

North Yorkshire Council
Corporate Director Resources

14th June 2024

Release of YNY Combined Authority Gainshare – Priority Projects
Report of the Corporate Director Community Development

1.0 PURPOSE OF REPORT

- 1.1 To request approval from the Corporate Director Resources following consultation with the Executive Member for Finance, the Executive Member for Open to Business, the Executive Member for Culture, Arts and Housing and the Executive Member for Highways and Transportation to authorise submission of the North Yorkshire projects to the York and North Yorkshire Combined Authority (YNYCA), in response to the recent release of gainshare funding towards the delivery of capital schemes and the development of business cases for pipeline projects.

2.0 BACKGROUND

- 2.1 The initial £9m of gainshare from the devolution deal for York and North Yorkshire is being made available by the newly formed YNY Combined Authority (CA). Around half of this is needed to fund the mayoral election and establishing the CA.
- 2.2 Of the remaining circa £4.5m, £1m is being allocated to fund the development of business cases for pipeline regeneration schemes, split equally between York and NYC. This is to help ensure that a range of projects are bid-ready. Funds are available now, via a short application process and allocation is delegated to senior CA officers.
- 2.3 The remaining £3.5 / £4m (exact amount to be confirmed) is being made available to contribute to the delivery of major regeneration projects in Y&NY, to be split roughly 50/50 between York and NYC. A detailed business case will be required to be submitted for each bid, reflecting the former YNY LEP assurance framework. The details of the application process were shared with the Council on 15 March.
- 2.4 Most suitable projects will have a business case already prepared, such as the Transforming Cities Fund schemes, and it is expected that this will be used to populate the business case to the CA. Projects should be close to implementation, with no major obstacles to delivery. NYC and City of York can each bid for several projects. Bids of around £500k (up to maximum of £700k) will get a lighter touch appraisal than 1 or 2 larger bids and so this approach is preferred.

3.0 IDENTIFICATION OF NORTH YORKSHIRE PRIORITY PROJECTS AND BIDS

- 3.1 In discussion with the Portfolio Holder and other senior members, officers have taken a pragmatic approach to identifying 'oven ready' projects to form the North Yorkshire submission.

3.2 Major regeneration projects from across NY have been assessed, with involvement from Economic Development, Regeneration, Highways, Planning, and Housing. Projects have been discounted if:

- they can be delivered by other funds (e.g. Towns Fund)
- there are significant obstacles and delay to their delivery
- they create unbudgeted costs for NYC

3.3 Based on these criteria, it is recommended to support the submission of funding bids for four projects to the CA:

Improvement of the Selby station building – to accompany the Transforming Cities Fund scheme -- in partnership with Network Rail / Trans Pennine Express – £700k
Works to accompany the Harrogate Station Gateway TCF scheme (signals and junction works and enhancements to Station Square and Queen Victoria statue) – £500k
Scarborough Boat Lift and associated works – £700k
Electric Vehicle charging in Northallerton / Bedale / Stokesley / Thirsk / Easingwold / Gt Ayton - £200k

3.4 Details of the four projects, including costs, strategic fit, timescales, outputs and risks are reproduced at Appendix A. The projects in Scarborough, Selby and Harrogate each involve a bid for £500,000 or above, and as such require a key decision.

Proposed bids to the CA for the development of business cases (£500k total fund)

3.5 There are a range of pipeline economic and regeneration projects across North Yorkshire, with new projects arising from the NY Economic Growth Strategy and a wide variety of existing schemes from former District Councils. Officers are reviewing these projects, including their fit with the Council Plan, Economic Growth Strategy and emerging CA economic framework, in advance of reporting to the Executive regarding priority schemes.

3.6 To assess which schemes should be submitted to the CA for some of the £500k fund for the development of business cases, officers have reviewed the pipeline regeneration projects in terms of:

- Can the cost of this project be met from elsewhere?
- Does the project have potential for a future MCA bid?
- Does the project require additional development within NYC ahead of commissioning external work?
- Can the proposed development work proceed quickly (e.g. within 6 months)?

