To: All Members of the Environment and
Regeneration Overview and Scrutiny
Sub-Committee (for attention)  

Your Ref: Agenda
Our Ref:  
Enquiries to: Sarah Baxter
E-Mail: sarah.baxter@eastriding.gov.uk
Tel. Direct: (01482) 393205
Date: 28 February 2017

Dear Councillor

I hereby give you notice that a meeting of the ENVIRONMENT AND REGENERATION OVERVIEW AND SCRUTINY SUB-COMMITTEE will be held at COUNTY HALL, CROSS STREET, BEVERLEY on WEDNESDAY, 8 MARCH 2017 AT 10.00AM.

The business to be transacted is as set out below.

Yours sincerely

Sarah Baxter
for Caroline Lacey
Director of Corporate Resources

Enc

AGENDA

1. Declarations of Pecuniary and Non-Pecuniary Interests - Members to declare any interests in items on the agenda and the nature of such interests.

2. To approve as a correct record the minutes of the meeting of the Environment and Regeneration Overview and Scrutiny Sub-Committee held on 25 January 2017 (pages 1 - 7).

3. New Petition: Petition 01/17 – Roundabout at Wilberfoss Junction of the A1079
   (i) Petition Request (pages 8 - 11).


7. Environment and Regeneration Overview and Scrutiny Sub-Committee Draft Work Programme - To consider the draft work programme for 2017/18 (pages 38 - 51).

8. Forward Plan of Key Decisions - To note that there are no key decisions on the Council’s most recently approved Forward Plan of Key Decisions that have not previously been reported and which fall within the Sub-Committee’s terms of reference

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EAST RIDING OF YORKSHIRE COUNCIL
ENVIRONMENT AND REGENERATION OVERVIEW AND SCRUTINY
SUB-COMMITTEE

25 JANUARY 2017

PRESENT: Councillors Elvidge (in the Chair), Bryan, Finlay, Healy, McMaster, Matthews, Robson, Strangeway and Tucker.

Officers Present: Darren Stevens - Head of Culture and Information, Kevin Hadfield - Libraries, Archives and Museums Service Manager, Ian Rayner - Tourism Service Manager, Adrian Walters - Leisure Service Manager and Simon Clark - Senior Committee Manager.

James Dukes and Richard Greenly of the Environment Agency were also in attendance for consideration of Item 368.

Also in attendance: Press - 0
Public - 3

The Sub-Committee met at East Riding Leisure Bridlington.

366 DECLARATIONS OF PECUNIARY AND NON-PECUNIARY INTERESTS - Councillor Bayram made a non-pecuniary interest in Item 368 insofar as he was a member of the Ouse and Humber Internal Drainage Board.

367 MINUTES - Agreed - That the minutes of the meeting of the Environment and Regeneration Overview and Scrutiny Sub-Committee held on 14 December 2016 be confirmed as a correct record and signed by the Chairman.

368 UPDATE ON THE DERWENT DRAIN (HOWDEN) - The Sub-Committee received an update report from the Environment Agency relating to the issues surrounding the Derwent Drain, Howden, presented by James Duke of the Environment Agency.

The Sub-Committee was updated on the past involvement of the Environment Agency, the Ouse and Humber Internal Drainage Board and the Council in trying to resolve the issues relating to the drain. From the information available it was evident that there was disagreement between all the parties concerned relating to the ownership and responsibilities for the ongoing maintenance of the drain and Members noted that there were various responsibilities pertaining to each of the organisations involved.

The relatively recent problems relating to the drain being culverted in various parts and the issues relating to misconnections from some properties, along with the slow flowing nature of the water course were outlined to the Sub-Committee. Mr Dukes explained that from the Environment Agency’s perspective, issues relating to the misconnections to the drain were a responsibility of the riparian owners and in the Agency’s opinion it was the Council’s responsibility to take the necessary action in this respect.

Contrary views were held by the Council and the Ouse and Humber Internal Drainage Board and an apparent impasse had been reached with regards to progressing the issues relating to the watercourse.
The matter was discussed at great length by the Sub-Committee and a Member enquired whether in flood defence law, there was any historic evidence which the Environment Agency could use to establish responsibility for the drain. Mr Dukes undertook to explore this further with the Agency’s flood defence engineers.

The Member concerned was of the opinion that the issues relating to the ownership of the Derwent Drain required independent investigation as the problems relating to this watercourse were also applicable to many other similar land drains throughout the East Riding.

The Sub-Committee were informed that it was the Council’s view that under the Land Drainage Act 1991, the Derwent Drain fell within the drainage area for the Ouse and Humber Internal Drainage Board and as such was the enforcing authority.

It was also the Council’s view that the matter of riparian ownership fell to the Internal Drainage Board to pursue as the enforcing authority and not the Council.

Mr Dukes clarified once again that the Environment Agency did not have legislative remit to undertake any action with regards to riparian owners and the enforcement of their responsibilities.

A Member commented that the short term priority for all parties concerned should be to keep the drain clean and flowing. A long term aim, it was suggested, would be for ‘a without prejudice joint agreement’ to be reached between all the parties which would allow for no one party to accept sole responsibility for the drain but would help address the ongoing issues on a longer term basis.

As a way forward, Mr Dukes explained he was prepared to refer the matter back to the Environment Agency’s flood defence engineers in order to establish any legalities regarding flood risk and to establish whether, from a pollution perspective, the Environment Agency had discharged their responsibilities. Mr Dukes confirmed he would be happy to report back to a future meeting of the Sub-Committee.

