 856, I have met a wide variety of passengers who depend on public transport, including: people travelling to Northallerton station after a week-end in the Dales or students going back to college; people going to church, Sunday employment, shopping or to visit patients in hospital in Northallerton; walkers, people going out to lunch with family and friends, visiting attractions and motorists whose cars were being repaired or serviced. These passengers include people who are elderly, vulnerable and disabled; schoolchildren travelling alone and passengers on concessionary passes from whom fares cannot be recovered but whose reasons for travel also make a significant contribution to the local economy as they pay to eat, shop, stay and spend in North Yorkshire.

NYCC’s policy of not funding Sunday bus services is outdated; it threatens the future of small operators such as DalesBus and Moorsbus and restricts the services available to North Yorkshire’s residents and visitors. The policy is irrelevant to present-day needs and inappropriate as North Yorkshire faces the challenges of climate change. With two National Parks in the county, there are great opportunities for encouraging modal shift for access by integrated public transport (road and rail) instead of by car.

The late Simon Norton of the Foundation for Integrated Transport, pointed out that:

“People without access to cars can’t function properly in the society we have built. We have come to tolerate a degree of discrimination against non-motorists far beyond what, in recent years, has increasingly come to be seen as unacceptable for, say, disabled people or sexual minorities.”

I note that this committee meets again on 21st January 2021 and request that the current NYCC Sunday bus funding policy be reviewed by then, with the aim of updating it to meet present-day community needs.

Bus operators have to work to long lead times to register services so funding for public transport on Sundays from Easter 2021 is already a matter of urgency. It should not have to wait for the report and recommendations of the Rural Commission, scheduled for the committee's meeting in April 2021.

The Chairman read out a statement provided by Ian Fielding – NYCC Assistant Director – Waste & Countryside Services, North Yorkshire County Council.

“The County Council recognises that the Dales Bus 856 Sunday service between Northallerton and Hawes provides a popular and convenient additional public transport option to residents and visitors to the Yorkshire Dales and other rural communities on its route. The Dales and Bowland Public Interest Company are to be congratulated for their work in providing this, and other similar services.

Public transport operates commercially in urban areas where the demand provides services seven days per week, but in rural areas the demand is often insufficient to be attractive to commercial operators, and other solutions are needed. When the market fails, the County Council has a power to subsidise public transport and North Yorkshire County Council spends over £1.5m p.a. of Council funds providing local bus services to areas of North Yorkshire that would otherwise not have any service. Last year, approximately 1.3million people benefited by travelling on services provided by North Yorkshire County Council. As a Sunday service, the 856 is not one of those supported by the Council although the Council does subsidise services along the routes between Northallerton and Hawes, including nearby villages throughout the rest of the week as well as on Saturdays.

It is acknowledged that Sunday services provide benefits, but the Council is obliged to prioritise the limited funding within the Council towards areas of greatest need. The Council's approach to subsidising public transport is to provide residents with access to essential services such as shops, markets and healthcare facilities. To redirect funding towards Sunday and leisure bus services would mean that others, often the elderly and the more vulnerable, would be denied the vital transport they need for living, and is therefore not something that can be justified.

However, Dales Bus Sunday services currently receive some funding from elected Members' locality budgets and this remains as an opportunity for Council support, where Members feel it appropriate, for this and other such services that otherwise may fall outside the normal policy framework.”

The Chairman asked if Ruth Annison wanted to respond.

Ruth Annison said that she would write to respond fully but in the meantime would like to draw attention to the fact that some of the information provided in Ian Fielding's statement about services between Northallerton and Hawes were, in her view, not correct in relation to the timetable. She asked for the issues raised in her statement to be incorporated into the timetable for the Committee's meeting in April 2021 and the findings of the Rural Commission.

The Chairman asked Executive County Councillor Don MacKenzie to respond.

Executive County Councillor Don MacKenzie said that the County Council's budgets were under pressure but it was for the Committee to recommend whether or not the County Council's policy on Sunday bus services should be revised or not. He said that the Statement produced by Ian Fielding had been agreed with him prior to the meeting. Ideally, the County Council would be spending more on buses services including evening and Sunday services. However Elected Members had to make tough choices

when budgets were limited and under great pressure as they were now. The choice that the County Council had made in devising the current policy, which was open to the Committee to try to change it if it viewed that aspects of it were wrong, was that the priority was to subsidise weekday services,; to get people to work; and to get people to doctors' appointments and to hospitals. This was over and above the requirements of leisure travellers on a Sunday. The nature of activities on a Sunday had changed, with more people working today on a Sunday than they used to do. However, there were many more people who worked on weekdays and many more people who had to access essential services, including health services, on a weekday than was the case at weekends. That was why the County Council's policy was in place. Until the County Council decided to change the policy, there would continue to be a reliance upon locality budgets etc. to subsidy Sunday services.

Members made the following key points:

- County Councillor David Jeffels said that Ruth Annison had made valid points and he took on board what Executive County Councillor Don MacKenzie had said. One way of counteracting the problem was through promotion of local bus services much more so than was currently the case in order to promote behavioural change amongst the public. He liaised closely with the local bus service providers in his division and knew they were very amenable towards any help that could be offered to them. He delivered leaflets to shops in his area and was confident that marketing initiatives could be rolled out without great expense. Members' locality budgets could be used for this; a few hundred pounds from that funding source could be quite effective.
- County Councillor Paul Haslam, said that in anticipation of local government re-organisation and the creation Combined Authorities, a figure needed to be calculated as to how much the ideal service would cost to actively fund services. This was so that when funds became available or legislation changed in how the bus services ran, we would be in a position to go ahead with a 'shovel ready' scheme. He went on to note as well that the government would be doing more to promote de-carbonisation of the transport system in the future. Accordingly, he anticipated that there would be grants that would arise from that so there was a need to be vigilant of the opportunities that occurred. He thanked Ruth Annison from bringing the issues to the Committee's attention.

Resolved –

That the points raised above be noted and taken into account by the Transport, Economy and Environment's Overview and Scrutiny Committee at its meeting on 14 April 2021 when receiving the rural transport report.

103. Apprenticeships

Considered –

The written report of the NYCC Assistant Chief Executive (Business Support) – Central Services to provide an update on the County Council's activities on apprenticeships in the context of the Government's national reforms to apprenticeships.

Justine Brooksbank explained that North Yorkshire County Council had continued to deliver and support apprenticeships across its workforce and maintained schools. The coronavirus pandemic though had had an impact leading to having to institute breaks in

learning for a number of apprentices. This was because it had not been possible to continue the development and assessment process. Unfortunately, the Council's allocation of its levy transfer and its levy contribution had not been paused though so that money was being removed from the Council's payroll. This was despite not being able to continue with the apprenticeship developments in the way that it had been pre-covid and that continued to be the position.

In terms of the new government announcements around Plans for Jobs and initiatives to support young people into employment, in particular the Kick Start Scheme, the County Council was engaging with those. In particular, the County Council would be an officially recognised broker for the Kick Start Scheme for smaller organisations including local businesses. Services within the County Council had committed to over 40 Kickstart placements internally to support young people into employment working with the LEP.

Since 2019, all levy payers were able to transfer up to 25% of their unspent levy to other businesses and organisations so that they could use that to support their own apprenticeships. The County Council had been successful in spending its levy spend but for maintained schools it had found it more difficult to spend so the Council was working with other organisations to spend locally on transferring levy. There were structural difficulties with the apprenticeship programme that made it difficult especially for small schools to spend the levy and this had repeatedly been fed that back to the government.

Tracy Harrison explained that the County Council was working closely with district councils in providing apprenticeship opportunities. The County Council had also contracted with apprenticeship providers to promote the levy transfer to other businesses to support business. She went on to provide examples and noted that not surprisingly because of the pandemic, the care sector was the biggest growth area, as were opportunities at the Scarborough construction village.

Members made the following key comments:

- County Councillor David Goode referred to paragraph 4.3 of the report where it stated five out of seven councils were actively marketing the County Council's offer through discussions with their local SME's. He asked which district councils were not taking part and what if any similar initiatives they were involved in implementing. Tracy Harrison replied that Scarborough Borough Council and Hambleton District Council were actively developing their own transfer strategy and looking to market those.
- County Councillor David Goode asked for examples of organisations working with contracted apprenticeship training providers and the potential number of apprenticeships that they were generating. Tracy Harrison replied that the County Council had sent an overview of its levy transfer strategy, links to its apprenticeships internet page and flyer to all North Yorkshire based providers and the County Council's contracted providers.
- County Councillor Stanley Lumley noted that a number of older working-age people had or were at risk of losing their jobs arising from the coronavirus pandemic. He asked if the Council was seeing an increase in people in their 40s and upwards looking to re-train and look for different types of work via apprenticeship opportunities. Tracy Harrison replied that this was the case and predicted that there would be a lot more interest in apprenticeships as a way of re-training and changing career paths particularly from those sectors in the economy which had been and continued to be very hard hit by covid.

- County Councillor Stanley Lumley asked why the national government apprenticeship scheme not had the take up as expected and asked if the County Council could do anything more to promote it. Justine Brooksbank said that the lower take-up was due to the structural problems in the way that the scheme was set up for employers. The main problem was that the levy could only be spent on the cost of the training and not the time required for off the job training at college or with another provider. It meant that each week, 20% of an apprentices' time was off the job training at college or with another provider. The government had muted in the early days of the rollout of the scheme the possibility that employers might be able to spend the levy on the employer cost of time in addition to the costs of training providers. However, this had not translated into policy. Another area of challenge was the requirement for people to complete functional skills up to Level 2 – GCSE in Maths and English. This continued to be a sticking point for people taking up apprenticeship because the study had to be done during the evening, proving a barrier in particular for those with parental responsibilities.

Resolved –

That the Committee notes the information in the report.

104. Refresh of North Yorkshire County Council's Plan for Economic Growth

Considered –

The written report of the NYCC Corporate Director - Business and Environmental briefing the Committee on the updated draft version of North Yorkshire County Council's Plan for Economic Growth in the context of the ongoing impact of Covid-19, and seeking the Committee's views.

Matt O'Neill presented the report. He explained that the plan was now over three years old and the purpose of bringing the report to the Committee was to update Members on some of the key successes delivered but also to discuss about the impact of covid-19 on the plan and what was being proposed to be done differently moving forward. He invited comments on the amendments being proposed.

Matt O'Neill said that the differences between the updated draft version of the plan and the previous edition were largely related to the impact of covid-19 to the North Yorkshire economy and some of the structural changes taking place as a result. He went on to explain the impact that the covid-19 pandemic had had upon the North Yorkshire economy to date. Significant impacts had particularly been seen in relation to the leisure, tourism, retail and hospitality sectors. Whilst North Yorkshire had resilience in its labour market spread across lots of sectors, it had a higher than national average proportion of jobs in those now more vulnerable sectors. This had led to a high use of the furlough scheme. The County Council had worked closely with companies during the pandemic, getting them covid secure, providing advice through Trading Standards, providing instant payment terms for SME companies and introducing the buy local website.

Matt O'Neill went on to explain the ways in which the plan had been and continued to be delivered with partners including district councils for example to make sure that the policies of both tier of local authority aligned around town centres. Reference was made to the links to the work of the York and North Yorkshire Local Enterprise

Partnership and the key successes delivered by the plan in the last three years, as detailed in the report.

The plan had three broad aims: including opportunity for all; increasing good quality jobs; and improving the quality of place North Yorkshire residents live in. The proposal was for the current vision in the plan and the three aims to remain unchanged.

There were then seven enablers sitting beneath those three aims. In response to the impact of the covid-19 pandemic, the intention was to make changes to Enabler 3 (increasing skills levels), Enabler 4 (keeping the workforce happy and healthy) and Enabler six (enhancing the environment). Matt O'Neill went on to explain the changes being proposed relating to those enablers.

In terms of timescale for reviewing the plan in future, the suggestion was for the life of the updated document to be for the next three years but with an annual review brought to the committee.

Matt O'Neill asked the Committee for views on the timeframe on when the plan should next be reviewed; the wording of the existing three aims and the seven enablers; and if Members wished to recommend any further changes.

Karl Battersby suggested that reference should be made in the updated plan to North Yorkshire being a good place to do business, for example in terms of having a responsive planning system. He welcomed the emphasis on the 'living well' aspects of the plan, noting that the covid-19 pandemic had accentuated inequalities that had already been present in the population. He noted that although the proposal was for the plan to be reviewed every three years, the Committee might want to receive updates on specific workstreams more frequently. Matt O'Neill referred to the aspects in Enabler 5 concerning creating the right conditions for business growth and investment. He said that he would be able to report to the Committee annually on progress on the plan's delivery.

Members made the following key comments:

- County Councillor David Jeffels said that he was pleased to see reference in the updated draft plan to tourism. Tourism provided the best opportunity in the short term to improve the fortune of the local economy, not just in terms of the hospitality side of the industry but the indirect benefits that tourism provided to other smaller businesses. In Yorkshire as a whole, the tourism industry was worth in the region of £9 billion pounds a year and so there was therefore a lot of potential, with the hope being that in 2021 the local economy would see a change in its fortunes. He supported the fact that the County Council was continuing to work with Welcome to Yorkshire. He said that he agreed with Matt O'Neill's suggestion of having a three-year timescale with annual updates provided to the Committee.
- County Councillor Karl Arthur asked if there were any proposals to develop Barlby Business site in his division. He also commented that in his view the best way to remodel town centres was to pedestrianize them to create a café style culture. Matt O'Neill replied that in relation to supporting businesses in the district, the County Council was working closely with Selby District Council on the 'Better Together' programme. A town board had been set up to manage 'place' in each of the main settlements in the district: Sherburn-in-Elmet, Selby and Tadcaster. The idea was to be in a position to set out to government a town deal for each area. Concerning pedestrianising town centres, the Council had done a significant amount of work in various parts of the county but the

outcome needed to be as result of being business-led if such schemes were to work well. If businesses were in favour the County Council would look at delivering such schemes especially if they increased footfall and business turnover.

- County Councillor David Goode said that he liked the fact that the proposal to refresh the plan was about evolution rather than revolution. In this very troubled time, to have an element of stability in terms of planning going forward was the right approach. It would not make sense for the lifetime of the plan to go beyond three years in view of the future now being so uncertain and difficult to accurately predict. With reference to paragraphs 8.2 and 8.3, he queried why there were not key indicator updates in relation to the 2017 to 2020 plan. He said that the latest available data did not tell a good story overall. He was interested to know about what new key performance indicators would be produced to reflect the current environment that we were all now living in. Matt O'Neill replied that concerning the indicators, the economic data in terms of GVA was published retrospectively. What he had done though was to highlight the key economic matrices that were relevant to the enablers in the plan and had updated those in paragraph 8.3 of the report. More work though did need to be done in terms of making that clearer so that it was understood that some of the figures related to 2019 whilst other data sets related to 2018, and that was due to the data sets being published at various points in time and not on a regular basis. He said that he did not agree though that there was not a good success story to tell overall. The broad aims of what the County Council wanted to achieve had been accomplished such as increasing the total number of jobs including medium to higher-level wages. That was in part down to the success of the companies operating in the county. There was a good story to tell but he took on board that this needed to be articulated better in the updated plan and would amend accordingly.
- County Councillor Caroline Patmore said that she hoped that the plan would be delivered in the ordered way that Matt O'Neill had outlined. She explained about the North York Moors National Park Authority's initiative in setting up a Rural Recovery Fund to help deal with the local consequences of the coronavirus pandemic. She asked what level of contact Matt O'Neill had had with the Park Authority and any support that he could provide. Matt O'Neill confirmed that he and his team were working closely with the two National Park Authorities in North Yorkshire, in particular through the Directors of Development Group. The NYCC Corporate Director for Business and Environmental Services chaired the group. This meant that the County Council aligned with partner organisations on these economic issues. However he acknowledged that this should be made more apparent in the wording of the updated draft plan and agreed to action that.
- County Councillor Paul Haslam said that it was a forward-looking report. With reference to Enabler 1, he said that he would like to see reference made to considering the quality of housing built. This was because one of the highest sources of carbon emissions was down to the country's poor housing stock. Any new housing that was developed needed to be better quality housing stock to fit with our green credentials. In relation to Enabler 2, there was no significant provision in the related text about encouraging active travel including cycling. This aspect needed to be included, with reference made to not only about the creation of more cycle routes but also about having secure places to store bikes in town centres for more people to be encouraged to use bikes. In respect of Enabler 4, reference needed to be made to promoting healthy diet in particular to nutrition. He went on to note the impact that an unhealthy diet, as a lifestyle

issue, could have upon increasing the chances of a person suffering from Alzheimer's in later life. Whilst he supported the need to create the right conditions for business and growth, there needed to be reference to the County Council primarily welcoming low carbon industry. In respect of promoting the high street, one of the areas the County Council needed to look at was about creating a higher population density of people living in town centres. This was because it would help keep alive the livelihoods of businesses operating there. He said that in terms of pedestrianising town centres there should be a balance between what people want as well as what companies want. Businesses often simply wanted free parking, with the example of Harrogate cited, but free parking would not solve their problem. Pedestrianising streets in town centres was probably a better option. He recommended that the County Council should have a wider debate beyond that of just with companies, when considering whether an area should be pedestrianised or not. Matt O'Neill replied that wider consideration was given, including ascertaining residents' views, but as stated earlier such schemes needed to be company-led. This was because primarily the effect of pedestrianising an area was on the businesses operating in that area. County Councillor Paul Haslam replied that there was lots of evidence that pedestrianising streets worked across the world. He queried why it would be any different in North Yorkshire.

Resolved –

- a) That the report be noted.
- b) That the Committee receives an annual update report on the progress of the North Yorkshire Economic Plan.

105. Ringway performance – 2019/20

Considered –

The written report of the of the NYCC Corporate Director - Business and Environmental Services, advising Members of Ringway's performance under the Highways Maintenance Contract (HMC2012) during the period 1 April 2019 – 31 March 2020, and the outcome of the Evaluation Panel held on 20 May 2020.