3.7 On this basis, it is recommended that bids are submitted to the CA for the following pipeline projects:

GAINSHARE DEVELOPMENT FUND			
<i>Wyvern Link Road</i>	<i>Andrew Laycock</i>	<i>Finalise outstanding feasibility information to allow an implementation solution to be agreed for road link. Funding in capital programme for delivery.</i>	£90,000
<i>Abbey Quarter, Selby</i>	<i>Sarah Fenwick</i>	<i>Extend TCF transformation from station to town centre / Abbey area. Full design and community engagement, to include HAZ sites (Back Micklegate / Micklegate) and the 2 NYC-owned commercial sites adjoining the Station Square.</i>	£150,000

<i>Scarborough Regeneration Sites (Brunswick Cinema and Former Argos)</i>	<i>Helen Jackson</i>	<i>Contribution to masterplan led by developers to incorporate NYC land as part of a whole site solution, and further investigation of the Brunswick project development options.</i>	£100,000
<i>Accelerating Housing Delivery</i>	<i>Hannah Heinemann</i>	<i>Feasibility and development work to bring forward housing sites to deliver 200 units.</i>	£80,000
<i>Ripon Connectivity</i>	<i>Louise Anne Neale</i>	<i>Feasibility, design and options appraisal / business case model for:</i> <ul style="list-style-type: none"> · <i>A flagship mobility hub at Ripon bus station, with expanded facilities</i> · <i>Priority pedestrian links and active travel corridors</i> 	£80,000

4.0 LEGAL IMPLICATIONS

- 4.1 If these funding bids are successful the Council will be required to enter into a funding agreement with the MCA. The implications of this, together with any significant legal implications of proceeding with the four delivery projects, will be set out when the appropriate permission is sought to accept the funding.
- 4.2 At this stage, the main risks linked to each of the four delivery projects, including any legal matters, are set out in Appendix A.

5.0 FINANCIAL IMPLICATIONS

- 5.1 Further details of financial implications are set out in Appendix A.
- 5.2 It is proposed to fund the Boat Lift project through three different funding sources, subject to the success of grant funding applications:
- UK Seafood Fund - £500k
 - MCA Gainshare funding – up to £700k
 - North Yorkshire Council capital requirement - £553k or more, depending on how much grant is secured.
- 5.3 If successful, it is expected that the project will be delivered in the 24/25 and 25/26 financial years. Once delivered, ongoing maintenance costs would be met from revenue. As the business case is still being developed, costs and income associated with this project are not yet quantified. The full details of the business case will be included when the decision is taken about whether to accept the funding (should this bid be successful). If the Council is not successful in attracting the external funding of £1.2m, the business case for the whole project would no longer be viable and therefore the project would be unlikely to go ahead.
- 5.4 None of the other three proposed delivery projects has significant financial implications for NYC but specific details about costings, including any match funding and revenue implications outside of agreed budgets, will be set out when the appropriate permission is sought to accept the funding.

6.0 REASON FOR RECOMMENDATIONS

- 6.1 The recommendations will secure additional external funding to bring forward significant regeneration proposals in North Yorkshire and accelerate the development of a pipeline of future schemes to help meet local and regional objectives.

7. RECOMMENDATIONS

- i) To request approval from the Corporate Director Resources following consultation with the Executive Member for Finance, the Executive Member for Open to Business, the Executive Member for Culture, Arts and Housing and the Executive Member for Highways and Transportation that the:
 - a. projects identified in paragraph 3.3 above and in Appendix A, are submitted to the YNYCA (York and North Yorkshire Combined Authority) for funding in line with their invitation to bid for gainshare monies.
 - b. that the proposals for project development funding set out in paragraph 3.7 above, are submitted to the YNYCA for funding in line with their invitation to bid for gainshare monies.
- ii) To note that if applications are successful, a decision on whether to accept the funding will be taken in line with the Council's governance procedures.