Agreed - (a) That the issue of the Derwent Drain be included on the Sub-Committee’s work programme for 2017/18 and that the appropriate Council officers along with representatives of the Environment Agency and the Ouse and Humber Internal Drainage Board be invited to attend the meeting;

(b) that the Environment Agency be invited to provide an update report with regards to the issue of pollution and any responsibilities connected through flood defence, and

(c) consideration be given by all parties to the establishment of an ‘in principal without prejudice agreement’ prior to further consideration by the Sub-Committee.

369 CULTURE AND INFORMATION - A TRANSFORMATION JOURNEY - The Sub-Committee received a report of the Director of Environment and Neighbourhood Services, presented by Darren Stevens, Head of Culture and Information along with powerpoint presentations presented by Kevin Hadfield - Libraries, Archives and Museums Service Manager, Ian Rayner - Tourism Service Manager and Adrian Walters - Leisure Service Manager.

The Head of Culture and Information outlined that the service area was part of the Directorate of Environment and Neighbourhood Services and the various services it provided were mostly discretionary in nature. The exceptions to this were the library service and the
maintenance and enforcement of public rights of way both of which were statutory services. Culture and Information consisted of five service areas namely Catering, Libraries, Archives and Museums, Leisure, Sport, Play and Arts and Tourism, including Countryside Access.

The Sub-Committee were interested to learn that at the current time the various service areas employed 1,038 people, of which 697 were female and 341 were male. Of all the employees, 75% worked part time hours and 25% were full time. The Sub-Committee were also interested that the service was more ‘youthful’ in terms of age than the Council average in that 179 staff were aged under 25 and 200 staff were aged between 25 and 34 years. In contrast, 207 staff were aged between 55 and 64 years.

In 2010, the Council had established a business transformation programme to oversee the delivery of the budget savings required across the Council, in a way in which ensured that savings were delivered in a sustainable way and that essential services were maintained. The Transforming Culture and Information project was launched in December 2010 in response to the need to deliver better outcomes at a lower net cost.

Mr Stevens highlighted that for the period 2009/10 to 2016/17 £1.484m had been removed from the Culture and Information net budget and explained that this amount excluded inflationary impacts and pressures. If these had been excluded from the budget then at least £2.583m had actually been removed from the budget since 2009/10.

The Sub-Committee were interested that a number of savings attributed to other transformation programmes had also come from the Culture and Information budget.

Mr Stevens emphasised that notwithstanding the savings which had been made to date, there remained a very significant challenge ahead in terms of budget restrictions in Culture and Information. The estimated future savings requirement from 2017/18 to 2019/20 was £2.719m.

Culture continued to contribute to significant outcomes, perhaps most notably through work being undertaken around health and wellbeing and the promotion of independent living for older people. The contribution the service made to Economic Development and Regeneration was also highlighted in addition to the key role Culture and Information was playing in Hull UK City of Culture 2017 and the Council’s involvement in it as a Principal Partner.

A Councillor referred to the transfer of Bridlington Sports Centre to a community group and sought clarification of the funds which had been spent by the Council in order to secure the transfer. Mr Stevens, Head of Culture and Information, explained that often as part of the transfer of such assets, it was necessary to undertake repairs and maintenance work to ensure the group taking over responsibility had confidence in the building’s longer term condition and integrity.

In response to a query from a member of the Sub-Committee, Mr Stevens explained that the reduction in the Public Health Grant could potentially affect some of the health related services provided by Leisure Centres but emphasised that although such services were commissioned by the Public Health Team, an emphasis on health and wellbeing was very much embedded into the service area’s business models.

Councillors were very pleased to record their pleasure at the recent announcement that the BBC Radio 1 Big Weekend would be held at Burton Constable Hall on 27 and 28 May 2017 as part of the Hull UK City of Culture 2017 programme. Mr Stevens stressed that this was superb news for the East Riding and outlined how discussions about the event had been ongoing for the past 12 months. The Council would be assisting with the traffic management plan for
the event, at no cost to the Council, along with the provision of contractual arrangements for waste management.

**Leisure Centres - A Journey**

The Sub-Committee then received a presentation entitled ‘Leisure Centres - A Journey’ presented by Kevin Hadfield - Libraries, Archives and Museums Service Manager and Adrian Walters - Leisure Service Manager. The following points were highlighted:-

- The work undertaken by leisure centres over recent years had received a great deal of national recognition with the receipt of a number of awards. The most important of these was the LGC 20th Anniversary Awards in 2016 when the service won the ‘Partnership of the Year’ Award. This was most significant as it was based on the partnership working with the Public Health Team.
- The Health Agenda was at the heart of all of the leisure centre operations and was key to achieving true transformation and success.
- There had been a significant transformation in the operational finances of leisure centres. In 2008/09 the operational costs of the centres had been £1,271,000 and this had been turned around to an operational surplus of £70,920 in 2016/17.
- There were 17,793 direct debit members, of which 10,096 were core members and 7,697 were corporate members. Leisure centres generated an annual income of £8.79m.
- There had been a staged approach to investment and rationalisation over recent years and some of the projects completed included:
  - The newly opened £25m East Riding Leisure Bridlington.
  - The £6.5m refurbishment of East Riding Leisure Haltemprice which included shared provision incorporating a library, customer service centre and GP surgery.
  - The asset transfer of Bridlington Sports Centre to a community group.
  - The planned £2.8m refurbishment of East Riding Leisure Hornsea which would take place later in 2017/18.

The transformation which had been achieved throughout Culture and Information and the rationalisation and investment in leisure centres was delivering real health and wellbeing benefits to the Council’s residents and local communities, along with providing best customer service practice and bankable economic benefits for both Council and NHS Services. Most importantly, the transformation was changing lives on a multitude of levels at a very low cost to the Council.

The presentation also included information regarding new technology including the use of social media and how this work was delivering significant results along with major changes to customer behaviour; the vast majority of customers now booked their classes directly online.