Barrie Mason introduced the report. He reminded the Committee that the HMC2012 contract would end in 2021. He explained that the Evaluation Panel had decided that the contract term should remain unchanged on the basis that Ringway had passed all but one of the Primary Performance Indicators (PPIs). However the Panel had agreed two specific extensions that both linked into the County Council's work to develop NY Highways. Ringway would continue to deliver highway services for the County Council until the end of May 2021. The reason for the two months extension was in order to make sure that we would go beyond the winter service period across the transition from Ringway to NY Highways. The other agreed extension was for Ringway to continue to deliver the surface-dressing programme for the next year but this would not continue after that. The programme cost in excess of £10 million across the county. The Panel concluded that the extension of this service would reduce the risks of moving to NY Highways, avoiding the need to transfer this large piece of work during the very earliest stages of the company's operation.

Barrie Mason went on to thank staff at Ringway for their help, guidance and support to the County Council in respect of the practical arrangements for setting up NY

Highways. The key thing for the County Council was that in terms of the transfer to NY Highways, road users would see no difference in the service levels currently provided.

Barrie Mason noted that although the report covered the period up to March 2020, it was worth reflecting not only on the 2019/20 financial year in terms of performance but on also some of the key events that had occurred during that financial year and subsequently. This included the flooding events in Richmondshire in July 2019, where Ringway had played a fundamental part in our response. The County Council had also worked closely with Ringway in delivering the arrangements for the Tour de Yorkshire in May 2019 and the World Road Race Cycling Championships in September 2019. From February 2020 to March 2020, the county had been faced in short succession with the impact caused by Storms Ciara, Dennis and Jorge. Ringway had been fundamental in the Council's response to the flooding. Barrie Mason went on to note the work that the County Council and Ringway had done shortly afterwards from March 2020 to respond to the pandemic. This included facilitating social distancing during the lockdown to help with the local economy and then in respect of the re-opening of the government's staged approach to releasing the lockdown.

Ringway was currently working with the County Council to ensure that there was resilience for the winter service as possible across the winter period with the covid situation and our key thing in highways had been to deliver as close as possible a business as usual service and Ringway had been fundamental to that continued to be.

John Nicholson thanked Barrie Mason for the County Council's appreciation of the service that Ringway had been providing and would continue to provide right up until the end of the contract. He said that it had been an unprecedented year for Ringway and was pleased with the way in which staff had responded. The County Council had been keen to ensure that Ringway continued to provide as far as possible a business as normal service during the pandemic and Ringway had been able to respond to that. He said that he was pleased that Ringway had managed to continue to improve its performance against the contract's performance indicators. It remained Ringway's aspiration to improve its performance yet further but had been close to passing all of the Primary Performance Indicators. Whilst Ringway had not achieved the targets set for all of the Secondary Performance Indicators, in overall terms given the backdrop, he was pleased with the level of performance delivered and hoped that Elected Members felt the same way.

Members made the following key comments:

- County Councillor David Goode noted that the failure to achieve the target relating to gully emptying had arisen over successive years. He queried why the GIS mapping system introduced in the past year had not led to an improvement in performance. He also asked if a record of local-flood related events was kept that could be directly attributed to gullies not being emptied and cleaned. He also asked if in respect of the establishment of NY Highways, was the County Council taking lessons learnt and ensuring that improvements would be made going forward. Barrie Mason responded by saying that in respect of gully emptying it was accepted that the performance needed to improve. There had been a 10% improvement in 2019/20 up to 88% when compared with 2018/19. However, it was still not where the County Council wanted to be. The Esri mapping system was increasingly being used but it had taken time for the system to bed in. Local records were kept in terms of locations where there were known hotspots. If a particular location required more gully cleaning work than usual, staff were encouraged to consider if more capital works could be done there to improve the drainage system. In relation to the work being undertaken to set up NY Highways, the first step was for

Ringway's rectification action plans to be implemented where an improvement in performance was required. This meant that the County Council was working now with Ringway to try to improve the service as opposed to waiting until NY Highways came into being. The expectation was that there would be further improvements in the meantime. Gully emptying would continue to be an area of focus. John Nicholson said that he was frustrated that the performance target for gully emptying had not been achieved this year but wished to assure Members that a lot of effort had been put in and performance in 2019/20 had been a further improvement upon performance in 2018/19. He was hopeful that the right set of conditions had been put in place for NY Highways to take forward and achieve the level of performance that the County Council would be looking for in the future.

- County Councillor Stanley Lumley said that with regards to establishing hotspots in relation to gullies, whilst the computer system would eventually gain that knowledge the local parishioners already possessed that knowledge. He went on to give an example in his division of where a parish council had submitted comprehensive information to its local Area Highways Office about blocked gullies causing flooding issues along a stretch of road. Subsequently a particular gully had blocked causing a health and safety issue to arise due to it being near to a school. Operatives had responded to that particular issue very quickly but they did not at the same time clear the blocked gullies only yards away which had caused water to back up. It would have made a great deal of sense if those gullies had been unblocked as well at the same time. To date though this had not happened.
- County Councillor Clive Pearson raised an issue related to surface dressing failures. He gave an example in his division which had been left over to the following year to be redone because of the weather conditions. He queried what would happen if this happened for another year in succession, further delaying the repair. Barrie Mason replied that if a fault in the surface dressing became evident during the initial programme of work then it was possible to put that right at the time. However, the issue with surface dressing was that a certain set of weather conditions were required so rectification of a known fault could not always be achieved in the period between the end of one programme and the start of another. It also depended upon the timing of when the fault first became known. He acknowledged though that there were improvements that might be able to be made regarding signage to make it clearer to people that there could be an issue with a particular stretch of road in the period before it was repaired. John Nicholson added that in the unlikely event that an issue could not be resolved during the current season if there was a failure of dressing which Ringway was responsible for then it would ensure that work was undertaken at the first available opportunity either by its staff or by a third party. He said that Ringway would not be running away from any failures and would carry out any remedial works as required even if it was some months after the end of the contract.

Resolved –

That the report and attached appendices be noted.

106. Review of North Yorkshire County Council's 20mph Speed Limit Policy - Report of the Transport, Economy and Environment Overview & Scrutiny Committee Task Group

Considered –

The written report of the Transport, Economy and Environment Overview & Scrutiny Committee Task Group setting out its findings, conclusions and recommendations arising from its review of the County Council's 20mph Speed Limit Policy.

County Councillor Stanley Lumley, in his capacity as Chair of the Task Group, introduced the report. He referred to the aims of the review. He said that the task group had carried out an in-depth and comprehensive piece of work, with the report comprising the findings from other local authorities and evidence hearings from the 20s Plenty Campaign Group, North Yorkshire Police and the 95 Alive Partnership.

The task group had concluded that the existing policy did in fact allow a degree of flexibility already. Members on the group had also been mindful that any policy changes would need to ensure that road users were able to continue to move as efficiently as possible for work and leisure purposes. The view that the group had come to though was that the policy would benefit from some updating and should be more publicly accessible. In particular, it was felt that the policy should be more explicit in considering 20mph speed limits around schools and consideration given to extending the distance traditionally considered around schools. Extending the area, would help encourage children to use active modes of transport by making the road environment visibly safer beyond the immediate vicinity of the school.

The task group had also suggested that the County Council's highways department should draw up a list of high-risk collision areas to examine whether an area would benefit from a 20mph speed limit. This would be using three years' worth of data and would need to take into account the function of the road and the road environment.

Accident statistics should continue to take precedence on informing whether an area was suitable or not for 20mph speed limits together with the function of the road. However, the policy should reference links to the wider policy agenda in relation to driver education, supporting alternative modes of transport and shaping the built environment. This was so that the wider policy focus was not exclusively constrained by historical accident statistics in determining 20mph speed limits, if an otherwise strong case could be made alongside reducing road traffic casualties, such as for 'quality of life' reasons.

County Councillor Stanley Lumley went on to note that the report had been finalised during the COVID-19 pandemic. In that regard, by way of a postscript reference had been made in the report to the possible longer-term transport and environmental legacy that the crisis could have upon the use of our roads, with possibly more support for car free spaces or 20mph speed limits in some of our town centres.

He recommended the Committee to agree to the task group's report including the suggested recommendations to go to the Executive.

Executive County Councillor Don MacKenzie said that he welcomed the report and looked forward to receiving it at the Executive meeting in due course. The report came at a time especially in response to the covid-19 pandemic when members of the public were becoming more conscious of the environment and having safer streets, with 20 mph speed limits coming into that mix. He acknowledged that there were mixed feelings though amongst the public about 20mph speed limits being introduced and the

report made that clear. 20mph speed limits were not the 'cure all' that some people believed they were. He went on to cite an example of a school within his division which already had a 20mph speed limit but staff were wanting further measures to be introduced to overcome what they perceived to be road traffic hazards. He heard the term 'it is an accident waiting to happen' being said often but as Executive Member he had to be guided by the history of accidents within an area. He wished to assure Members that if a history of accidents did build up outside schools, the County Council would act and could do so in various ways, including by introducing 20mph speed limits. Conversely, though the County Council had to consider that in order for 20mph speed limits to be effective highways often needed to build in engineering methods to slow traffic down. This was expensive and was unpopular with residents. He said that he particularly welcomed the suggestion though in the report about looking at all schools: those, which had 20mph speed limits already, and those that did not, and then see whether the Council should build more clarity into its policy.

Members made the following key points:

- County Councillor Karl Arthur said he agreed with 20mph speed limits around schools and suggested increasing the number of schools that this covered including secondary schools. County Councillor Stanley Lumley said that the task group had considered those points. There was scope in the existing policy to introduce 20mph speed limits beyond infant and primary schools.
- County Councillor David Goode said that as a member of the task group he had come to the view that in the main the recommendations took a balanced approach between a number of competing factors. The task group had taken evidence from different groups looking at the issue from very different perspectives. He still had some reservations around the Council's approach to speed being one of the overarching factors taken into account when considering introducing 20mph speed limits. However, he was pleased that reference was made in the report to the need for the Council to start looking at a wider set of attributes when considering 20mph speed limits, especially in relation to quality of life factors. Public attitudes were changing and he hoped that the Council policy would change to reflect that. As referenced in the report, the covid pandemic had further shown that there was a lot of support out there for improvements in terms of pedestrianising streets and increasing cycle routes. In terms of the review of particular accident hotspots, that was a key priority for the Council to consider whether 20mph speed limits would improve safety in those areas. He suggested that the highways officers involved in the review should be asked to bring a report back to the Committee in 12 months' time, setting out the progress that had been made in implementing the task group's recommendations.
- County Councillor Paul Haslam said that the report was comprehensive but had missed an area off. There were in the region of 17,000 school pupils across Harrogate and Knaresborough and over 60% of the journeys in those towns were less than two miles. Many children were prepared to cycle to school but only in the region of 4% did - the national average. The whole issue around 20mph was around making roads safer. At the moment a number of us were trying to encourage more people to cycle but there is not a higher uptake because people feel that roads with 30mph speed limits in built-up areas are unsafe. We need to be forward looking instead of retrospectively looking at accident statistics. The report needed to have a section relating to urban areas and the impact that 20mph speed limits could have upon active travel. The report refers to roads around schools but the issue was about the roads between someone's home and school. Jonathan Spencer said that perhaps it

was not clear enough in the report but the task group had recommended that the distance covered by 20mph speed limits around schools should be extended. It was felt that this would encourage more home to school journeys using active travel modes; there had been discussion about the coverage being up to a two-mile area. Clearly though there were limits beyond which 20mph speed limit areas could be extended and so could not include all pupils travelling from home to school especially those travelling beyond the catchment area.

- County Councillor Stanley Lumley said that the task group had deliberated at some length about the multiple approaches taken to this situation from having a blanket 20mph speed limit policy across all settlements in North Yorkshire down to where the task group got to eventually in coming to its conclusions and recommendations. Each of the points raised by Councillor Paul Haslam had been discussed but the task group felt that it should concentrate on those aspects that were most achievable and could have the greatest impact. Whilst it should be an ambition to increase the 20mph speed limit programme there was a need to be realistic by taking into account the county's rurality and what people would be prepared to accept. However, there was provision within the existing policy for any area to be considered for the introduction of a 20mph speed limit but it would have to be done through due process. County Councillor Paul Haslam said that whilst he understood those points, the report was retrospective looking and instead needed to be more aspirational especially in light of the new world arising from the covid pandemic. There was a need to encourage people to get out of their cars. He said that he fully accepted not having 20mph speed limits across the whole of North Yorkshire but firmly believed that in urban conurbations it needed to be considered.
- County Councillor David Goode said that he had come to this piece of work with a similar approach to County Councillor Paul Haslam. However, he had subsequently come to the view that, notwithstanding the suggested changes to be made to the policy by the task group, there was a significant degree of flexibility already in the policy to allow 20mph speed limits to be rolled out more widely. One of the concerns the task group had had was that the Council was doing little to promote the policy and so one of the recommendations was about increasing its profile amongst the public. The report highlighted that there were activities around the county such as the Park & Stride scheme, which linked in with the zoning around schools. There was a need for the policy to make links to other related policies and vice versa. This was in order to avoid a siloed approach taken towards the 20mph speed limit policy's implementation; this remained a concern of his. The whole of what the County Council was capable of doing would be greater than the sum of its parts if it linked up its range of policies.
- County Councillor John Ennis said that he welcomed the report. It was important to be able to show to local residents that we were looking at this subject in a serious and open-minded way. There was a perception sometimes that because the Police could not enforce 20mph speed limits there was nothing that could be done but this report had shown this not to be the case. He said he would welcome a couple of things as a direction of travel including looking beyond historical KSI statistics to take a broader view of assessment of risk and secondly to include secondary schools. He welcomed the opportunity to look at a wider area around those schools by broadening the distance criteria.

Resolved –

That the Transport, Economy and Environment Overview and Scrutiny Committee approves as submitted the report of the task group including the recommendations to be presented to the Executive.

107. 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).

Jonathan Spencer introduced the report.

He provided an update on the work of the Committee's task group set up to look at ways to reduce single-use plastics in the County Council and more widely.

He went on to refer to the County Council Motion relating to NHS parking and the proposed amendments to the motion discussed at the County Council meeting held on 22 July 2020. Subsequent discussions had been held arising from the County Council's Chairman decision to refer the matter to the Transport, Economy and Environment Overview and Scrutiny Committee for consideration. An informal meeting had been held on 19 August 2020 inviting the proposers of the original motion and the proposers of the amendments to the motion to attend with the Chair and Vice-Chair of the Transport, Economy and Environment Overview and Scrutiny Committee. The purpose of the meeting was to discuss the issues and to establish if general agreement could be reached of the wording to inform the Committee for today's meeting. In the spirit of trying to reach a compromise the following wording was being recommended for the Committee to recommend to the County Council for adoption:

"That this council makes known to all NHS Hospital Trusts in North Yorkshire that this council supports and encourages free on-site parking for frontline NHS staff at their work place for the duration that covid-19 places a strain on the NHS. We also invite them to consider how parking policy and grants for using sustainable travel options for NHS staff can best achieve a long-term aim for carbon reduction and sustainable travel across our County."

The Chairman invited County Councillor Geoff Webber (the proposer of the original motion) to speak. County Councillor Geoff Webber thanked Jonathan Spencer for drafting the suggested wording. He said that it represented a very reasonable compromise and was happy for it to be the amended motion as it retained the essential elements of what had originally been called for. He hoped that the Committee would support the wording.

Members made the following key points:

- County Councillor David Goode said that as the seconder of County Councillor Geoff Webber's motion, it was disappointing that the first proposed amendment destroyed what was aimed at in terms of the motion put forward. It would have been feasible at the County Council's meeting to have incorporated the wording of the second proposed amendment into the motion. Both articulated different but equally valid points that were not opposed to each other. Travelling by private transport at this point in time though was probably the best option for

NHS staff and it was perfectly sensible to call for NHS staff to be able to park their cars close to their hospital free of charge. By calling for this to happen, it was something positive that the County Council could do to support and say thank you to NHS staff at a time they were risking their lives to save others, whilst also calling for less car-usage after the pandemic. He agreed that the suggested wording was the best compromise in terms of the original wording of the motion and the two subsequent amendments. He went on to state that he hoped the Committee would support the wording and recommend it to the County Council for adoption.

- County Councillor John Ennis asked for the Committee to consider adding the following words: *“and to reduce parking by NHS staff on residential roads near to their place of work”*, at the end of the suggested wording of the amended motion.
- County Councillor David Goode said that he could not support the wording suggested by County Councillor John Ennis. This was because it appeared to be completely at odds to the original motion. Clearly, an element of supporting NHS staff to park close to hospitals would involve parking on associated roads.

Jonathan Spencer went on to refer to the work programme and noted that an area of work to be incorporated related to actions arising from the work of the Climate Change Members Working Group. He said that he would liaise with colleagues to look at how the work could be allocated between the County Council’s various scrutiny committees to make this more manageable. The bulk of the work though was expected to be most relevant to the Transport, Economy and Environment Overview and Scrutiny Committee.

Resolved -

- a) That the work programme be noted.
- b) That this Committee recommends to the County Council that it approves the following wording as the agreed amendment to the NHS Parking Motion:

“That this council makes known to all NHS Hospital Trusts in North Yorkshire that this council supports and encourages free on-site parking for frontline NHS staff at their work place for the duration that covid-19 places a strain on the NHS. We also invite them to consider how parking policy and grants for using sustainable travel options for NHS staff can best achieve a long-term aim for carbon reduction and sustainable travel across our County.”

The meeting concluded at 12.30pm

JS



Transport, Economy and Environment Overview and Scrutiny Committee

21 January 2021

Report of the York and North Yorkshire Local Enterprise Partnership LEP Annual Report

1.0 Purpose of Report

- 1.1 This report provides an overview of the performance of the York and North Yorkshire LEP through 2020. It is split into:
- Local Growth Fund Programme Delivery
 - Getting Building Fund Delivery
 - Growth Hub Business Support Delivery
 - Economic Strategy – The LEPs Forward Plan
 - Assurance
- 1.2 The Overview & Scrutiny Committee are asked to note the performance of the LEP and forward strategies and plans.