APPENDICES:

Appendix A – YNY CA – Proposed NYC Projects for Gainshare Delivery Funding – June 2024

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Appendix A: YNY CA – Proposed NYC Projects for Gainshare Delivery Funding – June 2024

Project	Location / Constituency	Purpose / Overview	Lead Partner	Alignment to NYC and MCA Strategy	Project timescale	Outline Costs	Gainshare Funding Request	Outputs	Risks
Scarborough Boat Lift	Scarborough / Scarborough and Whitby	Provision of an accessible boat lift for commercial and leisure boats at Scarborough Harbour. Present lifting facilities for transfer to and from a trailer are limited to a 4 tonne and by a crane on Vincent Pier. The service offered by this crane is considered unreliable outdated and ongoing maintenance a drain on harbour revenues. In addition, the MCA no longer consider this safe practice for mandatory inspections. The project includes acquisition of a new boat lift, together with required	NYC	<p>NYC: Place & Environment A clean, environmentally sustainable and attractive place to live, work and visit. Economy Economically sustainable growth that enables people and places to prosper. New and existing businesses can thrive and grow. To harness North Yorkshire's natural capital and promote the green and blue economies.</p> <p>MCA: Deliver Good Economic Growth Attract inward investment</p>	UK Seafood Food Fund (if successful) requires project completion by March 2025	Estimated £1.75 million	£700K (with £500k from UK Seafood Fund and £550k from NYC)	Provide facilities for boat repairs and maintenance to be undertaken safely and without the restriction of tidal interference. Support the port of Scarborough to become a more prosperous port and attractive as a destination, providing an alternative to Bridlington and being complimentary to facilities at Whitby. Potentially facilitate access to a new market servicing Windfarm Crew Transfer Vessels (and therefore the creation of new skilled jobs) - between Fraserburgh and Great Yarmouth, except for Grimsby, there is no lift at the moment capable of undertaking a lift on a CTV of 120 T. Local endorsement of the project	<ul style="list-style-type: none"> ▪ Requires funding allocation of £550k from NYC, on an invest to save basis. This is understood to have support in principle, given that the new lift will refund the NYC contribution through additional income generated over time. ▪ Timescales associated with the installation any required electrical supply – some uncertainty and / or if there are any other options eg: diesel. ▪ Timescales for submission of the UK Seafood Fund and then delivery (by March 2025). If appropriate, the bid to UKSF may focus on the acquisition of the boat lift, with NYC and CA funding being used for required infrastructure and supporting works. ▪ Alignment of required works with other works within

		infrastructure and supporting works.						suggests local engineers foresee an opportunity to expand their services. The provision of the facility may well serve as the catalyst for job creation and new business opportunities harbourside.	the harbour already committed to.
Selby TCF – Selby Station	Selby / Selby and Ainsty	Improvements to Selby Railway Station, to accompany major enhancements to the station area under TCF (in partnership with rail companies).	North Yorkshire Council (working with Network Rail, TransPennine Express)	MCA Transition to Carbon Negative Accessible & affordable transport – Well Connected Economy Deliver Good Economic Growth Attract inward investment – Global Economy Increase opportunities for all Strengthen our cultural assets – Culture & Heritage NYC: Place & Environment A clean, environmentally sustainable and attractive place to	Design development and consents – Winter 2024 Construction start – Autumn 2025	Project could be up to £1m to £2m – but the extent and detail of the project are scalable to reflect the available budget. A new or enhanced station is part of the Station Gateway package and the project will be delivered alongside £28m TCF scheme.	£700K	<ul style="list-style-type: none"> Provides a 'gateway' focus to the station and transforms the arrival and passenger experience at Selby Without improvement of the station, there will be transformation of the surrounding area but the station will remain in urgent of upgrading. Catalyst for the adjacent Selby Station Quarter masterplan development Complementary benefit to infrastructure 	<ul style="list-style-type: none"> Rail authorities do not process consents within set timescales, impacting programme (Medium) Listed building consent not granted (Very low) Rail authorities do not cooperate with delivery approach (Medium to high) but senior NYC management involved to reach agreement. Structural integrity of adjacent listed canopy (Medium). To be continually monitored during project planning and delivery.