Likewise the impact of social media had been impressive. East Riding Leisure was cementing a significant presence online.

Mr Hadfield highlighted how leisure centres were delivering truly transformational changes to people’s health and wellbeing and their lives through the various programmes being delivered at the leisure centres. The Sub-Committee were extremely impressed to hear the testimonials of people who used the health programmes at the leisure centres and to learn of the significant benefits these had contributed to the lives of the people concerned.

Finally the challenges of the future with regards to leisure centres were highlighted and the Sub-Committee acknowledged the need for continued investment in the leisure centre
infrastructure. Other challenges would revolve around supporting the private sector in the continuing delivery of health and wellbeing projects together with the scale of leisure centre business and the incumbent risk.

The Sub-Committee was very pleased to learn of the significant transformation which had taken place with regards to the leisure centre service and recorded their congratulations to the officers and teams which had brought about this extremely positive position.

Referring to the high quality of customer service which he had experienced on arriving at East Riding Leisure Bridlington, a Councillor asked what steps were taken to ensure the same level of service was delivered at all other centres. Mr Hadfield explained that all staff underwent effective customer service training and all leisure centre managers were committed to the delivery of high quality service.

In answering a question, Mr Stevens confirmed that East Riding Leisure Bridlington was predicted to at least break-even, if not deliver a small operational surplus, during its second year of operation.

**Foreshores Service (Tourism)**

The Sub-Committee then received a powerpoint presentation entitled ‘Foreshores Service (Tourism)’ delivered by Ian Rayner - Tourism Service Manager. The presentation provided a detailed overview of the Foreshores Service and included information relating to:

- The service’s Vision.
- Information on East Riding visitor volumes.
- Relevant statistics relating to the East Riding coastal areas.
- The provision of amenity services and traded services.
- The different awards and accolades that had been achieved by the Foreshores Service.

Mr Rayner was pleased to highlight that a number of coastal locations had received a number of awards and accolades over recent years, including the Blue Flag Award at qualifying beaches along with the Seaside Award at six other beaches.

The Sub-Committee were very interested to learn of the service area’s financial performance and noted that an operational deficit of £240,000 in 2009/2010 had been transformed into a £30,000 operational surplus in 2015/2016.

Mr Rayner highlighted that the Foreshores operations operated within a very complex legal context.

Future events would focus on health and wellbeing and include the use of beach wheelchairs to ensure beach areas in Bridlington were accessible to people with disabilities and a number of links with Hull UK City of Culture 2017.

The Sub-Committee were interested to note the wide range of educational and environmental work undertaken by the Foreshores Service which worked with a wide range of both internal and external partners.

Mr Rayner outlined future developments and aspirations for the service which included:

- The provision of additional beach chalets.
- A new RNLI building in Bridlington.
- Kiddies Corner in Bridlington.
- Seafront development.
- Marketing.
- Environmentally friendly land trains.
- An extension to the tourism season.

In concluding Mr Rayner highlighted the challenges that faced the service over the coming years including:

- Managing greater customer expectations with limited resources.
- Maintaining quality and safety of the services provided.
- The need to maximise revenue in order to support the wider delivery of the service.
- Meeting higher customer and client expectations.
- Contending with environmental conditions.
- Attempting to influence water quality in coastal locations.
- The need to contribute to the health and wellbeing agenda.
- Managing the peaks and troughs of service demand.

Following a query, officers clarified the strict bye-laws which applied to the safe use of the 84 miles of coastal beaches around the East Riding and confirmed that the Council, in appropriate cases, did take enforcement action against beach users when the bye-laws had been contravened.

A Councillor expressed his concern that the removal of all the pedestrian shelters along the sea front in Bridlington had had a detrimental effect on visitor numbers during the winter as well as periods of inclement weather. Officers highlighted how the pattern of visitor numbers to the resort had changed over many years but undertook to explore the provision of shelters with the Bridlington Renaissance Partnership.

A Member suggested that the Council was not taking full advantage of the motor home visitor market and officers outlined how the South Cliff development would include the provision of enhanced facilities to allow for the accommodation of motor homes. The Councillor emphasised that this was a market which the Council should be making every effort to capitalise on.

The Sub-Committee thanked Mr Stevens and members of his team for delivering what members considered to be an exceptional insight into the service area of Culture and Information.

**Agreed** - (a) That the Sub-Committee recognise and commend the significant achievements made in the transformation of Culture and Information Services, and

(b) that the Sub-Committee acknowledged the future challenges facing all elements of the Culture and Information Service.

### 370 ENVIRONMENT AND REGENERATION OVERVIEW AND SCRUTINY

**SUB-COMMITTEE WORK PROGRAMME** - The Sub-Committee received an update on the work programme 2016/17. The Senior Committee Manager explained that there were no changes to the work programme to be reported on this occasion and the Sub-Committee considered the business to be held at its next meeting.
371 FORWARD PLAN OF KEY DECISIONS - It was noted that there were no key decisions within the Council’s most recently approved Forward Plan of Key Decisions that had not previously been reported and which fell within the Sub-Committee’s terms of reference.
PLEASE DO NOT SIGN THIS IF YOU HAVE ALREADY SIGNED THE ONLINE PETITION

Wilberfoss demands roundabout access onto the A1079. The current junctions are not safe.