2.0 Executive Summary

Area of work	RAG Rating	Comments
Local Growth Fund	Amber	On track to fully deliver by March 2021, however risks remain with significant spend in Q4.
Getting Building Fund	Amber	On track to fully deliver by December 2021, however remain amber due to challenging spend targets for 2020/21.
Growth Hub	Green	All targets exceeded for 20/21
LEP Forward Plan	Amber	'Reshaping the economy' Covid recovery plan in place, current lack of clarity on future funding.
Assurance	Green	Fully compliant with national assurance guidelines and Accountable Body procedures

3.0 Local Growth Fund

- 3.1 The Local Growth Fund (LGF) is in its final year of delivery and Government has confirmed that despite the impact of Covid-19 there is no opportunity to extend the Programme funding beyond 31 March 2021. It must be emphasised that all LGF must actually be spent, and cannot be claimed against financial commitments.
- 3.2 All projects that rely on construction work over the next four months are now classified as high risk where there may be :
1. Significant project spend forecast to 31 March 2021;
 2. Potential for adverse winter weather or ground conditions;
 3. Resurgent Covid-19 impacts on workforce, material supplies or working practices.

Claims have now been received for Q1 & Q2 and the overall programme position is:

Budget (£m)	LGF Outturn to date (£m)	LGF Expenditure to date (£m)	To spend (£m)		Q1 (actual) £m	Q2 (actual) £m	Q3 £m	Q4 £m	2020/21 Total
83.2	56.4	50.1	33.1	Delivery Plan	10	10	8	5	33
				Sept Update	8.2	7.5	10.9	9.9	36.7
				Nov Update	7.4	6.2	10.7	12.5	36.7

- 3.3 It is clear from the table above that significant slippage within year has occurred and Q2 claims are below what was forecast. However most projects remain on track to fully deliver and Q3 claims are projected to achieve forecast expenditure. YNY LEP project leads are maintaining regular contact with project teams, and where necessary, providing assistance to ensure out-turn of the LGF programme is achieved.
- 3.4 To manage any project performance issues, the YNY LEP Performance Sub-Group is holding monthly meetings and enforcing messages to projects, providing a level of scrutiny, and also support where necessary.
- 3.5 Projects will be asked to arrange for Q3 claims to be submitted slightly earlier than usual (11 Jan rather than 15 Jan), and they will be asked to maximise evidence of defrayed eligible expenditure, to cover work right up to the point of closedown for Christmas/New year period. This will enable detailed reporting to BEIS at the Annual Conversation Meeting due to be held on 18 January 2021, when performance will be reviewed.
- 3.6 As previously reported to the YNY LEP Board, managed over-commitment has been built into the LGF programme of around £3.7m. This aims to accommodate programme changes and/or slippage in the event that LGF is released and cannot be re-allocated to other projects at this late stage of the programme. There are a number of projects where there is a risk of LGF not being fully utilised by 31 March 2021, and these are under review to consider mitigation options. Contingency planning will continue to be developed working closely with NYCC as Accountable Body, and in consultation with BEIS to ensure that any remedial action is within permissible freedoms and flexibilities of the Accountable Body.
- 3.7 Also within the LGF Programme it has been possible to approve £808,000 for 24 Feasibility Studies to be carried out to be completed by March 2021. These will form a pipeline of projects that can be prioritised in accordance with the YNY LEP future strategic themes.

4.0 Getting Building Funding Programme

- 4.1 In June 2020, the YNY LEP was invited to put forward projects that could be delivered and financially completed by March 2022, and had the potential to provide economic stimulus and growth to support recovery from the pandemic. An allocation of £15.4m was confirmed by the Ministry of Homes, Communities and Local Government (MHCLG).

4.2 Projects allocated funding are :

Project	Infrastructure Board Status
North Yorkshire Digital Infrastructure	Approved
Pickering – Thornton Road	Approved
Whitby Business Park	Approved
A19 Chapel Haddlesey	Approved
Digital Skills Academy, Askham Bryan	Project Appraisal On-going
Scarborough TEC – EV Charging	Approved
York College – EV Charging	Approved
Harrogate West Business Park	Approved
Digital Hub – Northallerton E-Campus	Approved
York Guildhall Fit-Out	Approved

4.3 All Getting Building Funding projects remain on track for approval and delivery within the prescribed programme targets. It should be noted that the funding has been split equally between financial years, and LEP officers will work closely with projects to maximise the required delivery and expenditure in the current year.

5.0 Growth Hub Business Support

5.1 The service provided by the YNY LEP Growth Hub during recent months has been key not only to support business, but help businesses to survive. The amount of funding available for Growth Hub support and delivery activity from Government was doubled in July, with a corresponding increase in output targets. Significant effort has been placed in mobilising resources to maximise delivery, in spite of the constraints of the remote working required of Growth Hub staff.

5.2 The table below shows that Growth Hub Business Support (Assists) have now exceeded all contractual targets for March 2021. Stretch targets have been set, along with evaluation of the performance and impact of the new activities which have launched within the year.

Support Intensity	Target to Mar 21	Overall Total to Oct 20	% Achieved	+/-
Medium	800	807	101	+7
High	175	210	120	+32
Low	7,500	9,726	129	+2,226
Total	8,475	10,743		

5.3 **Peer Networks** – BEIS has launched a national programme of Action Learning and University Of York has been commissioned to deliver two cohorts of between 8 and 11 businesses. Registrations are now closed and we have enough businesses have signed-up to run both cohorts.

5.4 **Small Business Leadership Programme** - BEIS has commissioned a national programme of business support, which is being delivered across Yorkshire and Humber by Leeds Beckett University, Sheffield Hallam University and Derby University Business schools, and a partnership is being developed that will provide participants with an Action Plan which will refer into YNY LEP support programmes.

- 5.5 **ERDF Kick Start SME and Tourism Business Support Grants** – this support programme was launched by Government Businesses to be managed through LEPs. 100% grants were offered to help businesses respond to challenges of the pandemic, to pay for specialist professional advice (human resources, legal or financial expertise), to adopt new technology and online systems, or to purchase new equipment. Due to the grants being around 10 times oversubscribed, alternative sources of funding are being explored to meet the exceptional demand.
- 5.6 **Pandemic Response Uplift Activities** – in addition to the core work of the Growth Hub, in response to the pandemic, a series of additional activities have been enabled through various funding mechanisms including :
- Webinars Completed - 13 webinars have been held to date, with an average attendance of 32 businesses with 76 businesses attending more than one (16%);
 - Webinars Planned - 52 additional webinars commissioned through to the end of March 2021;
 - Circular Malton - Launched in advance of Circular Yorkshire Month, to support 20 businesses in the Ryedale area to become more circular in their waste management and business operations;
 - ShopAppy - 120 businesses registered. Six of our towns have launched, and started marketing to consumers. We are working with ShopAppy to design a comms and marketing strategy to reach local people;
 - Discover Yorkshire Coast – has now started sending referrals through for business support and to date we have received around 15 medium-high level referrals for support;
 - Welcome To Yorkshire - arrangement finalised with Welcome To Yorkshire to start receiving high intensity referrals directly;
 - Scarborough Gift Card – partnership with Scarborough Borough Council to launch a new Scarborough Gift Card, expected to generate 300 new supports;
 - Start Up Masterclasses - the first workshop delivered 18 High level support outputs, and 12 Medium level with very positive feedback from a number of attendees.

6.0 An Economic Plan – the LEPs Forward Plan

- 6.1 To start with, it is important to set out the overall framework and our long term vision. This forms the basis of what we have been doing over the past year, in particular as an immediate response to the Covid 19 pandemic, the next 18 months through the reshaping Plan and then the longer term direction aligned to our Local Industrial Strategy.
- 6.2 The following diagram shows this framework and timeline. The principle of this framework is to align all our strategies under a single Economic Plan aimed at achieving our overall vision of a Greener, Fairer and Stronger Economy and become a carbon negative region.

OUR 5 YEAR ECONOMIC PLAN

To a Greener Fairer and Stronger Economy



RESPOND

- 6.3 Through the Strategy Team the main response has been through the preparation and then launch of the Reshaping our Economy Plan. The pledges set out through this Plan are reported in the next sections.

RESHAPE

- 6.4 The Reshaping our Economy Plan sets out our collective response to how we can protect jobs and businesses, create new job opportunities and reshape the York and North Yorkshire economy to be **greener, fairer and stronger**.
- 6.5 To do this we set out Ten Pledges, these are;
- All our businesses get the support they need to adapt to the challenges of Covid-19 and come back greener, fairer and stronger.
 - People at risk of redundancy or newly unemployed can access the advice and support they need to get them back into employment.
 - Training and learning provision has the capacity to meet demand for a greener, fairer and stronger recovery.
 - All our high streets, city and town centres are greener, fairer and stronger in a post Covid-19 world.
 - Active travel and public transport usage increases beyond pre Covid-19 levels contributing to greener, fairer and stronger places.
 - Digital connectivity becomes the catalyst for change in a greener, fairer, stronger recovery.
 - New job opportunities are created that are greener, fairer and stronger.
 - Young people and those furthest from the labour market are not left behind in terms of access to support, learning, training and employment
 - New housing adapts to changing needs in terms of design, affordability, energy efficiency, digital connectivity and space.
 - We enhance and maintain our landscapes and provide more and accessible green spaces
- 6.6 Their aim is to not only address the issues and impacts of the Covid 19 Pandemic on the local economy but also to look to new opportunities for the future. It is also clear, as we gather more intelligence on the impact and the situation regarding the Pandemic changes, that this plan will be a living Plan.
- 6.7 All the Local Authorities and many other Networks and Partners were brought together in devising these Pledges. To help steer the delivery of this Plan a 'Reshaping the Economy Steering Group' has been established. This brings together all the key partners and stakeholders.
- 6.8 The Plan to Reshape our Economy as a response to the COVID-19 pandemic was launched on the 19th October 2020. This was followed by a ten-day campaign based on each one of the ten pledges. This show cased what is being done and what we pledged. These can be found on the LEPs website:
<https://www.businessinspiredgrowth.com/news/>

Developing a Pipeline – Identifying future Opportunities

- 6.9 The LEP are undertaking work to develop a strong pipeline of capital projects that will serve as the basis to better inform priorities for future funding opportunities.

- 6.10 Project submissions received will be subject to an internal assessment and prioritisation. This process will prioritise projects for LEP advocacy and inclusion on the capital project pipeline. A small number of these projects may be subject to further discussions between the LEP and individual partners/stakeholders. This may lead to projects being invited to develop further detail (ie Outline/Full Business Case) as a priority project.
- 6.11 The pipeline prioritisation will be an on-going process, and the project pipeline list will be reviewed regularly (approximately every 4 months) with partners and stakeholders.
- 6.12 Overall, this activity will help YNY LEP to:
- get a clear picture and better understanding of partner and stakeholder priorities,
 - be in a better position to attract future Government funding,
 - better respond to funding opportunities as they arise,
 - inform priorities for the development of implementation plans to deliver key strategies for economic growth for example, the Local Industrial Strategy for York and North Yorkshire, and Plan to Reshape the Economy for York and North Yorkshire.

RECOVER AND GROW

- 6.13 The LEP Board agreed the Local Industrial Strategy back in March 2020 The Local Industrial Strategy sets out the longer term vision and forms the basis of our future work and priorities.
- 6.14 It sets out the vision to be “England’s first carbon negative region. A carbon negative, circular economy that increases productivity and provides higher paid jobs”. This will

Connected and resilient places

Our aim is to establish digitally enabled places that connect residents and businesses to opportunity. Settlements that are resilient to climate change and contribute to a carbon negative region.

People reaching their full potential

Our aim is to establish People with the skills and aspiration to reach their full potential, earning higher wages and living healthy lives in thriving communities.

An economy powered by Good Businesses

Our aim is to establish Good businesses with great leadership that prosper from our distinct assets and contribute to a carbon negative region

World leading land management

Our aim is to establish World leading land management that transforms the value of the rural economy in the transition to a carbon negative region

be undertaken within 4 key themes set out below:

7.0 Assurance

- 7.1 In July 2018, the Government produced the “Strengthened Local Enterprise Partnerships” paper that required LEPs to;
- remove overlapping LEP boundaries to increase transparency and accountability.
 - ensure LEP Board membership on both private/public sector and male/female gender representation was a minimum 2/3rd:1/3rd by March 2019
 - adopt a legal identity.

7.2 At the time, this LEP and the Leeds City Region LEP explored the possibility of merging which would have met the recommendations but, after exhaustive negotiations, could not find a way forward on some substantive issues. This LEP was then granted an extension by Government until March 2020 to meet requirements (1) and (2) and until 31 July 2020 to meet (3).

- 7.3 All 3 requirements were met within the deadlines provided by Government
- The East Riding was removed from this LEPs geography and transferred to The Humber LEP as of 31 March 2020
 - The current Board membership is analysed separately below
 - A company limited by guarantee – York and North Yorkshire Local Enterprise Partnership Limited - was established on 30 July 2020

Board Membership

Board Member	Gender	Term End	
Private Sector			
David Kerfoot (Chair)	Male	Mar 2021	
Peter Emery (Deputy Chair)	Male	Feb 2021	
Jane Gibson	Female	Feb 2021	
Sam Alexander	Female	Mar 2021	
David Dickson (Deputy Chair)	Male	Mar 2022	
Jonathon Wurr	Male	Jun 2023	
Clare Hutchinson	Female	Jun 2023	
Jan Thornton	Female	Jun 2023	
Jan Garrall	Female	Jun 2023	
Vacancy			
Sue Jefferson (Co-optee)	Female	Feb 2021	
Kiran Trehan (Co-optee)	Female	Feb 2021	
Public Sector			
Carl Les (NYCC)	Male		
Keith Aspden (CoYC)	Male		
Mark Crane (Districts)	Male		
Angie Dale (Districts)	Female		
Stephen Siddons (SBC)	Male		
Full Board Members	14		Target
Private Sector	9	64.3%	66.7%
Public Sector	5	35.7%	33.3%
Male	8	57.1%	66.7%
Female	6	42.9%	33.3%
Co-Opted Members	2	(Do not count in totals)	

7.4 Members may be aware that Helen Simpson OBE has been appointed as the new Chair of the LEP commencing April 2021 when the current Chair's term ends. There will be shadowing arrangements made in the interim to ensure a managed transition of leadership and key introductions are made.

LEP Reserves:

7.5 Projected reserves to the end of March 2022 are forecast below;

Balance Sheet Reserves	Core
2020/21 Opening Balance	£1,084.9
2020/21 Movement On Funds	
+/- In-Year Income & Expenditure Statement	-£343.0
Balances Carry Forward to 2021/22	£741.9
2021/22 Projected Movement On Funds	
Anticipated 2021/22 Budget Deficit	-£565.0
Balances Carry Forward to 2022/23	£176.9

7.6 To maintain the current level of activity within the LEP, it is likely that the LEP Board would have to set at least a £565k budget deficit for the 2021/22 financial year with current known parameters. This assumes the LEP receives the same level of income contributions from partners next year.

7.7 It is important to note that the balance on reserves to then carry forward into 2022/23 of £176.9k would represent less than 2 months' worth of running costs going into the financial year, if an absorption into a Combined Authority did not materialise by then.

7.8 There would be difficulty for the LEP management team to undertake business planning for the 2022/23 year if resources were not secured by June next year, which would then also increase the risk of staff loss.

8.0 Conclusion

8.1 In summary, the LEP continues to deliver on the Growth Deal to government and has strong forward strategies which respond to the impact of Covid 19 and have commanded support from all Local Authority partners. Uncertainty around future funding presents the biggest risk to the LEP at current time.

9.0 Key ImplicationsLocal Member (mandatory)

None

Financial (mandatory)

Please see the financial risks outlined above.

Human Resources (mandatory)

None

Legal (mandatory)

None

Equalities (mandatory)

None

10.0 Environmental Impacts/Benefits including Climate Change Impact Assessment

10.1 The LEP Plans are headlined Green, Fairer, Stronger and the environmental impact of all investments are considered through the appraisal process.

11.0 Recommendation

11.1 The Overview & Scrutiny Committee are asked to note the performance of the LEP and forward strategies and plans.

James Farrar
Assistant Director (Chief Operating Officer of the LEP)
Date: January 2021

Background papers relied upon in the preparation of this report:-
LEP [‘Reshaping the Economy’](#) Plan
LEP [Local Industrial Strategy](#)
For further information contact the author of the report

Highways England annual update on maintenance and improvement activity

North Yorkshire County Council Transport, Economy and Environment Overview and Scrutiny Committee meeting: 21 January 2021

Document Title	North Yorkshire County Council Transport, Economy and Environment Overview and Scrutiny Committee meeting: 21 January 2021
Author	Simon Brown, Team Leader, Planning and Development
Distribution	Committee members and officers
Date	12 th January 2021

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Introduction

The purpose of this report is to update members on Highways England work on the Strategic Road Network in North Yorkshire

The report provides a general forward look of current and planned work, as well as other activity.

Scheme Delivery

Please note that delivery dates and traffic management arrangements are subject to change, schemes in the forward programme are subject to internal governance approval, schemes are subject to variation for reasons of inclement weather, and resource availability in particular

Coronavirus

We would like to reassure members that this is something we continue to treat with the utmost seriousness, as is to be expected.

Nationally, Highways England's priority is to play its part in keeping the country safe and supporting the movement of essential supplies, services and people who cannot work from home. Where work is taking place, all our sites have strict safeguarding measures, in line with Public Health England guidance, to prevent the spread of COVID19 and none of our sites are open to the public.