				<p>live, work and visit</p> <p>A well connected and planned place with good transport links and digital connectivity</p> <p>Economy</p> <p>Economically sustainable growth that enables people and places to prosper</p> <p>Health & wellbeing</p> <p>People are supported to have a good quality of life and enjoy active and healthy lifestyles</p> <p>People</p> <p>People are free from harm and feel safe and protected</p> <p>Organisation</p> <p>A carbon neutral council</p>				<p>improvements through Selby TCF, Network Rail's Access for All and station canopy renewal projects.</p> <ul style="list-style-type: none"> • Major benefit to the town/streetscape and conservation area • The proposed approach is that works are carried out by the rail sector (NR and TPE), with a funding contribution from NYC / TCF and the MCA. 	
Harrogate TCF	Harrogate / Harrogate and Knaresborough	<p>Additional signals/junction works (A61/Ripon Rd, A61/King's Rd) and enhancements to Station Square.</p> <p>To provide additional</p>	North Yorkshire Council	<p>MCA:</p> <p>Transition to Carbon Negative</p> <p>Accessible & affordable transport – Well Connected Economy</p> <p>Deliver Good Economic Growth</p>	<p>Design development – Spring/Summer 2024</p> <p>Construction Autumn 2024-Spring 2025</p>	To be delivered alongside £12m TCF project	£500k	<ul style="list-style-type: none"> • 2 most congested junctions in Harrogate improved. • A61 linked from Ripon Road to Station Bridge via MOVA system. 	<ul style="list-style-type: none"> • Stakeholder/public engagement • Potential need for utilities diversions could increase cost/time • Disruption to Harrogate town centre during construction

		benefit from the TCF works on Station Parade, linking signals to improve network performance, encouraging active travel and reducing economic disbenefits from congestion.		<p>Attract inward investment – Global Economy Increase opportunities for all Strengthen our cultural assets – Culture & Heritage NYC: Place & Environment A clean, environmentally sustainable and attractive place to live, work and visit A well connected and planned place with good transport links and digital connectivity Economy Economically sustainable growth that enables people and places to prosper Health & wellbeing People are supported to have a good quality of life and enjoy active and healthy lifestyles People People are free from harm and</p>				<ul style="list-style-type: none"> • Improved opportunity to better / actively manage Harrogate network. • Provides additional benefit on back of TCF and Victoria Avenue schemes. • Revenue implication in terms of network maintenance. Potential for revenue reduction through replacement of outdated signals. 	
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				feel safe and protected Organisation A carbon neutral council					
Hambleton EV Charging	Northallerton / Bedale / Stokesley / Thirsk	The Hambleton area currently has no EV charging infrastructure following liquidation of Charge point operator. All the EVCP's need replacing; this captures 29 charging points, with no current identified funding stream.	NYC	MCA: Transition to Carbon Negative Accessible & affordable transport – Well Connected Economy Deliver Good Economic Growth Attract inward investment – Global Economy Increase opportunities for all Strengthen our cultural assets – Culture & Heritage NYC: Place & Environment A clean, environmentally sustainable and attractive place to live, work and visit A well connected and planned place with good transport links and digital connectivity Economy	NYC currently engaging an EV delivery operator under LEVI strategy; they can be tasked initially to deliver upon legacy issues such as Hambleton Summer / Autumn 24.	£200k	£200k	Replacement EV Charge points in Bedale – 4 no. Northallerton – 5no Stokesley – 4no. Thirsk – 6 Grt Ayton – 5no Easingwold – 5no Aligned to operational contract as per LEVI strategy, so quick win.	Live risk is an EV charging infrastructure gap in the region, negating the uptake of EV's and frustrating existing users, inc business / tourism and residents. Risk of salvageable existing EV infrastructure being incompatible with new operator's kit. Risk of programme acceleration attracting higher installation cost per unit.

				Economically sustainable growth that enables people and places to prosper Health & wellbeing People are supported to have a good quality of life and enjoy active and healthy lifestyles People People are free from harm and feel safe and protected Organisation A carbon neutral council					
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