Number of signatures received: 151
Wilberfoss (Google)
Aerial photo (Google)
## Appendix B - A1079 Accident Log

<table>
<thead>
<tr>
<th>Junction</th>
<th>Date</th>
<th>Nature of accident</th>
<th>Casualties</th>
<th># of vehicles involved</th>
<th>Source</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST</td>
<td>27/06/2016</td>
<td>Eastbound driver obstructed by use of sliproad</td>
<td>1</td>
<td>2</td>
<td>Casualty’s family</td>
<td>Fractured sternum</td>
</tr>
<tr>
<td>WEST</td>
<td>19/10/2016</td>
<td>PO van westbound</td>
<td>Unknown</td>
<td>2</td>
<td>Resident</td>
<td>Emergency services on site</td>
</tr>
<tr>
<td>WEST</td>
<td>15/11/2016</td>
<td>Car emerging from junction hits oncoming west bound traffic</td>
<td>Unknown</td>
<td>Councillor email</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>WEST</td>
<td>21/11/2016</td>
<td>One car badly damaged</td>
<td>Unknown</td>
<td>Resident</td>
<td>Emergency services on site</td>
<td></td>
</tr>
<tr>
<td>WEST</td>
<td>05/12/2016</td>
<td>Pulling out of sliproad. Police suggest need for roundabout</td>
<td>Several casualties including girl of 2.</td>
<td>Resident</td>
<td>Emergency services on site</td>
<td></td>
</tr>
<tr>
<td>WEST</td>
<td>09/12/2016</td>
<td>Car smashed in the side up on the verge</td>
<td>Unknown</td>
<td>Reported by resident, confirmed by 2 x Clirs</td>
<td>Emergency services on site</td>
<td></td>
</tr>
</tbody>
</table>
Report of the Director of Planning and Economic Regeneration

A. Executive Summary

The Council has received a petition from Wilberfoss Parish Council and local residents requesting that a new roundabout is constructed to improve access from Wilberfoss on to the A1079.

This report sets out the collision history of the A1079 junctions at Wilberfoss and the road safety monitoring that takes place at this location. It also describes the Council’s process for identifying and funding major transport improvement schemes. It concludes that the relatively good road safety record combined with the high cost and potential detrimental impacts of a new roundabout means that the construction of a new roundabout will not be considered at this time.

B. Corporate Priorities 2016-2021

Valuing our Environment
Promoting Health, Wellbeing and Independence

C. Portfolio

Planning, Highways and Transportation

D. Matters for Consideration

Members are asked to receive the petition, consider the contents of this report and request officers to continue to monitor the road safety performance of the junctions.

E. Equality Implications

There are no equality implications

1. Background Information

1.1 In February 2017 the Council received a petition submitted by Councillor Strangeway on behalf of Wilberfoss Parish Council. The petition was as follows: ‘Wilberfoss demands roundabout access on to the A1079. The current junctions are not safe’. The paper petition had been signed by over 150 individuals, with an online version of the petition attracting over 1,000 signatures. The petition will be presented at the Council’s
1.2 This report sets out the current road safety record at the A1079/Wilberfoss junctions and considers the request for the construction of a new roundabout at this location.

2. Road Safety Record

2.1 There are two junctions on the A1079 providing direct access to Wilberfoss. These are shown in figure 1 below.

Figure 1: Access to the A1079 from Wilberfoss

Western Junction

2.2 Much of the focus for previous junction improvement requests has been on the western junction as this carries more York-bound traffic turning right across the A1079.

2.3 The safety record of the western junction is good with only two recorded injury collisions in the last five years, both resulting in slight injuries. There have been additional injury collisions on the A1079 in the Kexby/Wilberfoss area, some resulting in serious injuries, but not connected to the operation of the junctions.

2.4 Over the last ten years considerable work has taken place at the western junction with the addition of a central island and revisions to signing and carriageway marking. Over that time this work has reduced the frequency of injury collisions at this location. Between 2008 and 2010 there were six recorded injury collisions, whereas between 2014 and 2016 there were two. Indeed the safety record of the A1079 as a whole has improved significantly over the past decade, and this has been recognised in the Road Safety Foundation’s European Road Assessment Programme (EuroRAP) which includes an
annual safety assessment of A roads. During this period the EuroRap risk rating for the A1079 between Market Weighton and York has reduced from High risk to Low-medium risk.

### Eastern Junction

2.5 The eastern junction has, in recent years, had a poorer safety record with six recorded injury collisions in the last five years, four resulting in slight and two resulting in serious injuries. In 2016 it was subject to a road safety engineering scheme which removed the exit taper to reduce the risk of left turning vehicles from the A1079 masking vehicles going ahead on the A1079. Monitoring of this scheme continues.

2.6 Both the eastern and western junctions are monitored on a regular basis and any collision data is carefully scrutinised. Should the road safety record worsen, measures to address any identified issues will be implemented if appropriate.

2.7 There have been discussions with Humberside Police on a number of incidents at the western junction which have not resulted in injuries, and the potential causes of these. Both junctions have been observed in operation by Council and Police Officers. There are some behavioural issues relating to how drivers use the junctions that may be addressed by standard road safety measures and these have been discussed with stakeholders through the Action Access A1079 group.

### Local Perception

2.8 There appears to be some confusion locally as to the actual number of injury collisions arising from manoeuvres associated with the junctions. Recent media reports include significant over-estimations in terms of the number of injury collisions taking place at the junctions. It is important that monitoring and review is based on the available data and the facts as far as they can be established.

### 3. Potential Junction Improvements

3.1 A new roundabout on the A1079 at Wilberfoss would likely cost in the region of £1.5m-£2m. This cost is significantly above what the Council could afford to fund from our existing budgets. As such, we would need to submit a bid for additional external funding to cover the cost of such a scheme.

3.2 External funding bids are competitive, and scheme promoters must present a strong case setting out why the proposed scheme should be funded. In the case of larger transport schemes such as this, bids must demonstrate a strong strategic fit and clear benefits in terms of improving road safety, reducing journey times and facilitating new development.