A caveat that members should be aware of is that improvements are funded through our designated funds. These are subject to a national governance arrangement, which aims to prioritise the best schemes to make use of the available funds, on a national basis. There are multiple stages to the governance arrangements, so by the time we get to detailed design and construction planning we have reasonable confidence that the mentioned schemes will proceed to construction as planned. However the construction programme can still be adjusted through the governance process.

For renewal schemes we are planning a further iteration of the programme in February and this could change the forward programme depending on how much carryover of schemes we have. As we get towards the end of our financial year in March, schemes planned close to the end of the year are at greater risk of moving into the next financial year if there is a relatively small variation in delivery timing. Wintery weather will frequently affect the delivery of schemes. And as members will appreciate this has been a particularly challenging year because of COVID19 restrictions causing resourcing and supply restrictions on our delivery programme.

A1(M)

Design Build Finance Operate (DBFO) section Darrington to Dishforth

Our DBFO contractor on the A1(M) Darrington to Dishforth section do not have any major works coming up in this location (bar overnight resurfacing, which has minimal impact).

The A1(M) in this location is 3 lanes and hard shoulder and we have not received any negative customer correspondence over this last period.

NYCC are undertaking the A1(M) Junction 47 Improvement scheme which is on our network and this scheme will be on the ground for roughly 18 months. All 4 slip roads are being widened and traffic lights are being installed to help the flow of traffic around the junction. This scheme should remove the traffic queuing on the mainline during the peak periods and support the movement of traffic across the junction.

Highways England have contributed to this scheme by part funding the design, and providing additional funding through its designated funds.

A1M (North of J49 at Dishforth)

Completed 20/21:

- A1(M) jct 56 Barton bridge joint renewal
- A1(M) jct 56 Barton patching
- A1(M) River Tees bridge joint renewal
- A1(M) Blackwell spur (A66) bridge joint renewal
- A1(M) jct 59 – jct 58 Southbound Boundary fence renewal
- A1(M) jct 58 – 61 Signing renewals

Planned for 21/22:

- A1(M) Ripon to Leeming / Scotch Corner – anti glare fencing renewal and planting
- A1(M) jct 56 Barton Interchange - infill to lightwells in central reserve

A66

Completed 20/21:

- A66 Greta Bridge – bridge joint renewals Eastbound & Westbound carriageways
- A66 Rokeby to Thorpe Grange Eastbound carriageway resurfacing
- A66 New Lane (Ravensworth jct) to Mainsgills resurfacing both directions
- A66 Browson Bank to New Lane junction
- A66 Bowes interchange to Coach & Horses Westbound carriageway – patching
- A66 Renewal of the snow gates at Bowes
- A66 Replace Parapet at Bowes interchange

Planned for 21/22:

- A66 Bowes to Cumbria – central reserve gap closures/restrictions (Bowes interchange to Cumbria border)
- A66 Bowes interchange to Coach & Horses Westbound carriageway resurfacing
- A66 Sedbury Layby – footpath repairs/renewal

A64

We had an enhanced programme of stakeholder communications for the A64 (primarily focused on stakeholders between York and Scarborough) with a number of leaflets produced and distributed extensively, use of Twitter for keeping road users and residents informed of the work and any traffic management restrictions, and with information on the Highways England website. We intend to continue this work over the coming year as we have generally had positive feedback from what we have done, with hopefully better informed customers. We are happy to receive further feedback on this.

Schemes completed on the A64 in 2020/21 to date:

- Brambling Fields resurfacing – resurfacing of the carriageway at the eastern end of the Malton bypass
- East Heslerton carriageway reconstruction – substantial reconstruction of the carriageway surface between West and East Heslerton. Completed under two weekend closures of the A64.
- A64 Seamer Station bridge beam repair – repairs to bridge beam damaged when it was struck by a vehicle.
- Sherburn Village drainage renewal – comprehensive renewal and improvement of the drainage around the Sherburn crossroads to remove a long standing drainage problem.
- Jinnah Restaurant non motorised user (NMU) Improvement – improvement to NMU facilities around the Jinnah Restaurant, including new bus layby and pedestrian refuge.
- Knapton Junctions Improvements – safety improvement to a number of junctions around Knapton, with new islands, right turn lanes and improvement junction alignments.
- Sherburn Crossroads NMU Improvements – improvements to the traffic signals to provide additional pedestrian phases on the two side roads.
- Askham Bryan Loop Safety Improvement – safety improvement to alter the layout of the slip road with banned right turn into side road and improved signing.
- Whitwell Duals vehicle restraint system (VRS) Improvement - installation of new verge safety barriers to reduce the severity of loss of control incidents between Barton Hill and Welburn.
- Welburn and Crambeck safety improvement – safety improvement aimed at improving the facilities for pedestrians with new refuge islands and improved bus laybys, and improvements to the right turn lanes.

Schemes due to be completed on the A64 in 2020/21 :

-
- Sherburn to Ganton carriageway reconstruction – substantial reconstruction of sections of the A64 between Sherburn and Ganton. Will require overnight closures and 1 full weekend closure. (Feb/March)
 - Ganton to Staxton pavement patching – patching of the carriageway between Ganton and Staxton. (March)
 - Sherburn to Ganton drainage renewal phase 2 – ongoing renewal of the drainage to the east of Sherburn, due to complete in March.
 - Route wide road stud renewal at various locations – renewal of road studs in a number of locations in March.
 - A64 Village Gateways – safety improvement introducing/extending speed limits through a number of villages between Welburn and Staxton, with a standardised sign layout for each location. Works at Crambeck to Malton, Rillington, West and East Heslerton, Sherburn, Potter Brompton, Ganton and Staxton.

Schemes due to be carried out on the A64 in 2021/22 (subject to funding and other internal governance approvals):

- Sherburn to Ganton drainage renewal Phases 3, 4 and 5 – ongoing renewal of the drainage between Sherburn and Ganton, currently planned to continue through the summer to late Autumn.
- Rillington Village drainage renewal – localised repairs to drainage in and around Rillington targeting specific defects.
- Stockton on the Forest to Sand Hutton drainage renewal – localised repairs to drainage targeting specific defects.
- Malton Bypass safety barrier renewal – renewal of sections of safety barriers (vehicle restraint systems) along Malton Bypass.
- Rillington East side pavement renewal – resurfacing/reconstruction of surfacing to eastern side of Rillington.
- Barr Lane to Claxton pavement renewal – resurfacing/reconstruction of surfacing around Hazelbush Crossroads and towards Claxton.
- Musley Bank Westbound entry slip resurfacing – resurfacing of the slip road onto the A64 from Malton.
- Askham Bryan junction Improvement – widen A1237 exit from roundabout - junction improvement to improve capacity and reduce the risk of queueing onto the A64
- Harton bus stops and junction improvement – safety and accessibility improvement.

- Old Malton junction Improvement – safety improvement.
- York bypass “park & ride” signing improvements – improvements to signing on the A64 to reduce sign clutter and improve the signing for the P&R sites around York.
- Flixton Carr – structure waterproofing

A19 (DBFO)

A19 St Marys, Leake, Thirsk. Request to improve insulation and customer experience with the church. This is a direct contribution through the Users and Communities Fund. However it has not yet been approved through our governance processes, but the monies would be transferred in 2021/22.

A19 Mount Grace, Osmotherly: Junction improvement (deceleration and acceleration lanes) and central reserve closure. Works have started and are scheduled for completion in March.

Outside the area, there is the Norton to Wynyard carriageway improvement (due for completion in Autumn 2021).

Autolink (the DBFO operator) have drafted their surface renewal plans and through our regular liaison NYCC council officers should be aware of them. There is new surfacing planned for around Knayton area, and around Thirsk/Topcliffe area

We continue to develop our gap safety study and are looking to take the section between A172 (Tontine) and Black Swan (Trenholme Lane) into detailed design during 2021/22 (Again subject to governance process approval)

North Yorkshire County Council

Transport, Economy and Environmental Overview and Scrutiny Committee

21 January 2021

Road Casualties – North Yorkshire

Report of the Corporate Director – Business & Environmental Services

1.0 Purpose of Report

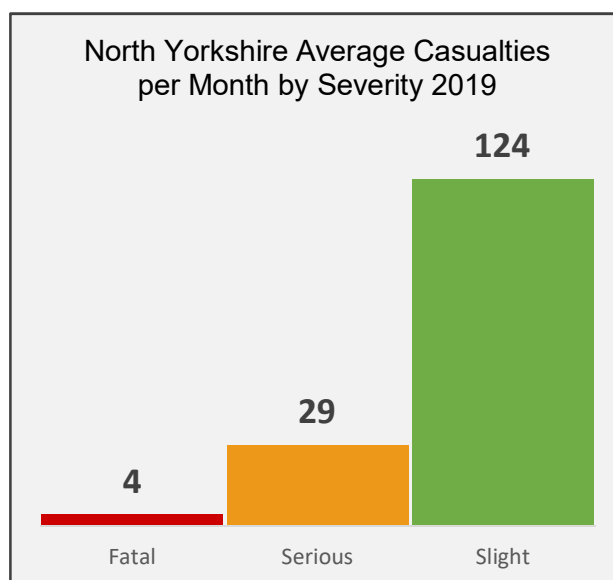
- 1.1 To advise Members of the road casualty statistics and activity for 2019 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities and data for 2019 together with a look forward for future road safety delivery.

2.0 Personal Injury Accidents and Casualties up to the end of calendar year 2019

2.1 North Yorkshire – Overview of the County

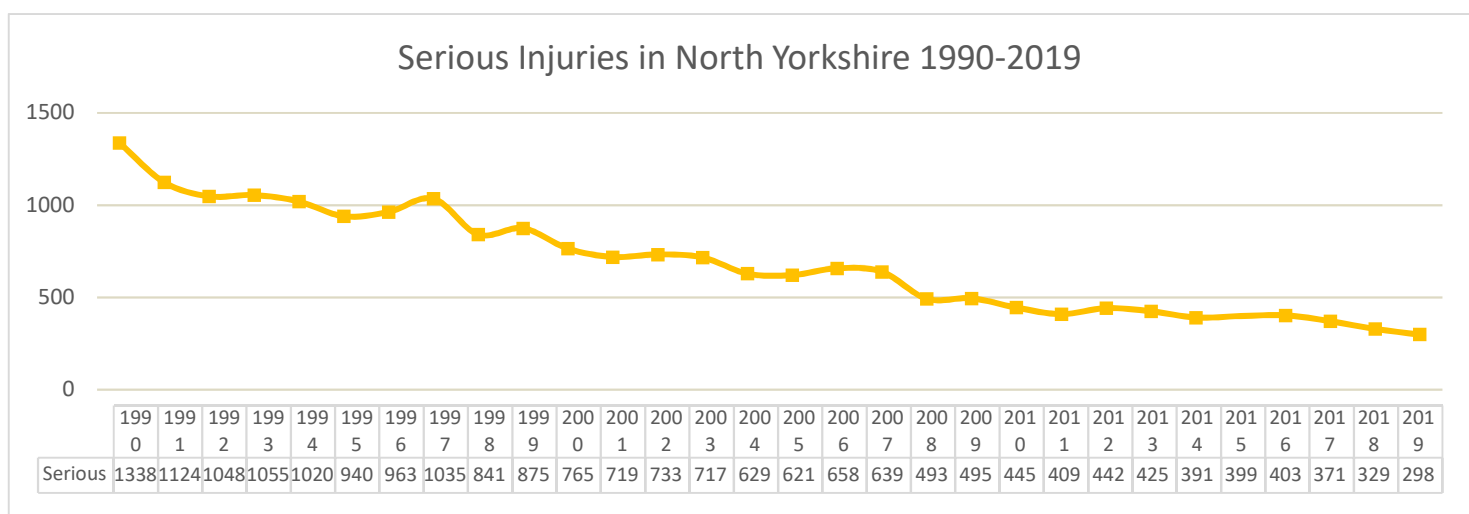
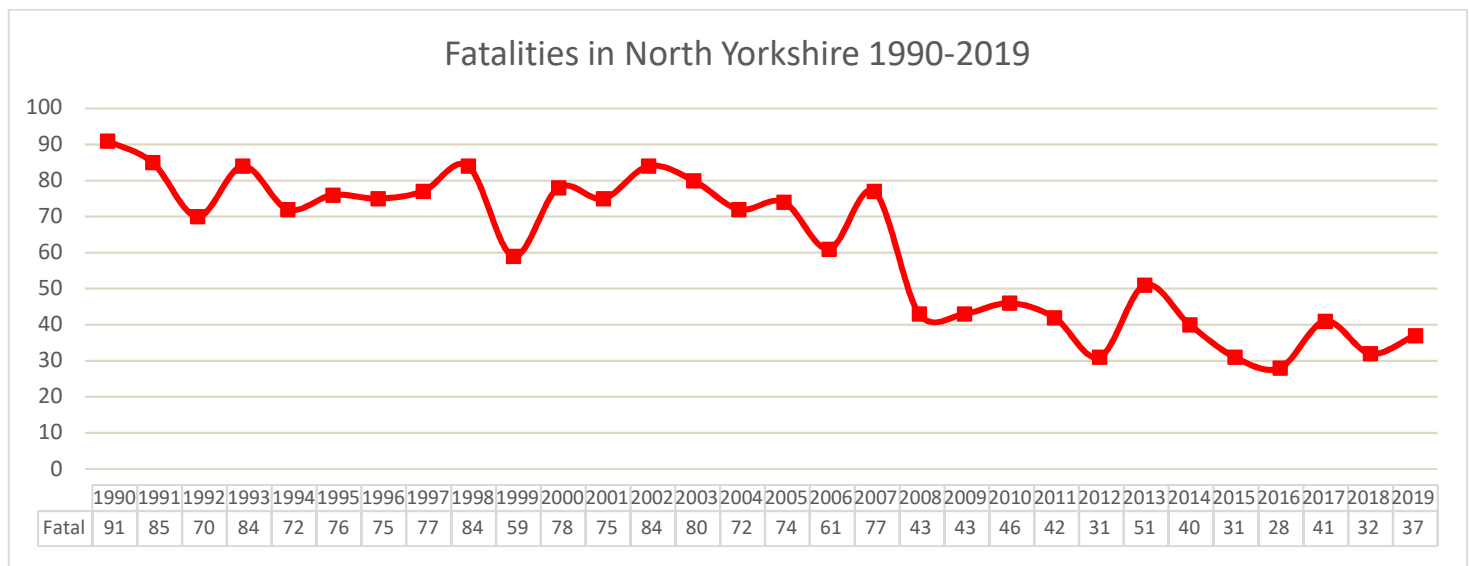
The key findings are as follows:

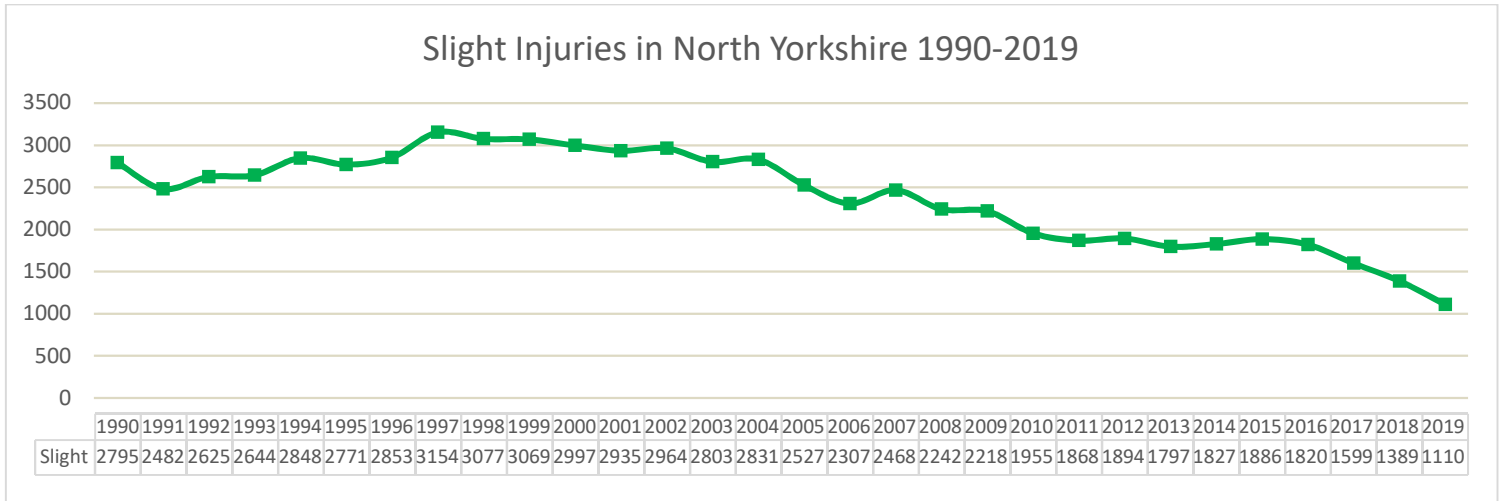
- A total of 1,021 road collisions that resulted in a personal injury were reported to the police in 2019, 17 per cent less than in 2018 (1240).
- The total number of casualties in road collisions reported to the police in 2019 was 1445, down 17 per cent from 2018 (1750) and continuing the overall downward trend since 2002.
- The number of people killed in road collisions increased from 32 in 2018 to 37 in 2019. The number of fatalities was higher than the baseline average of 34 (a rolling baseline is set on the 2014-2018 average).
- The number of people seriously injured decreased by 9 per cent from 329 in 2018 to 298 in 2019. The number of seriously injured casualties in 2019 was significantly lower than the baseline average of 379.
- The total number of slightly injured reduced by 20 per cent from 1389 in 2018 to 1110 in 2019. The number of slightly injured casualties was significantly lower than the rolling average of 1704.
- Total reported child casualties (ages 0-15) decreased by 27 per cent from 111 in 2018 to 81 in 2019. This is 47 per cent less than the rolling five year average of 153.
- No children were killed in road collisions in 2019, compared to 1 in 2018.