3.3 In 2012 independent expert consultants undertook a study of several junctions on the A1079 as part of the development of an Infrastructure Study, which supports the East Riding Local Plan. The aim of this study was to determine how background traffic growth plus additional traffic generated by new development would impact on the local highway network, and what improvements would be required over the Local Plan period to address capacity issues. The study included the western Wilberfoss junction and concluded that “the capacity assessment suggests that no mitigation is considered necessary to improve capacity at the junction”. This reflects the relatively low level of development allocated for the village.
3.4 The need for junction improvements on the A1079 at Wilberfoss is therefore not included as a requirement in the Local Plan or the Local Transport Plan, or reflected in either of the LEP’s Strategic Economic Plans. This means it would be difficult to justify the strategic case for the scheme.

3.5 Because of the imbalance in flows between the main road and the side roads, the introduction of a roundabout would introduce delays to vehicles travelling on the A1079. The delays caused to the majority of vehicles would outweigh the journey time reductions for those vehicles using the roundabout to exit from the side roads. With slowing/queuing traffic there is also strong potential for an increase in shunt type collisions and it is likely that the safety record, particularly of the western junction, would worsen.

3.6 This means that a potential bid for a scheme would not be able to demonstrate a strong strategic case or overall journey time savings or improvements to road safety. As a result, it is unlikely that any bid would be prioritised for funding.

4. Conclusion

4.1 The western Wilberfoss junction currently has a good safety record, based on recorded injury collisions. The eastern junction has recently been the subject of a road safety engineering scheme and is being monitored.

4.2 A new roundabout on the A1079 at Wilberfoss would require additional external funding to facilitate construction. However, the proposal is not identified through the Local Plan as required to support allocated development and is also not likely to offer journey time or road safety benefits. As such, the Council does not intend to pursue this proposal at this time, although the road safety record at both junctions will continue to be monitored.

Alan Menzies
Director of Planning and Economic Regeneration

Contact Officer

Name of Officer: Claire Hoskins
Job Title: Strategic Infrastructure Group Manager
Telephone: 01482 381747
Email: Claire.hoskins@eastriding.gov.uk
Petition Requesting Improvements to Grovehill Road East, Beverley

Report of the Director of Planning and Economic Regeneration

A. **Executive Summary**

This report provides the Council’s response to the petition received at the Environment and Regeneration Overview and Scrutiny sub-committee meeting of 14 September 2016 (minute 344 refers) from residents of Grovehill Road east, Beverley. The petition “demanded action to reduce the risk of accidents on Grovehill Road between Grovehill junction and Beck View Road, Beverley” following several incidents of damage to parked cars caused by passing heavy goods vehicles.

The report sets out the road safety record for Grovehill Road east and includes the feasibility and cost of a potential widening scheme to allow for dedicated on-road parking and the two-way passage of larger vehicles. It also explores options for funding this scheme. It concludes that, given the excellent road safety record in the area and the high capital cost of an improvement scheme, the most appropriate way of pursuing a road widening scheme at this location is to investigate the potential for including this as part of a development masterplan for the wider Grovehill area.

B. **Corporate Priorities 2016-2021**

Valuing our Environment
Promoting Health, Wellbeing and Independence

C. **Portfolio**

Planning, Highways and Transportation

D. **Matters for Consideration**

Members are asked to consider the contents of this report and that the potential for localised widening is to be explored through the development of a wider masterplan for the area.

E. **Equality Implications**

There are no equality implications
1. **Background Information**

1.1 At the Environment and Regeneration Overview and Scrutiny Sub-committee meeting held on 14 September 2016 the sub-committee received a petition from residents of Grovehill Road (east). The petition “demanded action to reduce the risk of accidents on Grovehill Road between Grovehill junction and Beck View Road, Beverley”. Residents are concerned about damage to their parked cars as a result of goods vehicle access to the commercial premises located on Grovehill Road and Beck View Road. One suggestion presented as part of the petition was for localised widening on the stretch of Grovehill Road to the east of Grovehill roundabout to allow cars to park on the road whilst facilitating two-way traffic flow.

1.2 Members recommended that officers consider this petition and prepare a report outlining their findings for the Overview and Scrutiny Sub-committee meeting to be held on 25 January 2017 (minute 344 refers).

1.3 Following receipt of the petition, the Council’s Transport Policy team sought the views of appropriate officers and consulted ward councillors in the development of this report. Comments were received from Road Safety, Traffic and Parking, Infrastructure and Facilities, Streetscene (Area Engineer) and Valuation and Estates, as well as from local ward members.

1.4 The petition also queried why the road was not widened as part of the Beverley Integrated Transport Plan (BITP) major scheme, which included improvements at Grovehill Roundabout. The BITP scheme scope did not extend beyond Grovehill Roundabout as any additional improvements would have increased the overall scheme cost at a time when the Department for Transport, as the primary scheme funders, were putting pressure on local authorities to reduce costs of large local major schemes where possible. In addition, improvements works on this section of Grovehill Road would also have had a significant impact on the existing statutory undertakers plant in the area and it was considered at the time that it would be more appropriate for any alterations to these to be incorporated into the needs of future development proposals.

2. **Road Safety Record**

2.1 The Council’s Road Safety team has provided injury collision data for this location. Over the last ten years there have been no recorded injury collisions on this section of Grovehill Road. Based on the current good road safety record, this route would not be a priority for the local safety scheme programme.

3. **Potential for Localised Road Widening**

3.1 The Council’s Infrastructure and Facilities team was asked to assess the feasibility of widening Grovehill Road as requested through the petition, and to provide a cost estimate if viable. Although technically feasible and likely to provide a benefit for residents wishing to park vehicles on the highway, the estimated cost for the works is approximately £460,000. This includes a 2m wide parking bay for properties on the north side of Grovehill Road and a 7m wide carriageway, sufficient to allow two large goods vehicles to pass one another.
3.2 Due to the high capital cost of the scheme and a continued reduction in capital funding for larger transport improvement schemes it is likely that the Council would have to submit a bid for additional external funding to pay for the cost of widening at this location. In order to secure funding from the Local Enterprise Partnership, Department for Transport or other suitable funder, scheme promoters must put forward a strong case that a potential scheme will result in significant benefits for the local transport network in terms of reducing delays and congestion, addressing a significant road safety issue, facilitating substantial new development and so on.

3.3 In this case, the area has an excellent road safety record and localised widening would not result in a significant reduction in journey times or congestion. This means that the proposal is unlikely to secure external funding on these grounds. However, there may be a case for developing a funding bid based on the economic benefits a highway improvement scheme could help realise as part of the wider regeneration and development plan for the Grovehill area.

3.4 The Council is exploring options to potentially deliver improvements to this stretch of Grovehill Road as part of the development of the area. The Valuation and Estates Manager indicated that consultants have been commissioned by the Council and other landowners to develop proposals for a masterplan for development in the Grovehill Road and Beck View Road area. As part of this exercise consideration will be given to the potential for the widening of Grovehill Road at this location. Previous plans for the development of the Council owned site included for the widening of part of Grovehill Road. As such, there may be the potential to secure a developer contribution to help to fund highway improvements in this area.

3.5 Any proposals for widening at this location must be carefully assessed against the potential negative effects that may arise as a result of such a scheme. For example, the road safety record shows no collisions over the last ten years so any changes cannot improve this record and may in fact enable drivers to travel faster and crash into parked or occupied cars with more force. The impact of any improvement works on other users, particularly cyclists, would also need to be considered.

4. Conclusion

4.1 The section of Grovehill Road between Grovehill Roundabout and Beck View Road has a good safety record with no recorded injury collisions in the last 10 years. The estimated cost of widening the road to include dedicated on-street parking and two lanes within the carriageway is approximately £460,000. The Council does not have sufficient funding to deliver a scheme of this size, and the limited benefits of such a proposal mean that any external funding bid would have to demonstrate the link between a highway improvement scheme and associated economic benefits in terms of opening the area up for development. It may also be possible to secure a developer contribution towards the cost of the scheme.

4.2 Officers will continue to look for additional funding opportunities for potential improvements at this location, including through any development proposed in the area.

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A. Executive Summary

The East Riding Local Plan Strategy and Allocations Documents were adopted in April and July 2016 respectively and the Council now has a full and up-to-date Local Plan. Whilst this is a significant achievement, a small number of policies have been identified where an early review will be required. The process for reviewing the Plan, which has to be underpinned by robust evidence, is set out in the Local Development Scheme.

Progress with implementing the Local Plan is detailed in the Council's Annual Monitoring Report and Strategic Housing Land Availability Assessment. These identify that the majority of the Local Plan's indicators have been met over the period from 1 April 2015 to 31 March 2016. However, there has been a continued shortfall in the number of new house completions when compared to the Local Plan's requirement. This is despite the significant number of dwellings that have been granted planning permission since the start of the plan period in 2012. The Council is still able to demonstrate there is a five year supply of deliverable housing land, which is critically important to ensure the Local Plan's housing policies can be considered as up-to-date.

B. Corporate Priorities 2016-2021

Valuing our Environment
Supporting Vulnerable People, Reducing Inequalities
Promoting Health, Wellbeing and Independence

C. Portfolio

Asset Management, Housing and Environment
Planning, Highways and Transportation

D. Matters for Consideration

Members are asked to consider the progress made on the East Riding Local Plan and to comment on the implications for its implementation and review.

E. Equality Implications

There are no equality implications
1. Background Information

1.1 This report provides a response to a number of issues raised by the Sub-Committee in previous discussions. In particular it outlines progress in implementing the East Riding Local Plan, including an overview of the Allocations Document and performance as set out in the recently published Annual Monitoring Report. As requested, it also provides further detail in relation to housing supply and delivery.

1.2 The East Riding Local Plan comprises three principal documents (the Strategy Document, Allocations Document and the Bridlington Town Centre Area Action Plan). These provide the statutory framework against which planning applications are determined in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004. Following the adoption of the Strategy Document (April 2016) and Allocations Document (July 2016) the Council now has a full and up to date Local Plan.

1.3 National planning practice guidance (PPG) outlines that plans need to be kept up-to-date. It identifies that local planning authorities should assess at regular intervals whether some or all of their Local Plan needs updating. However, the PPG recognises that most Plans will need to be updated at least every five years. This requirement is confirmed (and re-emphasised) in the recently published Housing White Paper.

1.4 Through the Local Plan examination in public, the appointed Planning Inspector identified several modifications that would need to be addressed in a review of the Local Plan (to take place by 2020). This will include consideration of:

- The scale of planned housing growth if there is a significant change in the circumstances relating to housing need and delivery across the housing market area (which covers both Hull and East Riding local authority areas);
- The implications of updated flood risk and drainage evidence for future housing development in Hedon;
- Changes in the need for, and potential to increase the delivery of, affordable housing;
- Changes to the need for Gypsy and Traveller pitches, which would have to take into account recently published national planning policy;
- Those locations that are suitable for wind energy development, which would have to be identified in accordance with recently published national planning policy; and
- Whether the allocations to the south of Beverley and in Hutton Cranswick are being delivered in accordance with the Council’s expectations.