- The number of children killed or seriously injured was 17 in 2019, the same number as in 2018.
The number of pedestrians killed in 2019 was 5, compared to 6 in 2018, 11 per cent less than the 5 year rolling average of 6.
- The number of pedestrians seriously injured in 2019 decreased to 25, from 30 in 2018, 38 percent less than the rolling average of 40 per year.
- The number of cyclists killed in 2019 was 2, the same number as in 2018.
- The number of cyclists reported to the police as seriously injured increased from 30 in 2018 to 52 in 2019, a 6 per cent increase on the 5 year average.
- The total reported motorcycle casualties were 229 in 2019, down 2 per cent from 234 in 2018.
- The number of motorcycle riders killed increased from 10 in 2018 to 11 in 2019. This compares to the rolling 5 year average of 10 per year.
- The number of riders reported as seriously injured decreased by 11 per cent from 90 in 2018 to 80 in 2019. This represents a 25 per cent reduction on the 5 year rolling average of 106.

2.2 The charts below show the number of casualties, by severity, for the period covering 1990 – 2019.



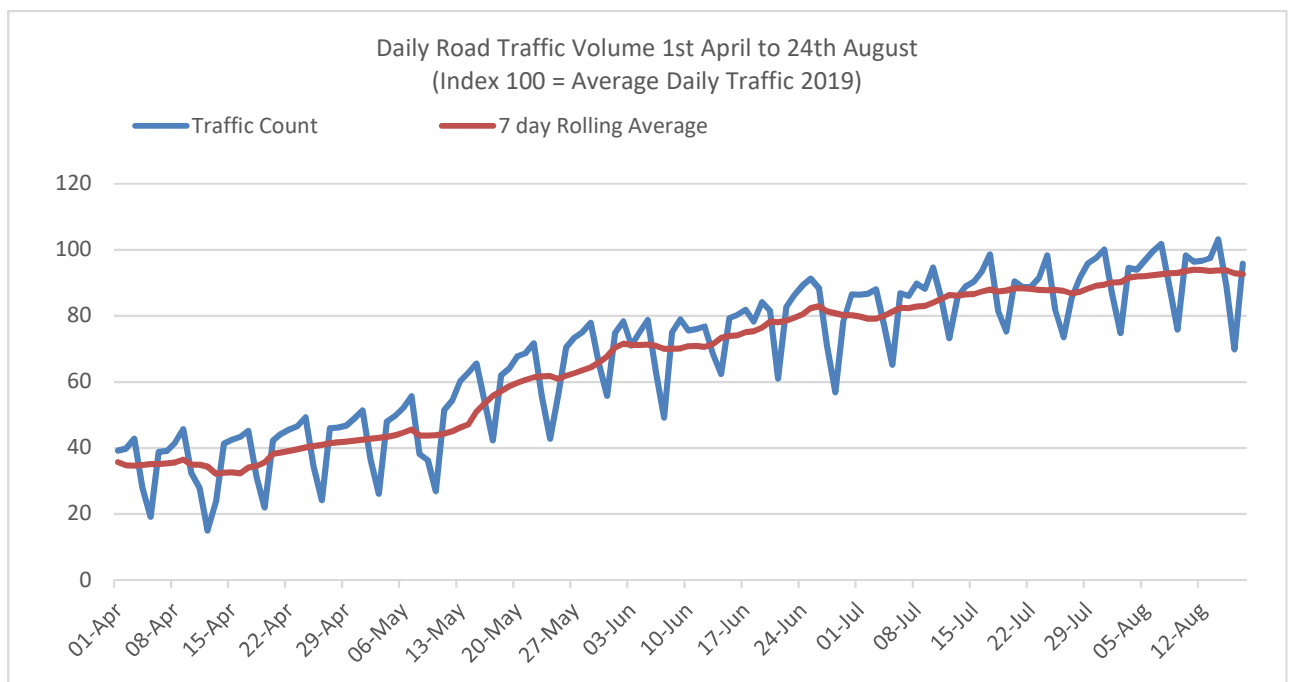


3.0 Personal Injury Collision and Casualties to 31st July 2020 - Provisional

3.1 To end of July 2020 there were 22 fatalities on the roads of North Yorkshire. This compares to 20 fatalities to 31 July 2019. A number of these fatalities will still need to be heard at the coroner’s court so this number is provisional and may change subject to the coroner’s verdict.

3.1.1 To the end of July 2020 there were 102 seriously injured casualties, compared to 193 at the same point in 2019. To the end of July 2020 there were 361 slightly injured casualties, compared to 708 at the same point in July 2019

3.1.2 The impact of the Coronavirus restrictions on travel has most likely had a significant impact on these lower numbers in 2020. The graph below for example, shows the daily traffic volume from 1 April 2020 through to 24 August. This clearly illustrates the reduction in traffic levels compared to 2019 volumes. As lockdown restrictions were eased through late spring / early summer traffic volumes increased.



4.0 Road Safety Engineering during 2019/20

4.1 Road Safety Engineering

For the purpose of road safety engineering, North Yorkshire County Council employs a range of methodologies to identify the highest priority safety engineering schemes. Typically, these include route studies, fatal collision investigations, cluster site analysis (based on three full years of collision data) and in-year cluster site analysis (based on one rolling year of collision data). It is on cluster sites where most of the funding has historically been invested.

- 4.1.1 During 2019/20 a total of 24 safety schemes were implemented at known personal injury collision locations. These schemes were mainly signing/lining alterations with costs ranging from less than £1,000 to typically £10,000. Projects to tackle problematic sites and routes in 2020/21 highlighted by the previous year's data, are currently being delivered.
- 4.1.2 Following a review carried out by the Department for Transport into the effectiveness of 20mph schemes, the Transport, Economy and Environmental Overview and Scrutiny Committee undertook a review of the current NYCC 20 mph speed limit policy. Subsequently, a report was submitted to the Executive Committee on 24 November 2020, with nine recommendations. The Executive Committee resolved that Corporate Director – Business and Environmental Services take these recommendations forward.

4.2 Fatal Collision Investigations

Any death that occurs on the public highway is of concern to all of those, either directly or indirectly, affected. When such an incident occurs it is important that the Highway Authority uses the opportunity to assess the situation and, where appropriate, learn from the incident.

- 4.2.1 North Yorkshire County Council has a Fatal Collision Procedure which it has adopted with North Yorkshire Police, which ensures that that we are informed by the Police at an early stage in the investigation of a road death. This makes sure that every crash location is visited and a report completed by the County Council's Traffic Engineers, detailing the existing situation, and what, if anything can reasonably be introduced to prevent a collision occurring in similar circumstances.
- 4.2.2 The investigations can result in recommendations aimed at preventing or reducing incidents similar to the fatal collision; incidents similar to other collisions at the site; or other potential incidents. These recommendations are then implemented as soon as practicable.

4.3 Cluster sites

Council traffic engineers have undertaken preliminary studies of collision cluster sites. A cluster site is one where the number of recorded collisions over the preceding three calendar years exceeds a set threshold of three personal injury collisions. Therefore, we investigate sites with four or more collisions within a 50m search radius for urban sites and 100m radius for rural locations. Urban sites are classed as 40mph and under.

4.4 Route Studies

As personal injury collision numbers have fallen significantly over recent years there are fewer cluster sites (with fewer collisions) emerging. A further limiting factor in the effectiveness of cluster sites is that their identification is based purely on accident 'frequency' and therefore, no account is taken of 'risk', in terms of accidents relative to traffic flow (i.e. accident rate). For example, the number and severity of injury collisions recorded at sites A and B may be the same, but site A may be carrying

double the traffic than site B. In cluster site analysis terms, both sites would be ranked equally, despite accident risk at Site B being twice that of Site A.

- 4.4.1 Routes of concern are highlighted through the use of our route analysis tool which is based on spatial statistics. The top 30 'statistically significant' sections of 'A' and 'B' Class Roads are highlighted for detailed investigation.
NB. The Route analysis tool does not take traffic flow into account.
- 4.4.2 Identifying locations with the poorest collision histories through cluster site analysis will continue to form an important part of the scheme identification process. However, supplementing these existing techniques with methodologies that represent latest best practice is considered appropriate.
- 4.5 **Temporary Vehicle Activated Signs**
Speeding traffic remains a major concern for local communities in North Yorkshire and the 95 Alive Road Safety Partnership Speed Management Protocol (SMP) sets out the process through which concerns can be raised, investigated and addressed. There is a need to address low level speeding issues raised through the SMP process that are not sufficiently severe or frequent to warrant engineering, educational or enforcement interventions but are nonetheless a concern for the local residents.
- 4.5.1 To try to help with this, the County Council purchased a number of temporary vehicle activated signs (speed limit reminder type signs) that are available for communities. The participating communities fund the installation and rotation costs of the signs and they also pay for the officer time involved. The signs are effectively rented on a rolling 12 month basis.
- 4.5.2 This scheme has been successful for the last 5 years. The number of communities renting NYCC owned signs may steadily decrease because of a new initiative. Members approved a new scheme in April, allowing communities to purchase their own portable vehicle activated signs (speed limit reminder type) to deploy temporarily on approved lighting columns or separate posts in the highway. Communities purchase, rotate and maintain a maximum of two signs, these can be mains, solar or battery powered. The sign(s) cannot be fixed facing one direction permanently and must be rotated or relocated to meet the temporary stipulation (The signs must be a temporary installation on the highway).
- 4.5.3 The early indications are that this scheme will be much more appealing to communities who have the necessary funding to purchase their own sign(s).
- 4.6 **Road Safety Audits**
To identify potential road safety concerns with improvement schemes on the highway the traffic engineering team undertakes a number of Road Safety Audits throughout the year. Road Safety Audits are undertaken on highway improvement schemes which meet the criteria outlined in the Council's Road Safety Audit protocol. The audit aims to identify any potential road safety problems during the design, implementation and post construction of the scheme. They are undertaken by specially qualified and experienced engineers, for schemes both by commercial developers and the council itself. A Road Safety Audit report is produced at various stages of the design process and where necessary recommendations are presented to the project sponsor for consideration. All costs for audits undertaken for developers are fully recovered.
- 5.0 **Road Safety Education, Training and Information**
- 5.1 **Children - Primary School Education.**

Primary and Secondary Schools resources for every Key Stage continued to be offered to all schools in North Yorkshire.

- 5.1.1 Information and resources were sent to all primary schools in the county for Walk to School Week in May and School Walking Month in October. Brisk walking contributes to children's recommended one hour daily physical activity and for adults, 5 x 30 minutes of weekly activity. Walking is the perfect opportunity for children to learn road safety skills and develop an awareness of their local area, preparing them for future independent travel.
- 5.1.2 All schools were encouraged to take up national and local campaigns such as "be safe, be seen", mobile phone pedestrian safety and pre driver and passenger safety.
- 5.1.3 The Junior Road Safety Officer (JRSO) programme was offered to all primary schools. Two Year 5 JRSO's are appointed at each school, who lead on whole school road safety activities. In 2019 sixty schools participated in the scheme.
- 5.2 **Children - Secondary School Education.**
The road safety team organised and delivered the 'Drive Alive' event to six selected secondary schools to address young drivers', potential drivers' and passengers' risks and responsibilities. Throughout the day students take part in interactive workshops with the road safety team and 95 Alive partners.
- 5.3 **Young Drivers**
17 young drivers participated in the Enhanced Pass Plus programme for young and novice drivers. The programme included a number of practical driving lessons when young drivers experience motorways, city driving and other more advanced challenges whilst accompanied by a specially trained driving instructor. The Road Safety Officer led the compulsory workshop session in which the new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and work out how to anticipate and avoid risky situations developing.
- 5.4 **Motorcyclists**
22 engagement events took place throughout the motorcycling season at popular local cafes and meeting places, with 4000 information packs distributed. Feedback suggest that the motorcyclists generally appreciate and respond to our approach.
- 5.5 **Cyclists**
39 cyclist safety events were delivered across the county, including engagement with clubs and event organisers, with 3000 information packs distributed.
- 5.5.1 In 2019, cycling continued to grow in popularity as a leisure activity. The programme includes social media content, car stickers, advertisements, advice leaflets and posters targeting drivers, cyclists and motorcyclists. This programme has received positive responses from this road user group.
- 5.6 **Older Drivers**
76 older drivers took up assessment drives in order to obtain an appraisal of their driving and learn hints and tips to make their driving safer and more enjoyable. It aims to keep people driving and independent for as long as they can safely do so.
- 5.7 **General Road Safety Education**
51 "Don't Drink or Drug Drive" events were delivered across the county.

- 5.7.1 There were 68 general road safety awareness public engagement events. Themes included vehicle safety, in vehicle distractions, pedestrian safety, child car seats, towing, eyesight, medication, “tailing gating” and fatigue.
- 5.7.2 Significant use was made of social media to disseminate all campaign messages to the public, with an annual combined reach of over 1.5 million through our Twitter and Facebook accounts.

6.0 Speed Management

- 6.1 The Speed Management Protocol (SMP) continues to provide a valuable service to customers who have concerns about speeding issues in their communities.
- 6.2 In the eight years to 31 December 2019 that the Speed Management Protocol has been operating, there have been 1828 reports, the majority of which originate from within the Harrogate District. Upon investigation, the vast majority of the assessments do not identify a speeding issue that requires action. For assurance, the local community is offered the North Yorkshire Police Community Speed Watch (CSW) scheme. This offers an additional option of supported self-help at sites where the speed of traffic is of concern for the community but is not sufficiently high or severe to warrant further intervention by the council or partner agencies. There were 77 CSW groups operating during 2019.

7.0 Future of Road Safety Delivery

- 7.1 As a Local Highway Authority, the council has statutory duties under the Road Traffic Act 1988, s39, which states that it “...must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies”. It must also analyse collision and casualty data and “develop appropriate remedial programmes of engineering and education, information, training and publicity”. The team use data supplied by North Yorkshire Police to undertake analysis of personal injury collisions, which inform both education and engineering programmes.
- 7.2 Following implementation of the NYCC Road Safety Team restructure in April 2020, the Council has ensured that it is still able to discharge its statutory responsibilities, whilst at the same time, recognising the importance of partnership working to deliver road safety education, training and publicity initiatives across the 95 Alive road safety partnership.
- 7.3 Given the shared and complementary interests across the 95 Alive partnership, council officers are currently working with partner colleagues to develop a joint strategy and action plan.

8.0 Equalities Implications

- 8.1 Consideration has been given to the potential for any adverse equality impacts arising from this information report. It is the view of officers that this report does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. As this report asks Councillors to note the report only, no Equality Impact Assessment document is required. See Appendix A.

9.0 Financial Implications

- 9.1 Consideration has been given to the potential for any financial implications arising from the recommendation. It is the view of officers that the recommendation does not have a financial impact.

10.0 Legal Implications

- 10.1 Consideration has been given to the potential for any legal impact arising from the recommendation. It is the view of officers that the recommendation does not have a legal impact.

11.0. Climate Change Implications

- 11.1 Consideration has been given to the potential for any climate change impact arising from the recommendation. It is the view of officers that the recommendation does not have a climate change impact. See Appendix B.

12.0 Recommendation

- 12.1 It is recommended that Members note the figures for collisions and casualties on the roads of North Yorkshire and the actions being taken to improve road safety.

Karl Battersby
Corporate Director – Business and Environmental Services

Author of Report: Fiona Ancell

Background documents: None

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated May 2015)

2019 Road Casualty Report to TEE Overview Scrutiny Committee

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.



যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Business and Environment Services, Highways & Transportation, Road Safety
Lead Officer and contact details	Fiona Ancell. Acting Team Leader, Road Safety Team
Names and roles of other people involved in carrying out the EIA	Stephen Lilgert, Senior Strategy and Performance Officer, BES
How will you pay due regard? e.g. working group, individual officer	Individual Officers using service data.
When did the due regard process start?	December 2020

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

Report on the 2019 North Yorkshire casualty and collision data

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

To report on the 2019 casualties

Section 3. What will change? What will be different for customers and/or staff?

N/A

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

No consultation has been undertaken and none is planned.

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The recommendation is to accept the report

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age	x			
Disability	X			
Sex (Gender)	X			
Race	X			
Gender reassignment	X			
Sexual orientation	X			
Religion or belief	X			
Pregnancy or maternity	X			
Marriage or civil partnership	X			

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
...live in a rural area?	x			
...live in a rural area?	x			
...have a low income?	X			

Section 8. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) **State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.**

No

Section 9. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	x
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts.	
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
Explanation of why this option has been chosen.	
N/A	

Section 10. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

NYCC will continue to measure collision and casualty rates in accordance with their statutory duty to give road safety information and training (See Section 9 above).

Section 11. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements
Continue to measure collision and casualty rates.	Road Safety Team Leader, in association with the 95 Alive partnership	Quarterly		

Section 12. Summary Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

No impact on equality issues

Section 13. Sign off section

This full EIA was completed by:

Name: Fiona Ancell

Job title: Team Leader, Road Safety & Travel Awareness

Directorate: BES

Signature:

Completion date: 11 January 2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 12 January 2021



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Report on 2019 road casualties
Brief description of proposal	Report on 2019 road casualties in North Yorkshire
Directorate	BES
Service area	H&T
Lead officer	Fiona Ancell
Names and roles of other people involved in carrying out the impact assessment	none
Date impact assessment started	11 January 2021

<p>Options appraisal Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed. None.</p>
<p>What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?</p> <p>Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.</p> <p>Cost neutral.</p>

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	x				
	Emissions from construction	x				
	Emissions from running of buildings	x				
	Other	x				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		x				
<p>Reduce water consumption</p>		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>		x				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		x				
<p>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>		<p>x</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

None

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The report on road casualties in North Yorkshire 2019 will not have an impact on climate change.

Sign off section

This climate change impact assessment was completed by:

Name	Fiona Ancell
Job title	Team Leader, Road Safety
Service area	H&T
Directorate	BES
Signature	Fiona Ancell
Completion date	11/1/21

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 12 January 2021

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

21 January 2021

Single Use Plastics Review

1 Purpose of the Report

The Committee is asked to:

- 1.1 Discuss and note the information in the report of the task group's Single Use Plastics review (attached at Annex A).
- 1.2 Consider the recommendations to the Executive set out on pages 23 to 24 of the task group's report.