1.5 A number of these issues will require an update to elements of the Local Plan evidence base, in particular the Strategic Housing Market Assessment, Landscape Character Assessment, Affordable Housing Viability Assessment, Gypsy and Traveller Accommodation Needs Assessment, and Strategic Flood Risk Assessment. Significant elements of this work have already commenced and will provide a robust basis for undertaking the Local Plan review.

1.6 Any review will involve continued close co-operation and joint working with Hull City Council. This is necessary to ensure up-to-date evidence is used to inform the scale of housing proposed across the housing market area. A Joint (Hull and East Riding)
Housing Needs Assessment has been prepared by consultants and takes account of the latest (sub)national population and household projections. This has concluded that the current planned provision for 1,400 (net) dwellings per annum in the East Riding Local Plan remains valid. The Study was submitted to the Secretary of State alongside the Hull Local Plan on 16 December 2016. It will be considered by a planning inspector through an examination in public, which is scheduled to commence on 14 March 2017.

1.7 The Council is also required, under section 15 of the Planning and Compulsory Purchase Act 2004, to prepare and keep up-to-date a Local Development Scheme (LDS). This specifies the documents which comprise the Local Plan and the timetable for their preparation or review. It also includes information on a range of Supplementary Planning Documents (SPDs) which will provide additional guidance for particular Local Plan policies (e.g. on Open Space and Housing Mix). The latest East Riding LDS was agreed by The Cabinet on 20 September 2016 and has been published on the Council's website.

1.8 In addition, the Local Plan Strategy Document includes a range of strategic indicators that are used to measure the performance of specific policies. This is set out each year in the Council's Annual Monitoring Report (AMR), which also highlights progress in preparing and reviewing Local Plan documents. Alongside the AMR, the Council is also required to prepare annually a Strategic Housing Land Availability Assessment (SHLAA). This is used to identify the amount of housing land that is available and capable of delivering housing in the next five years.

2. Current Issues

2.1 Adoption of the Local Plan is a significant milestone for the authority. East Riding of Yorkshire Council is currently the only local planning authority in the Yorkshire and Humber region to have adopted a full\(^1\) Local Plan that is consistent with the National Planning Policy Framework.

2.2 Many of the policies in the plan will be delivered through the determination of planning applications for specific development proposals. Therefore, it is critical to the delivery of the Plan that the Planning and Development Management service continues to process applications in a positive and efficient manner. However, it is important to recognise that the Council alone will not be able to deliver the Plan's objectives. Other organisations involved in delivering particular policies include the Environment Agency, Highways England, Historic England Natural England and utilities providers. In addition, developers and landowners will be critically important partners to ensure the need for new development, as set out in the Plan, is delivered.

2.3 The Allocations Document identifies specific sites and areas for development (such as housing, retail or industry) or particular uses (such as open space or land for transport schemes). It also sets out the site specific requirements that would need to be provided when developing a particular allocation (such as access arrangements, landscaping). These sites, which are predominantly in private ownership, provide the key means for meeting the need for new development identified in the Strategy Document:

- At least 23,800 additional dwellings (1,400 per annum);
- 440 hectares of employment land, of which 205 hectares is allocated at Hedon Haven to provide for the expansion of the Port of Hull; and
- Up to 68,100 square metres of new retail floorspace.

\(^1\) comprising both Strategy and Allocation's Documents
2.4 Two monitoring reports (the AMR and SHLAA) have been published in 2016 and cover the monitoring period of 1 April 2015 to 31 March 2016. These provide the basis for measuring the performance of the Local Plan.

**Annual Monitoring Report**

2.5 Section 11 of the Local Plan Strategy Document sets out 55 strategic indicators. These cover all of the policies in the Strategy Document and incorporate targets against which performance will be measured. The indicators allow the Council to assess whether the Plan's policies are achieving their expected outcomes and if any intervention may need to be taken.

2.6 The AMR details the progress against each of the strategic indicators. Data from the report illustrates a mixed picture in terms of performance. Overall, 58% of indicators have met their target. Whilst 23 indicators have not met their target, 7 of these have shown an improvement on the 2014-15 result.

2.7 **Housing:** The target for house completions was not met in 2015/16 with only 842 net additional homes provided, which takes into account new build houses, conversions of existing buildings and losses resulting from demolitions. This represents a shortfall when compared to the Plan target of 1,400 houses, but is an increase from the previous year. There was a significant over provision of larger four bedroom properties, and undersupply of two bedroom properties, when compared with evidence of local needs set out in the Strategic Housing Market Assessment (see table below). However, 26% of these additional homes were built on previously developed land, which exceeded the Local Plan target of 20%.

<table>
<thead>
<tr>
<th>Strategic Housing Market Assessment</th>
<th>Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-bed</td>
<td>17%</td>
</tr>
<tr>
<td>2-bed</td>
<td>48%</td>
</tr>
<tr>
<td>3-bed</td>
<td>26%</td>
</tr>
<tr>
<td>4-bed</td>
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</tbody>
</table>

2.8 The delivery of 179 affordable houses was just over half of the Plan’s target (335 affordable homes per annum), however this is an improvement on delivery in the previous year. 83% of sites met their affordable housing requirement (against a target of 100%). In addition, the average density of new residential development was 31 dwellings per hectare, which is below the target of 40 dwellings per hectare. Section 3 of this report provides further information on housing supply and delivery.

2.9 **Economy:** There has been little allocated employment land take up (only 0.12 hectares in 2015/16) when compared to previous years, albeit a number of sites have been prepared ready for development. However, over 16 hectares of allocated employment land has been developed, out of a total of 235 hectares, since the start of the Local Plan period in 2012. A further 15.7 hectares of employment land has been developed since 2012 on non-allocated sites. No allocated employment land was lost to other uses in 2015/16.