2 Introduction

- 2.1 At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 24 January 2019, a task group to establish how North Yorkshire County Council along with partners and members of the public could reduce the use of single-use plastics. The task group was to be set up once the detail of the government's proposals was known in its Resources and Waste Strategy.
- 2.2 The task group met four times between February and December 2020 to gather and take account of the evidence, leading to its recommendations.

3 The Task Group

- 3.1 The task group was chaired by County Councillor David Goode; working with County Councillors Paul Haslam, Robert Heseltine, David Jeffels, Clive Pearson and Roberta Swiers.

4 Aims of the Review

- 4.1 The aims of this review were:

To establish additional ways to reduce the use of single use plastics by North Yorkshire County Council staff and visitors by:

- Committing to reducing our reliance on single-use plastics where practicably possible.
- Identifying sites and service areas where significant improvements can be made.
- Communicating to staff, building users and visitors the role they have to play to ensure the success of the reduction in single use plastics.

To establish how North Yorkshire County Council can work with partner organisations, local businesses and residents to encourage a reduction in the use of single-use plastics across North Yorkshire by:

- Encouraging partner businesses, schools and young people on board across North Yorkshire to reduce single-use plastics.
- Engaging with businesses to provide strategic leadership on how they can develop their own actions with this agenda.
- Engaging with residents through our webpage, social media, case studies, press releases, and identifying how they can contribute.
- Suggesting simple changes that can be made to daily routines that will help save money, improve health and help the planet.

To look for alternatives to single-use plastics and best practice elsewhere including but not limited to other local authorities.

5 Process

- 5.1 The task group held a series of meetings to take evidence including from North Yorkshire County Council's Head of Procurement and Contract Management, its Head of Property Service and from the York and North Yorkshire Local Enterprise Partnership.

6 Financial & Legal Implications

- 6.1 The review did not undertake any detailed financial assessments or legal implications.

7 Recommendation

- 7.1 The Transport, Economy and Environment Overview and Scrutiny Committee is recommended to agree the report of the task group including the recommendations to be presented to the Executive.

Report compiled by:
Jonathan Spencer
Principal Scrutiny Officer

County Hall, Northallerton

Tel: 01609 780780

E-mail: jonathan.spencer@northyorks.gov.uk

Date: 5 January 2021

Background documents: None

Annexes: Annex A: Report of the Transport, Economy and Environment Overview and Scrutiny Committee's Task Group on Single Use Plastics.

Transport, Economy and Environment Overview and Scrutiny Committee



“Nature is sending us a message”

Single Use Plastics Review

December 2020

‘We are at a moment in time where we must come together to create change. Building on the shared values and collective efforts that have brought us together during the pandemic, we can shift to a better life for everyone. Out of the challenges we must recognise the opportunity we have before us, to work with the grain of our place and grow our economy as greener, fairer and stronger – one that includes everyone in opportunities for innovation and change – and transforms how we live, learn, work and visit in York and North Yorkshire.’

Greener, Fairer, Stronger – Our Vision For York & North Yorkshire:
York and North Yorkshire Local Enterprise Partnership

DRAFT

Contents

	Page
Background and summary of findings	4
Policy Background	8
Examples of policy statements and action plans from other local authorities	11
Evidence Hearings	13
Findings and conclusions	19
Recommendations	23
Appendices	25
Appendix 1: Wyre Council Single use plastic policy	

If you would like this document in another language or format such as Braille, large print or audio, please ask us.

Tel: 0845 8 72 73 74

Email: communications@northyorks.gov.uk

Background and summary of findings

Single-use plastics include any disposable plastic item designed to be used only once. We frequently use single-use plastic items in packaging, consumer products, cosmetics and healthcare. Examples are lightweight plastic bags, disposable utensils, beverage containers, coffee cups, wet wipes, and razor blades¹.

As a recent report notes: 'Plastic waste often does not decompose and can last centuries in landfill, or else end up as litter in the natural environment, which in turn can pollute soils, rivers and oceans, and harm the creatures that inhabit them'.² Yet in many cases, such as plastic straws, takeaway food containers and coffee cups, there are practical SUP alternatives available that are either reusable or sustainable.³

By the 1990s, plastic waste had more than tripled in two decades and by the early 2000s plastic waste output rose more in a single decade than it had in the previous 40 years. Now 300 million tons of new plastic (equivalent to the entire weight of the human population) is made each year, half of which is for single-use plastics such as packaging and convenience foods.⁴ An estimated 2.5 billion disposable coffee cups alone are used in the UK each year, with the majority ending up in landfill, contributing to the disastrous impact that plastics have on the environment.⁵ The Government's "Our Waste, Our Resources" Strategy⁶ estimates that in the UK, we use five million tonnes of plastic each year. Globally, we have produced 8.3 billion tonnes of plastic since 1950, and without action, this is expected to rise to 34 billion tonnes by 2050. Around 12.7 million tonnes of plastic are entering the ocean every year, killing over one million seabirds and 100,000 marine mammals. By 2050 there could be more plastic in the ocean than fish, by weight.⁷

Since the broadcast of the BBC's Blue Planet II programme in autumn 2017 highlighting the effect of plastic pollution in seas, oceans and on beaches, this has become a much-debated topic with high levels of public interest. Indeed attitudes and behaviour in the UK towards plastics packaging waste have changed rapidly in recent years. A research study carried out by the charity WRAP (Waste & Resources Action Programme) in 2018 found that 52% of UK citizens scored the issue as a high concern (scoring 8-10 out of 10) and a further 30% said they were moderately concerned (scoring 6-7 out of 10)⁸.

¹https://ieep.eu/archive/uploads/2128/IEEP_ACES_Product_Fiche_Single_Use_Plastics_Final_October_2016.pdf

² *Plastic Waste*, House of Commons Library Briefing Paper Number 08515, 21 September 2020
<https://commonslibrary.parliament.uk/research-briefings/cbp-8515/>

³ <https://www.wwf.org.au/news/blogs/10-worst-single-use-plastics-and-eco-friendly-alternatives#gs.mmg9p1>

⁴ <https://www.unenvironment.org/interactive/beat-plastic-pollution/>

⁵ <https://yorkshiretimes.co.uk/article/York-University-YORCUP-Campaign>

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf

⁷ *How to give up plastic: a guide to changing the world, one plastic bottle at a time*, Will McCallum, Penguin Books, 2018

⁸ <https://wrap.org.uk/sites/files/wrap/Plastic%20Packaging%20Understanding%20existing%20behaviours%20attitudes%20and%20openness%20to%20change.pdf>

Some single-use plastics are necessary for certain uses in the absence of viable alternative materials invented. As a recent House of Commons briefing paper notes: single-use plastics provide benefits in relation to contributing to food safety and hygiene, and reducing packaging weight in transit and thereby reducing energy and emissions.⁹ A shrink-wrapped cucumber can last five times longer than an unwrapped one.¹⁰ The covid-19 pandemic has also highlighted its importance in terms of its use for medical and hygiene purposes.

Pandemics notwithstanding, societal changes and attitudes (e.g. plastic bottles becoming less acceptable) and legislative changes will mean the profits of those parts of the plastic industry producing single-use plastic will fall dramatically if they fail to adapt.

The World Economic Forum has called on manufacturers to retailers involved in the plastics supply chain to accelerate their efforts to end plastic waste: “Those that step up to the challenge of environmental stewardship by contributing to the creation of a circular economy will reap a rich bounty of public trust and profitability well into the future”.¹¹

In 2019 the Transport, Economy and Environment Overview and Scrutiny Committee agreed to convene a task group to establish how North Yorkshire County Council along with partners and members of the public could reduce the use of single-use plastics. The Committee agreed that the task group would meet once the government had published its proposals in its Resources and Waste Strategy.

The issue of how to reduce single-use plastics, reuse and recycle has been a part of North Yorkshire County Council’s work around waste reduction over several years. There are further measures to put in place though to reduce our use-age of single-use plastics, some of which are relatively quick wins. There is also a role for the County Council to show leadership by amplifying action in a positive way to encourage others to reduce the use of single-use plastics. In recognition of this, the review looked at how the County Council could work with partner organisations, local businesses and residents to encourage a reduction in the use of single-use plastics across North Yorkshire.

The committee set up a task group made up of the following Members:

- Cllr. David Goode (Task Group Chairman)
- Cllr. Paul Haslam
- Cllr. Robert Heseltine
- Cllr. David Jeffels
- Cllr. Clive Pearson
- Cllr. Roberta Swiers

⁹ *Plastic Waste*, House of Commons Library Briefing Paper Number 08515, 21 September 2020
<https://researchbriefings.files.parliament.uk/documents/CBP-8515/CBP-8515.pdf>

¹⁰ *How packaging helps waste less food*, Recyclenow.com
<https://www.recyclenow.com/reduce-waste/packaging-and-storage/waste-less-food>

¹¹ *The plastic pandemic is only getting worse during COVID-19*, 1 July 2020, World Economic Forum
<https://www.weforum.org/agenda/2020/07/plastic-waste-management-covid19-ppe/>

The task group held a series of meetings between February and December 2020 to take evidence including from North Yorkshire County Council's Procurement and Property Management Teams and from the York and North Yorkshire Local Enterprise Partnership. The task group also researched into what a number of 'best practice' local authorities were doing in response to reducing single-use plastics.

The aims of our review were:

To establish additional ways to reduce the use of single-use plastics by North Yorkshire County Council staff and visitors by:

- Committing to reducing our reliance on single-use plastics where practicably possible.
- Identifying sites and service areas where significant improvements can be made.
- Communicating to staff, building users and visitors the role they have to play to ensure the success of the reduction in single-use plastics.

To establish how North Yorkshire County Council can work with partner organisations, local businesses and residents to encourage a reduction in the use of single-use plastics across North Yorkshire by:

- Encouraging partner businesses, schools and young people on board across North Yorkshire to reduce single-use plastics.
- Engaging with businesses to provide strategic leadership on how they can develop their own actions with this agenda.
- Engaging with residents through our webpage, social media, case studies, press releases, and identifying how they can contribute.
- Suggesting simple changes that can be made to daily routines that will help save money, improve health and help the planet.

To look for alternatives to single-use plastics and best practice elsewhere including but not limited to other local authorities.

The task group concluded the following:

- Elimination of single-use plastics is not realistic at present for us but a more decisive approach to reduce usage in our buildings and amongst our suppliers with alternative products is required. The County Council needs to move this up its policy agenda; and the wider policy background including the circular economy approach embraced by the York and North Yorkshire Local Enterprise Partnership support us in doing this.
- The County Council has made some steps already in reducing its usage of single-use plastics but as staff in our procurement team have acknowledged there is significantly more that the County Council could do. In addition, the COVID-19 pandemic highlights in fact why we should not delay from taking a more comprehensive approach to reducing our use of single-use plastics including amongst our key suppliers.

- Work done to date by some other local authorities, shows what can be achieved in a relatively short time when there is commitment to do so.
- A starting point is for the County Council to produce a policy statement setting out some high level commitments to reduce single-use plastics in its buildings and services. Another quick win is to promote campaigns to reduce single-use plastics. The County Council's role in that regard, working with the York and North Yorkshire Local Enterprise Partnership (YNY LEP), is to champion action to reduce single-use plastics; if we show leadership, others will come along.
- The County Council might be able to achieve a number of quick wins, particularly in relation to some of its centrally managed contracts, and we have suggested a number of ideas for officers to investigate.
- More comprehensively, to reduce the use of single-use plastics, procurement and commissioning need to work together. Directorates' policies, action plans and practices also need to be reviewed and behavioural change to occur amongst staff and our suppliers. The appointment of a senior officer champion will help achieve this, as will staff training.
- The County Council needs to update its Procurement and Management Strategy and the Procurement Service should undertake a more detailed and comprehensive supply chain audit to understand the volume and proliferation of single-use plastics among, as a minimum, all first-tier suppliers.
- The approach to reduce single-use plastics should be one of an ongoing review especially as new products come to the market and should take into account whole life product costs.
- A series of medium term measures to put in place include using scored tender evaluation questions relating to single-use plastic reduction; increasing the number of 'meet the buyer' events; and producing and regularly reviewing directorate-based action plans to reduce single-use plastics.

Policy Background

A recent House of Commons Briefing Paper¹² sets out the policy background and key drivers for change as follows:

UK Government ambitions and targets

The UK Government wants to work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025. Linked to this is the government's ambition of having zero avoidable waste by 2050 and the target of getting rid of avoidable plastic waste by late 2042.

The UK Government's December 2018 Resources and Waste Strategy contained a number of policies aimed at reducing plastic waste. Public consultations providing more detail on the proposals followed in February 2019. They included:

- Consultation on reforming the UK packaging-producer responsibility system;
- Plastic packaging tax: consultation;
- Introducing a Deposit Return Scheme (DRS) in England, Wales and Northern Ireland; and
- Consultation on Consistency in Household and Business Recycling Collections in England.

Proposals on a deposit return scheme, consistency in recycling and reform of the extended producer responsibility systems have been included in the Environment Bill 2020. The Scottish Government has already made regulations to introduce a deposit return scheme from July 2022.

Plastic waste

A ban on single-use plastic straws, stirrers and cotton buds came into force in England in October 2020. The measure makes it illegal for businesses to sell or supply the items. A ban on cotton buds was already in place in Scotland.

Successive UK Governments have also signed-up-to many international agreements aimed at reducing plastic in the marine environment. For example, the Commonwealth Clean Oceans Alliance. EU strategy for plastics.

The European Union has produced a European Strategy for Plastics in a Circular Economy. This includes a recently agreed Single Use Plastic Directive, which when it comes into force in 2021, will ban specified items of single-use plastic.

The European Commission has also published a European "Green Deal" and a new Circular Economy Action Plan, which includes further proposals to reduce plastic litter and improve recycling.

¹² *Plastic Waste*, House of Commons Library Briefing Paper Number 08515, 21 September 2020

Other plastics issues

China no longer accepts certain types of plastic waste from other countries. This has meant that UK local authorities have had to find alternative ways to dispose of plastic waste, which has in turn increased their costs. Some types of black plastic and low-grade plastic cannot be easily recycled though.

Initiatives are being introduced to try to change the way that plastics are designed, produced, used, re-used, disposed of and reprocessed. Examples of these include:

- the 'Plastics Pact', a collaboration of businesses, which has set a target to eliminate unnecessary single-use plastic packaging, for all plastic packaging to be re-usable, recyclable or compostable and for 70% to be recycled or composted by 2025.
- The "Plastics Industry Recycling Action Plan" (PIRAP), an industry action plan focusing on increased collection of recyclable plastics; improved sorting; and developing end markets for recycled plastics.
- The "UK Circular Plastics Network" (UKCPN), which aims to bring together plastic product users through a programme of networking and knowledge-sharing events.
- UK supermarkets and other retailers are putting into practice a range of initiatives to reduce plastic packaging, having plastic-free aisles and allowing customers to use their own packaging containers.

COVID-19 pandemic

The use of PPE during the COVID-19 global pandemic has highlighted that for the time being, single-use plastics are essential for some medical and hygiene purposes. Indeed, single-use personal protective equipment (PPE) has been vital to help reduce the spread of Covid-19 in medical environments.

Lobbying groups for single-use plastic manufacturers have taken the opportunity to push back against single-use plastic bans.¹³ However, most people did not need to use single-use plastic PPE in their daily lives because cloth face masks and coverings are also effective in reducing virus transmission and infection when they are of optimal material and construction and fitted correctly.¹⁴ Coffee chains such as Starbucks that had formerly made commitments to sustainability, including promoting reusable cups, banned reusable cups in response to the coronavirus outbreak.¹⁵ Banning reusable cups though failed to account of possible contamination of single-

¹³ *Plastic Is the Hero of Coronavirus, Says the Plastics Industry*, 8 June 2020, Bloomberg <https://www.bloomberg.com/news/features/2020-06-08/is-plastic-the-coronavirus-hero-the-plastics-industry-thinks-so>

¹⁴ *Face masks and coverings for the general public: Behavioural knowledge, effectiveness of cloth coverings and public messaging*, The Royal Society, June 2020 <https://royalsociety.org/-/media/policy/projects/set-c/set-c-facemasks.pdf>

¹⁵ *Coronavirus: Starbucks bans reusable cups to help tackle spread*, 6 March 2020, BBC <https://www.bbc.co.uk/news/uk-51767092>

use plastic cups.¹⁶ Meanwhile some commentators argue that reusable containers are safe to use as long as they are “washed properly”.¹⁷

Commentators note that the COVID-19 pandemic will have a long-lasting impact on the fight against pollution, threatening to stall and even reverse progress with the rise in litter, especially of single-use plastic such as bottles and single-use masks.¹⁸ The World Economic Forum (WEF) notes that although the precise extent of the additional plastic waste generated during the pandemic is not yet known, preliminary data shows that in China, daily production of face masks soared to 116 million in February 2020.

The pandemic can in fact be seen as even more reason why there needs to be a move towards greater sustainability and a more circular economy across the globe. As the UN’s Environment Chief, Inger Andersen stated earlier this year: “We are intimately interconnected with nature, whether we like it or not... There are too many pressures at the same time on our natural systems and something has to give.”¹⁹

Circular Economy

Locally the York and North Yorkshire Local Enterprise Partnership (YNY LEP) has developed a strategy and action plan for creating a carbon-neutral circular economy in York and North Yorkshire by 2030²⁰. One of its aims is to support innovation in sustainable food packaging, positioning Yorkshire as a leader in sustainable food packaging.

The solution to plastic pollution from a circular economy perspective is to eliminate unnecessary plastics and instead innovate so that plastic is reusable, recyclable or compostable.

Climate Change Assessment: North Yorkshire County Council

In 2019, North Yorkshire County Council passed a motion aspiring to achieve net carbon neutrality by 2030, or as near to that date as possible.

A climate change impact assessment form and associated guidance were subsequently developed to be used by staff when making changes to services. The intention is to mitigate negative effects and identify which projects will have positive effects. One of the areas in the impact assessment is to assess the impact that changes to services will have upon minimising waste, including reducing use of single-use plastics.

¹⁶ *Science Supports the End to the Reusable Coffee Cup Ban*, 29 September 2020, Foodprint, <https://foodprint.org/blog/reusable-coffee-cup-ban/>

¹⁷ *Reusable cups “safe” to use during pandemic, scientists say*, 22 June 2020, Circular <https://foodprint.org/blog/reusable-coffee-cup-ban/>

¹⁸ *Covid-19: Single-use plastic impact ‘will last forever’*, 26 September 2020, <https://www.bbc.co.uk/news/uk-wales-54265590>

¹⁹ <https://www.theweek.in/news/health/2020/03/26/Coronavirus-is-natures-message-to-humankind-says-environment-chief-of-UN.html>

²⁰ https://www.businessinspiredgrowth.com/wp-content/uploads/2019/11/v2Creating-a-competitive-carbon-neutral-circular-economy_York-North-Yorkshire.pdf

Examples of policy statements and action plans from other local authorities

The task group undertook research to find best practice examples of where local authorities had set out their commitments to reduce their use of single-use plastics and encouraging their local communities to do the same.

These included:

- Devon County Council (policy statement and action plan)²¹ – county council
- Durham County Council (action plan)²² – unitary council
- Dorset Council (policy statement and action plan)^{23 24} – unitary council
- Surrey County Council (policy statement and action plan)^{25 26} – county council
- Wyre Council (policy statement only)²⁷ – district council
- Brighton and Hove Council (policy statement only)²⁸ – unitary council

Action plans included aspects on use of single-use plastics within the local authority – ‘getting our own house in order’ (reducing its use in council offices; working with suppliers) and more externally focused aspects related to raising awareness amongst the public.

Most councils had started with undertaking a survey with key suppliers in order to understand and influence the reduction of single-use plastics and to include in future contract specifications consideration of using alternatives where possible.

Typical actions included:

- Revising existing procurement policy and procedures by for example including in future contract specifications consideration to use alternatives to single-use plastics wherever possible;
- Ensuring where contractually possible no single-use plastic cups, bottles, cutlery etc. are used by contractors at events the council runs;
- Removing the use of unnecessary single-use plastics in council buildings and services such as council catering services (cups, stirrers, straws, cutlery etc.)
- Staff communications - regularly sharing best practice guidance with staff for cascading the message of the importance of reducing single-use plastics;

²¹ <https://democracy.devon.gov.uk/documents/s17223/Environmental%20Policy%20-%20New%20Strategy%20and%20Action%20Plan%20for%20Plastics.pdf>

²² <https://democracy.durham.gov.uk/documents/s114027/Appendix%20-%20Single%20Use%20Plastic%20Action%20Plan%204th%20October%202019.pdf>

²³ <http://moderngov.dorsetcouncil.gov.uk/documents/s17956/Appendix%201%20-%20The%20Single%20Use%20Plastic%20Policy.pdf>

²⁴ <https://moderngov.dorsetcouncil.gov.uk/documents/s17957/Appendix%20-%20-%20The%20Single%20Use%20Policy%20Action%20Plan.pdf>

²⁵ https://www.surreycc.gov.uk/_data/assets/pdf_file/0019/181801/Single-use-Plastics-Policy-Nov-2018.pdf

²⁶ https://www.surreycc.gov.uk/_data/assets/pdf_file/0014/192110/SUP-Strategy-Final-Mar-19.pdf

²⁷ https://www.wyre.gov.uk/info/200305/council_and_decisions/1320/single_use_plastic_policy

²⁸ <https://ww3.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/single-use-plastic-policy.pdf>

- Embedding the policy driver of single-use plastics reduction into other key council strategies, policies and plans;
- Supporting schools, businesses and members of the public to become single-use plastic free by sharing and demonstrating the council's best practice. The work in schools included: reducing or eliminating single-use plastics in school-catering services; providing educational resources and talks in schools about promoting a circular economy; sustainable waste management practices in relation to single-use plastics and reducing litter. Raising awareness with the public included sharing best practice, marketing/promotional campaigns such as litter picks/beach clean ups and encouraging and supporting the rollout of Deposit Return Schemes.

Durham County Council had adopted a County Durham Single Use Plastics Pledge²⁹ supported by an action plan to guide this work; and to invite a wide variety of partner organisations from the public, private and community sector to make a similar commitment through adopting the pledge.

Prior to the covid-19 pandemic, Dorset Council had undertaken many actions within its council offices to reduce single-use plastics. The focus is now on working with individual services to reduce single-use plastics in other areas such as schools, highways, leisure services and visitor attractions.

Wyre Council had produced a policy statement but an action plan was not available to share at the time of this report due to delays in the action plan being finalised because of the covid-19 pandemic.

The Association for Public Service Excellence (APSE) recommends that when local authorities develop their own single-use plastics policy and programmes, they should:

- Identify their current use of single-use plastics;
- Identify and develop alternatives to current products (e.g. providing reusable water bottles instead of cups, reusing existing supplies of poly-pockets)
- Implement the changes (e.g. removing single-use plastic products from ordering catalogues, establishing a timeline for the eradication of single-use plastics from the authority);
- Make sure where possible that changes do not negatively impact certain groups (e.g. straws for disabled people that require them), and generally make sure that what you are replacing the plastic with doesn't create other problems.³⁰

²⁹ <https://www.durham.gov.uk/singleuseplastics>

³⁰ <https://www.apse.org.uk/apse/index.cfm/members-area/briefings/2019/19-17-single-use-plastics-policy/>

Evidence hearings

North Yorkshire County Council's Head of Procurement & Contract Management and Head of the Property Service gave evidence to us at one of our meetings about the County Council's current use of single-use plastic and ways to reduce or possibly eliminate its use-age of single-use plastics, including ways in which it can influence its supply chain to do the same.

Reducing Single Use Plastics in North Yorkshire County Council's (the Council's) Supply Chain

We were informed at the meeting that the County Council's procurement team has identified almost one-fifth (17%) of contracts where there is higher consumption of single-use plastics, with significant potential for its reduction or elimination. This includes property services, catering, office supplies and furniture, water coolers, removals and storage and some care services. The County Council's spend in 2018/19 was over £430m across more than 5,000 suppliers. The procurement team is of the view that realistically it is not appropriate to seek suppliers to eliminate single-use plastic. Instead, a more pragmatic approach for all suppliers is to have an emphasis on education, collaboration and best practice to reduce single-use plastics wherever possible.

The cost of switching to alternatives for single-use plastics could be prohibitive for some suppliers with some alternative products not yet at a sufficiently advanced and cost effective stage of development and production. A 5% price increase across County Council contracts identified as offering significant potential for plastic reduction or elimination would incur additional expenditure of £8.4m. Rather, positive supply-chain behaviour change should be encouraged rather than mandated.

The procurement team cannot influence change on its own but can provide guidance. Senior Management and the relevant Executive Portfolio Member are the driving force to help in making changes in the directorates.

Measures to reduce rather than to eliminate single-use plastics are the way forward.

The range of measures set out below outline what the Procurement and Contract Management Service can do to reduce single-use plastic usage in the Council's supply chain:

- Reducing single-use plastics in the council as a whole is a much broader piece of work, involving not just each directorate and service area, but also behaviour change at an individual level, and consideration of the policies and practices that can help enable change.
- As part of the UK Government's effort to remove single-use plastics from the majority of its estate, departments and other agencies by 1 January 2020; the Cabinet Office, and specifically the Crown Commercial Service with its links to key suppliers, offered best practice advice to departments, and monitored overall

progress against objectives. Procurement and Contract Management in the Council could adopt a similar role to the Crown Commercial Service, with Corporate Procurement Board, chaired by the Corporate Director Strategic Resources, monitoring overall Council progress.

- Undertake a more detailed and comprehensive supply chain audit to understand the volume and proliferation of single-use plastics among, as a minimum, all first-tier suppliers. This can be used to more accurately identify those key suppliers as well as an effective engagement strategy, to help understand the impact of, and also the ability to influence, the reduction of single-use plastics.
- Procurement legislation is currently subject to national consultation to consider how existing practice can be improved once the transition period with the European Union comes to an end. The Council should be using this opportunity to lobby the Crown Commercial Service to include a prompt for all suppliers in the standard invitation to tender document about how they intend to reduce their usage of single-use plastics.
- The Council can use its influence in the region as the Chair of the Yorkshire and Humber Councils Strategic Procurement Group to consider collective ways of reducing single-use plastic among the supply base, for example across common contracts.
- To include the reduction of single-use plastic as a key theme of each Category Sourcing Plan and the overarching Procurement and Contract Management Strategy.
- To lead by example, demonstrating positive change and quick wins on those contracts which are centrally managed, such as catering and removals, by the Procurement and Contract Management Service.
- The Crown Commercial Service highlight that a strong focus on engagement and ownership at all levels within the organisation is a critical success factor to embed change. Corporate Director ownership and increased visibility of the programme among staff, with regular articles, blogs and updates, can help to embed necessary culture change.
- Increasing the number of 'meet the buyer' events. Suppliers are invited to meet representatives of the Council to facilitate shared learning, promote business, and to understand expectations, in this case regarding single-use plastics. It should be noted that the Council intends to increase the number of meet the buyer events each year as part of its Procurement and Contract Management Strategy.
- To work with Legal Services to understand the scope to amend, or include new standard contractual terms and conditions to embed a commitment to reduce single-use plastics.

- Encouraging greater use of scored tender evaluation questions relating to single-use plastic reduction, particularly across key contracts, to reward those suppliers most proactive and engaged on the issue.

County Council premises:

Reduction of single-use plastics has commenced in relation to its use in county council buildings. This included two years ago introducing recycled plastic cups on the water coolers. Our property services department has worked with the catering supplier to provide recycled cups. There are many parallels with Energy/Carbon Reduction measures in that a lot of the influence came down to changing human behaviour.

During the COVID-19 pandemic, most County Council buildings closed down and staff facilities such as the catering service were not available. Consequently, this led to a reduction in single-use plastic in our buildings. However, the council has cancelled out this gain many times over through the purchase of PPE for its staff.

The YNY LEP Circular Economy approach and single-use plastic reduction initiatives in North Yorkshire

The task group invited Jos Holmes, the YNY LEP's LAs Climate Action Coordinator, to give evidence at the meeting about the LEP's Circular Economy agenda. We also wanted to establish what more the County Council could do to support the LEP in this approach, including working with other public sector organisations, local businesses and residents to encourage a reduction in the use of single-use plastics.

The principle behind the circular economy is that there should be no waste; we should instead design out waste in everything we do be it on a household or commercial basis.

Part of the YNYLEP's circular economy approach is to support innovation in sustainable food packaging, positioning Yorkshire as a leader in sustainable food packaging.

Local examples of the circular economy include 'Circular Malton & Norton'³¹, providing an opportunity to test out circular economy approaches that other market towns could also rollout. Plastic reduction initiatives include sculptured water drinking fountains to refill bottles and refillable water bottles for all schoolchildren in the area. This principle could be rolled out more widely to encourage people to take bottles to fill up at cafes.

Such initiatives could be popular. A national online survey in December 2018 found that over half (52%) of those who drink bottled water outside the home can see

³¹ <https://www.businessinspiredgrowth.com/circularmaltonnorton/>

themselves using a re-usable bottle instead and almost half (49%) of those not regularly taking their plastic soft drinks bottles consumed out of the house back home for recycling can see themselves doing this in future.³²

The YORCUP initiative³³ at York University, created in January 2019, in just seven months saved over 72,300 single-use cups from going to landfill with 3,330 joining the scheme³⁴. The semi-disposable cups can be returned to specific outlets to be washed. The cup can then be stored so it is ready for use when the person next wants to buy a hot drink. Companies in York such as John Lewis, McDonalds and Starbucks have also taken part in the scheme. This initiative could be rolled out to catering establishments in our market towns.

The LEP is seeking to have joint collaboration and prioritisation across the nine local authorities in York and North Yorkshire and the two national parks authorities on various community engagement projects to do with promoting carbon reduction. To manage resources effectively this will work best by each local authority and national parks authority taking the lead on at least one campaign. The same campaign can then roll out to all those participating, including potentially to town and parish councils. In a similar vein, a lead local authority could oversee a single-use plastics reduction campaign. Reinventing the wheel would not be necessary as there are plenty of national and global initiatives that could be tapped into and adapted for a local audience. Examples for 2021 on the awarenessdays.com website include Plastic Free July and National Refill Day, asking the UK public to stop plastic pollution by switching from a single-use plastic bottle to a reusable one³⁵. Other initiatives include Zero Waste Week 2021. North Yorkshire County Council could take a lead on single-use plastic reduction campaigns helped by its links into schools.

Another collaborative project that the LEP is hoping to undertake is to introduce a staff-training module for all staff across North Yorkshire and York about low carbon – the choices to make in everyday life. Reference to single-use plastic (SUP) would be built into the training.

Local authority procurement across the LEP area and more widely in the Yorkshire and Humber region has a key role to play in influencing businesses to reduce their usage of SUP. Local authorities in the Yorkshire & Humber Region have a combined external spend of some £4.5 billion per annum.³⁶ The Region has a single strategic procurement strategy, under the leadership of YORprocure, which aims to ensure best practice procurement across the region. Sending a signal to the market through YorTender³⁷ to say Yorkshire and Humber Local Authorities value low carbon activities and want to have an understanding of where the supply chain comes from, would encourage companies to consider sustainability options. If for

³²<https://wrap.org.uk/sites/files/wrap/Plastic%20Packaging%20Understanding%20existing%20behaviours%20attitudes%20and%20openness%20to%20change.pdf>

³³ <https://www.york.ac.uk/eatatyork/sustainability/yorcup/>

³⁴ <https://yorkshiretimes.co.uk/article/York-University-YORCUP-Campaign>

³⁵ <https://www.awarenessdays.com/awareness-days-calendar/national-refill-day-2021/>

³⁶ <https://www.yortender.co.uk/>

³⁷ YORtender, comprising of the local authorities in Yorkshire and the Humber is the procurement portal for the Yorkshire and Humber Region <https://www.yortender.co.uk/>

example companies showed that they are reducing their use of SUP, they need to know they will get some value from that in terms of added ability to tender for contracts.

In terms of supporting the private sector more generally, there are grant schemes to shorten the supply chains around packaging and to utilise waste products.

Business examples of reduction in single-use plastics including the Spark Fund, a North Yorkshire based charity <https://www.spark-fund.co.uk/>

A number of companies in the UK have signed up to WRAP's UK Plastic Pact seeking to transform the UK plastic packaging sector by meeting four world-leading targets by 2025 including amongst others for 100% of plastic packaging to be reusable, recyclable or compostable.³⁸

A free app is available to download on i-phones and android phones called 're-fill'; part of a campaign from City to Sea to help people use less plastic. The app connects people to places they can eat, drink and shop without using unnecessary packaging. The app is free to download.³⁹

More locally, a selection of Yorkshire-based companies taking action now to reduce single-use plastic include:

- Just Peel, a printing firm based near Goole that has secured funding to launch the 'UK's first' sustainable disposable pint and half pint standardised paper cups for the drinks industry⁴⁰.
- Taylors of Harrogate (producer of the Yorkshire Tea brand) replaced the plastic used to seal its tea bags with a renewable plant-based material.⁴¹ <https://www.yorkshiretea.co.uk/brew-news/our-use-of-plastic>
- Harrogate Spring Water has switched a large share of its bottles to Polyethylene terephthalate plastic, a material which is 100 per cent recyclable.⁴² PET plastic bottles also use less energy and produce fewer greenhouse gas emissions in the manufacturing process than the production of drink cans or tetra paks.⁴³
- Since 2018 Yorkshire Water in partnership with Refill Yorkshire has been promoting the 'Yorkshire on Tap' campaign to encourage local businesses to

³⁸ <https://www.wrap.org.uk/content/the-uk-plastics-pact>

³⁹ <https://www.refill.org.uk/>

⁴⁰ *Printing firm to launch 'UK's first' sustainable cups with six-figure HSBC funding*, 24 November 2020, Bdaily News https://bdaily.co.uk/articles/2020/11/24/printing-firm-to-launch-uks-first-sustainable-cups-with-six-figure-hsbc-funding?utm_source=bulletin&utm_medium=email&utm_campaign=2020-11-25-yorkshire&utm_content=readmore

⁴¹ <https://www.yorkshiretea.co.uk/brew-news/our-use-of-plastic>

⁴² *Fab Harrogate leads way on plastic waste battle*, 24 May 2018, Harrogate Advertiser <https://www.harrogateadvertiser.co.uk/news/fab-harrogate-leads-way-plastic-waste-battle-288485>

⁴³ <https://nicsnutrition.com/5-tips-to-reduce-single-use-plastic/>

sign up to become free water refill stations to encourage consumers to move away from buying single-use plastics bottles.⁴⁴

Selby High School is a good example of ways to reduce single-use plastic in schools. The school, which has been awarded the North East Eco Champion Mark in recognition of its work to eliminate single-use plastics, gave all students a re-usable water bottle. Previously 114,000 bottles of water and juice were supplied annually at lunchtimes. The school has also got rid of plastic cutlery and plates and all food packaging for sandwiches, wraps etc. is biodegradable.⁴⁵

Plastic Free community-based groups exist in the county in Harrogate, Ripon and Skipton set up to reduce single-use plastic in those areas. They link in with the national campaign of 'Surfers Against Sewage' seeking to get rid of avoidable single-use plastic.⁴⁶

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⁴⁴ <https://www.yorkshirewater.com/news-media/2018/yorkshire-wildlife-trust-refill-2018/>

⁴⁵ <https://www.selby-high.org.uk/News/Selby-High-School-awarded-Eco-Champions-Mark/>

⁴⁶ <https://www.sas.org.uk/plastic-free-communities/>

Findings and conclusions

Elimination of single-use plastics, although desirable is not realistic at this stage. Single-use plastics contribute to food safety and hygiene, and reduce packaging weight in transit. The COVID-19 pandemic has also served to highlight that it is essential at present for some medical and hygiene purposes.

The pandemic should not be a reason though to row back on commitments to reduce single-use plastics overall. As the World Economic Forum notes “COVID-19 was a known risk that policymakers chose to ignore and the last thing the world needs is to allow other well-known threats to remain unaddressed. The warning bells have been ringing loud and clear for many years when it comes to plastic waste.”⁴⁷ The legacy of the pandemic is more not less reason to act in reducing single-use plastics, especially in light of the massive expansion of its use and all the related pollution that that has entailed.

It is easy to see a tension between the immediate crisis of the covid-19 pandemic with all that this has brought in terms of the considerable financial burden placed on North Yorkshire County Council - £82 million and counting⁴⁸ - versus making further moves to protect the environment. However, reducing single-use plastics beyond the steps made to date by the County Council is not an issue that we can leave to deal with another day. The financial impacts on the County Council’s budget of the pandemic and the years of austerity that preceded it will be with us for years to come anyway, even though the cost of borrowing is at a record low.

The pandemic in fact highlights why we should not delay, and that the choice should not be economic development versus environmental protection. Instead, if we want our economy to be sustainable in the future, protecting the environment is a fundamental part of that. As the YNY LEP notes, whilst the pandemic has brought hardship it also has brought with it a moment in time where we are empowered to do things differently. ‘Making bold, agile and principled decisions in the short-term, we can bring our economy to life in a way that will underpin longer term growth and position our region to be greener, fairer and stronger – for places, for people, for businesses and for our natural environment.’⁴⁹

It also makes good economic sense because societal changes and attitudes and legislative changes will mean the profits of those parts of the plastic industry producing single-use plastics will fall dramatically if they fail to adapt. Indeed, by 2025, the government wants all plastic packaging placed on the market to be recyclable, reusable or compostable. There are a number of Yorkshire-based companies taking action now to reduce single-use plastic, as referenced earlier in this report.

Rather than delaying measures until our directorates have worked up detailed action plans, we need to put in place some quick wins and then develop these further. A

⁴⁷ <https://www.weforum.org/agenda/2020/07/plastic-waste-management-covid19-ppe/>

⁴⁸ <https://www.yorkshirepost.co.uk/news/politics/north-yorkshire-county-council-says-covid-pandemic-has-cost-it-ps82m-3054057>

⁴⁹ <https://www.businessinspiredgrowth.com/vision-and-recovery-narrative/>

starting point is for the County Council to produce a policy statement setting out some high level commitments to reduce single-use plastics in its buildings and services. Another quick win is to promote campaigns to reduce single-use plastics. Our role in that regard is to champion action to reduce single-use plastics; if we show leadership, others will come along.

We are not asking for there to be a headlong rush towards reducing single-use plastics in the County Council or amongst its supply chain. There needs to be a speeding up though of the steps that we have made to date and for single-use plastics reduction to be more visible as a policy priority. This approach fits in with the spirit of The Public Services (Social Value) Act 2012 in calling for all public sector commissioning to factor in economic, social and environmental well-being in connection with public services contracts and related purposes. It also fits with the policy agenda to promote sustainable procurement.⁵⁰

The range of measures set out below highlight some of the actions that the County Council could do in the short term to reduce the use of single-use plastics in its buildings if existing contracts allow.

- A communications programme linked to the impact of the COVID-19 pandemic in generating single-use plastics waste, to encourage behavioural change amongst staff and the public to reduce their use of single-use plastics in the office and in their home.
- Reduce single-use plastic items in the staff restaurant and kitchen, in the vending machines and at meetings and training events; taking into account though the environmental and financial risks of using alternative materials.
- Explore alternative options to replace the black plastic bin liners used in office rubbish and recycling bins.
- Review the use of cleaning and hygiene products and office equipment (such as envelopes).
- Ensure where contractually possible that contractors at council-run events do not use cups, bottles, plates or cutlery made out of single-use plastics.

A key message to promote in any campaign to staff or to the wider community is that whilst alternative products to single-use plastics might be more environmentally-friendly, they need to be re-used many times in order to get a carbon reduction benefit from using them in place of an equivalent single-use plastics product. Cotton bags and ceramic cups are a greener alternative to single-use plastic but only if they are used hundreds of times in order to outweigh their considerably higher carbon footprint involved in their production. The production of cotton bags is carbon intensive including in terms of washing and dyeing the cotton. Messages to promote are 'reuse, reuse and reuse' - use fewer things, many times, and do not buy new ones.⁵¹ Other messages to communicate are the impact that individual action has upon the wider global context. Illustrated examples at the global level could include

⁵⁰ Sustainable Procurement is 'a process whereby organisations meet their needs for goods, services, works and utilities in a way that achieves value for money on a whole life basis in terms of generating benefits not only to the organisation, but also to society and the economy, whilst minimising damage to the environment. *HMRC Sustainable Procurement Strategy* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/310632/HMRC_Sustainable_Procurement_Strategy.pdf

⁵¹ <https://qz.com/1585027/when-it-comes-to-climate-change-cotton-totes-might-be-worse-than-plastic/>

a polar bear dying due to eating plastic waste; down to the national level of exhausted landfill sites; and then down to the local level of plastic waste on Scarborough's coastline.

As part of a single-use plastics reduction campaign, the County Council could produce a webpage on its website or other suitable platform in the county to give top tips for reducing use-age and the types of plastic that can be reused, recycled or composted. Surrey's Environment Partnership single-use plastics webpage is an example of this⁵². The webpage could also explain about the seven plastic codes to make it easier to choose plastics and to know which plastics to recycle.⁵³

In our evidence hearings, the County Council's procurement service set out a range of measures to reduce the use of single-use plastics in the Council's supply chain. We support those and recognise that reducing single-use plastics in the council as a whole is a bigger task than just procurement.

To reduce the use of single-use plastics, procurement and commissioning need to work together. Directorates' policies, action plans and practices also need to be reviewed and behavioural change to occur amongst staff and our suppliers. Our approach to reduce single-use plastics should be one of an ongoing review especially as new products come to the market and should take into account whole life product costs⁵⁴. Training for staff will be important in that regard as well. These changes cannot occur overnight but the appointment of a senior officer in the County Council to act as a 'champion' for reducing single-use plastics across the organisation would help drive the agenda forward in that regard.

We understand that alternative options to single-use plastics might be limited and not cost effective at present. However, a starting point would be to update the County Council's Procurement and Management Strategy⁵⁵.

- *Theme 6 – Social Value*, in the main body of the strategy document mentions that the current focuses for the Council include working to increase the numbers of local suppliers, SMEs and those within the voluntary sector, reducing SUP and achieving net carbon zero. This is not evident in the accompanying action plan though beyond a more generally worded action about delivering social value through service design, procurement and contract management opportunities.
- In signalling a more decisive approach to its suppliers, the County Council could include in the strategy's accompanying action plan, an action to end the use of single-use plastics products by suppliers wherever possible and

⁵² <https://www.surreyep.org.uk/reduce-reuse-recycle/single-use-plastics/>

⁵³ <https://learn.eartheasy.com/articles/plastics-by-the-numbers/>

⁵⁴ The Chartered Institute of Procurement & Supply defines whole life costing as taking into account the total cost of a product or service over its lifetime, from concept through to disposal including purchase, hire or lease, maintenance, operation, utilities, training and disposal.

<https://www.cips.org/knowledge/procurement-topics-and-skills/strategy-policy/whole-life-costing/>

⁵⁵ North Yorkshire County Council Procurement and Contract Management Strategy 2018-2022 <https://www.northyorks.gov.uk/sites/default/files/fileroot/Business%20and%20economy/Procurement%20and%20contract%20management/Procurement%20and%20Contract%20Management%20Strategy%202018-2022%20New.pdf>

appropriate to do so. Explicit reference would give clearer direction to our suppliers that suitable alternatives to single-use plastics products will be considered in future as part of the tender requirements when supplier contracts are due for retender.

- An action to include once a more detailed supply chain audit had been undertaken would be to use scored tender evaluation questions relating to single-use plastics reduction, across our contracts with first-tier key suppliers to reward those suppliers most proactive and engaged on the issue.

All of the above relates to 'getting our own house in order' but the Achilles heel in North Yorkshire is that currently there is not a consistent approach across the waste collection authorities as to what materials can be collected for recycling. By 2023, though all local authorities will be legally obliged to recycle a consistent set of core recyclable materials⁵⁶. This will include amongst others plastic bottles, pots, subs and trays.⁵⁷

⁵⁶ *Environment Bill summer policy statement*, 23 July 2019, DEFRA
<https://www.gov.uk/government/publications/draft-environment-principles-and-governance-bill-2018/environment-bill-summer-policy-statement-july-2019>

⁵⁷ *Councils will be forced to recycle household waste consistently within four years to end chaos*, 23 July 2019, TW News <https://twnews.co.uk/uk-news/councils-will-be-forced-to-recycle-household-waste-consistently-within-four-years-to-end-chaos>

Recommendations

We recommend that:

In the short-term (the next 12 months), North Yorkshire County Council:

- 1) Produces a concise policy statement with high-level commitments to reduce single-use plastics in its buildings and in its supplier chain.
- 2) Appoints a senior officer by its Management Board to act as a 'champion' for reducing single-use plastics across the council's directorates and to report at timely intervals to the Transport, Economy and Environment Overview and Scrutiny Committee on progress made across directorates.
- 3) Updates its Procurement and Management Strategy to include an action to end the use of single-use plastics products by suppliers wherever possible and appropriate to do so.
- 4) Leads by example, demonstrating positive change and quick wins on those contracts which are centrally managed, by for example:
 - Reducing single-use plastic items in the staff restaurant and kitchen, in the vending machines and at meetings and training events, taking into account the environmental and financial risks of using alternative materials.
 - Replacing the black plastic bin liners used in office rubbish and recycling bins with a suitable alternative.
 - Reviewing the use of cleaning and hygiene products and office equipment (such as envelopes).
 - Ensuring that contractors at council-run events do not use single-use plastics cups, bottles, plates or cutlery.
- 5) Undertakes a more detailed and comprehensive supply chain audit to understand the volume and proliferation of single-use plastics among, as a minimum, all first-tier suppliers.
- 6) Progresses work to understand the scope to amend, or include new standard contractual terms and conditions to embed a commitment to reduce single-use plastics amongst its suppliers.
- 7) Uses its influence in the region as the Chair of the Yorkshire and Humber Councils Strategic Procurement Group to consider collective ways of reducing single-use plastic among the supply base, for example across common contracts.
- 8) Lobbies the Crown Commercial Service to include a prompt for all suppliers in the standard invitation to tender document, about how they intend to reduce their usage of single-use plastics.

- 9) Takes the lead on behalf of the YNY LEP, in putting in place a communications programme linked to the impact of the COVID-19 pandemic in generating single-use plastics waste, encouraging behavioural change amongst council staff and the public to reduce their use of single-use plastics in the workplace and in the home. To ensure this is not a one-off short-term campaign:
 - Produce regular articles, blogs and updates;
 - Produce posters for display across all county council buildings; and
 - Produce a webpage on our website or other suitable platform with a North Yorkshire audience to give top tips for reducing use-age and the types of plastic that can be reused, recycled or composted.
- 10) Promotes the single-use plastics campaign to schools, providing best practice examples.
- 11) Shares key messages from the communications campaign with our contractors and suppliers to give them notice of our intentions to reduce single-use plastics.
- 12) Shares a copy of this report with North Yorkshire District Councils and the York and North Yorkshire Local Enterprise Partnership to inform and build upon joint initiatives aimed at reducing the use of single-use plastics.

In the medium term (12 months and beyond), North Yorkshire County Council:

- 13) Uses scored tender evaluation questions relating to single-use plastic reduction, particularly across key contracts, to reward those suppliers most proactive and engaged on the issue.
- 14) Increases the number of 'meet the buyer' events for suppliers to meet representatives of the Council to facilitate shared learning, promote business, and to understand expectations; in this case regarding single-use plastics.
- 15) Produces and regularly reviews directorate-based action plans to reduce single-use plastics, and updates the progress made
- 16) Educates and trains staff particularly those involved in commissioning to reduce single-use plastics by:
 - Reviewing the supply chain including consumption of goods, services and works, to determine if alternative, more environmentally-friendly products are available that still provide value for money and are fit for purpose.
 - Evaluating whole life product costs.

Appendices

Appendix 1: Wyre Council Single use plastic policy

Wyre Council commits to:

- Engage with staff to ensure that single-use plastics are phased out across council locations
- That where possible improved recycling at council facilities be introduced regarding plastics and other materials
- Work with event organisers to reduce single-use plastics and provide improved recycling opportunities at events held on council land
- Use government legislation that regulates against the use of single use plastics to support our efforts
- Work with our supply chain to raise awareness and minimise the use of single-use plastics in service provision and seek sustainable alternatives
- Where single use plastic is unavoidable, encourage the use of recycled plastics and pursue pioneering recycling opportunities
- Encourage strategic partners to adopt single use plastic policies
- Share best practice and information about plastic free initiatives, to residents, businesses, visitors and beyond, through the council's communication channels
- Join forces with external organisations who champion cleaner greener environments
- Communicate the importance of protecting our urban, rural and marine environments, and support and promote positive initiatives, campaigns and actions for reducing plastic waste
- Continue to support communities, beach cleans and litter-pick initiatives to ensure our parks, beaches and open spaces are free from plastic litter.

https://www.wyre.gov.uk/info/200305/council_and_decisions/1320/single_useplastic_policy

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

21 January 2021

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

• **Single Use Plastics Task Group**

3.1 The task group held its final meeting on 14 October 2020. The purpose of that meeting was to discuss with a representative from the York and North Yorkshire Local Enterprise Partnership, the LEP's work on promoting the circular economy including examples of good business practice. The task group also explored ways that the County Council could assist the LEP including by taking the lead role in promoting a single-use plastics reduction campaign.

3.2 The task group's report with recommendations has been brought to today's committee meeting for approval for submission to the Executive on 9 March 2021.

- **Climate change work**

- 3.3 Following on from the work of the Climate Change Members Working Group, involving a number of Members from this Committee, go-ahead has been given for officers to commence work on a Carbon Reduction Plan for North Yorkshire County Council.
- 3.4 The Carbon Reduction Plan is likely to include energy usage in our buildings as well as reducing emissions on a broader scale for example through fleet vehicle use, staff mileage, through procurement and supply chains and through the Brierley Group of companies.
- 3.5 There are considerable challenges, not least around finance and, as expected for a new plan, there are currently gaps in information. Accordingly, appropriate officer teams within the Council will develop business cases for proposed in-scope projects to improve confidence of estimates of costs and carbon benefits. The Assistant Directors group will co-ordinate delivery of these to provide the detail for a more informed discussion with the Executive later this year.

4 Recommendations

4.1 That the Committee:

- a. Notes the information in this report.
- b. Incorporates the Carbon Reduction Plan for North Yorkshire County Council into its work programme.

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Principal Scrutiny Officer**

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11 January 2021

Appendices:

- Appendix 1 – Work Programme Schedule 2021/22

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 2021/22

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	21 Jan 2021 10am	14 April 2021 10am	12 July 2021 10am	21 Oct 2021 10am	20 Jan 2022 10am	13 April 2022 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only	25 Feb 2021 10am	1 June 2021 10am	9 Sept 2021 10am	9 Dec 2021 10am	24 Feb 2022 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 2021/22

Meeting	Subject	Aims/Terms of Reference
21 January 2021	York and North Yorkshire LEP	Annual update on the work of the York and North Yorkshire Local Enterprise Partnership and a briefing on the LEP-led Covid Economic Recovery plan for York and North Yorkshire
	Highways England	Regular annual update on maintenance and improvement activity on Highways England's roads in North Yorkshire (A1 (M), A66, A64 and A19).
	Road casualties	To advise Members of the most recent confirmed road casualty figures in North Yorkshire and initiatives undertaken by the 95Alive Partnership.
	Single-use plastics review	To receive the task's group report and consider the recommendations to the Executive set out on pages 23 to 24 of the task group's report.
14 April 2021	Rural Commission (North Yorkshire)	To discuss the findings and recommendations of the Rural Commission.
	Rural transport	Community transport and bus services: the sustainability of some commercial services particularly in light of the COVID-19 pandemic and the role of the council in market shaping/development; and matters arising from the call for evidence on rural transport by the Rural Commission.
	North Yorkshire County Council's Air Quality Strategy	To be consulted on North Yorkshire County Council's Air Quality Strategy.
	Allerton Waste Recovery Park	To receive an update on the performance of Allerton Waste Recovery Park.
20 January 2022	York and North Yorkshire LEP	Annual update on the work of the York and North Yorkshire Local Enterprise Partnership.
	North Yorkshire County Council's Plan for Economic Growth	To receive an annual update on progress.

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2021/22

Items where dates have yet to be confirmed	NY Highways	To receive an annual update on progress and performance.	
	Civil Parking Enforcement	To provide a review of countywide Civil Parking Enforcement in 2019/20 and 2020/21.	
	Grass-cutting	To provide an update on grass-cutting arrangements with parish councils.	
	Carbon reduction plan	To receive an update on the progress of North Yorkshire County Council's Carbon Reduction Plan.	
	Review of North Yorkshire County Council's 20mph Speed Limit Policy	To receive an update on the progress of implementing the Committee's recommendations arising from its review of the Council's 20mph speed limit policy.	
	Tourism in North Yorkshire	Overview of the work and 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.	
	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).	

In-depth Scrutiny Projects/Reviews

Subject	Aims/Terms of Reference	Timescales	
Single-use plastics review	To explore ways to reduce the use of single-use plastics by North Yorkshire County Council, its suppliers, partner organisations, other local businesses and residents.	Concluded December 2020	

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