2.10 The vacancy rate within town centres has improved in most locations. However, there are significant variations between settlements, with relatively high rates in Goole (18% vacant units), Driffield (10%) and Bridlington (10%) when compared to the average. Extremely low vacancy rates are present in Elloughton-cum-Brough (0%), Cottingham
There has been a significant amount of retail development outside of the town and district centres, however, the majority of this related to the development of Flemingate in Beverley which was allocated for mixed uses (including retail development) in the Local Plan.

2.11 Farm diversification schemes have continued to come forward with 12 schemes delivered in 2015/16, which is a slight increase on the previous year. Investment in the tourism industry is ongoing with 31 developments approved that address deficiencies identified in the Council’s Tourism Accommodation Study. However, this represents a slight decrease in comparison to the number of schemes approved in the previous year.

2.12 Environment: The trend of improvements in renewable energy capacity has continued throughout the recording year, through a balance of wind, solar and biomass developments. There has been a significant increase in the amount of grid connected renewable energy from the baseline position of 102 megawatts (MW) in 2012/13. The 2016 AMR identifies that there is now a total of 302MW of renewable energy permitted in the East Riding and 296.7MW operational.

2.13 Performance regarding biodiversity, character and heritage has largely been favourable and the majority of policies have delivered positive outcomes. In particular, the AMR states that 90% of dwelling approvals were granted within the lowest risk flood areas (Flood Zone 1) and 8,266 properties have been protected by flood risk management schemes. The sites approved within higher risk flood areas (Flood Zones 2 and 3) are principally related to small scale infill developments in the Goole and Humberhead Levels sub area, or Local Plan allocations.

2.14 Community: Within the reporting year, 14 applications were granted permission for community facilities/services (such as a new leisure centre in Bridlington, a micropub in Market Weighton, and a community facility connected to St David's Church in Airmyn). The majority of these were located within villages and the countryside. However two community facilities were recorded as lost due to change of use. This included a change of use from a place of worship to a storage facility in Numburnholme and the change of use from a children's nursery to offices in Hedon.

3. Housing Land Supply and Delivery

3.1 There has been 3,195 net additions to the housing stock since the start of the Local Plan period in 2012. The majority of these completions have been within those sub areas that contain higher value housing markets, which includes Beverley, the Major Haltemprice Settlements (Cottingham, Anlaby, Willerby, Kirk Ella and Hessle), Pocklington and the surrounding areas.

3.2 The net housing completions for each year of the Local Plan to date is set out in the chart below. This shows there has been a significant shortfall when compared to the Local Plan housing requirement of 1,400 dwellings per annum. It is evident that parts of the East Riding’s housing market have still not fully recovered from the recession. In comparison there was an average of 1,558 net housing completions in the East Riding for the five years prior to the recession.
3.3 The 2016 SHLAA concludes that the Council is able to identify more than five years worth of deliverable housing land. This predominantly comprises the Local Plan allocations and sites that have planning permission, and takes into account:

- The shortfall in housing provision since the start of the plan period in 2012/13 (2,405 dwellings) which is added to the requirement for the next five years.
- An estimate of how many dwellings would be built on a site in each year, which would increase if more than one developer active on the site.
- The length of time it will take from the approval of a planning application to the completion of the first dwelling.
- Viability evidence which indicates that housing development in some locations (e.g. Withernsea) may not currently be deliverable.
- An additional 20% buffer to provide for greater choice and competition in the market for land. Government requires this to be applied by authorities where there has been a record of persistent under delivery of housing.

3.4 The overall potential supply of housing land has remained relatively stable, but the level of completions has not met the Local Plan requirement (1,400 dwellings per annum). This results in a higher residual housing requirement, which incorporates the under-delivery of housing from previous years. It means that the overall supply position has reduced in the 2016 SHLAA to 5.8 years (from 6.2 years in the 2015 SHLAA). However, there remains a healthy level of supply and this evidence will be crucial in supporting planning decisions and appeals.

3.5 National planning policy highlights the consequences for authorities that are unable to demonstrate a five-year supply of housing sites. In these instances relevant Local Plan policies, which are those related to the supply of housing, would not be considered up-to-date. Therefore, the maintenance of a sufficient supply of deliverable housing land is

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2 To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.
critical to ensuring that a genuinely plan-led approach to development can be maintained by the Council.

3.6 The 2016 SHLAA is currently being challenged by Gladman Developments Ltd who have stated that the Council does not have a sufficient housing land supply. At present they have lodged planning appeals for three sites that were refused permission by the Council (up to 82 houses in South Cave; up to 380 houses in Pocklington; and up to 175 dwellings in Home on Spalding Moor). These sites are not allocated in the East Riding Local Plan and would be in addition to the housing figures set out in the Local Plan. The public inquiry into South Cave took place in January 2017 and a decision is expected in March. Inquiry dates for the other two appeals are likely to be set for later this year.

3.7 Following the publication of the Draft Local Plan (January 2012) the Council took the proactive step, in most instances, of considering planning applications on draft allocations favourably. This ensured that a 5 year housing land supply could be maintained. Monitoring data reveals a dramatic increase in plots that have been granted planning permission, with over 9,000 dwellings approved since 2012. However, the chart below shows that completion levels remain relatively low (842 dwellings for 2015/16) when compared to the Local Plan housing requirement.

3.8 In light of the current challenges, the Forward Planning, Housing Strategy and Development team is increasingly focusing on the implementation of certain polices. In particular, the need to increase housing delivery will be a challenge for the Council. A Housing Delivery Action Plan has been developed to identify actions aimed at increasing delivery rates. This includes supporting developers in seeking funding opportunities, working with landowners and the Homes and Communities Agency to bring sites forward, and exploring partnership arrangements to address more challenging sites.

3.9 As part of this agenda, the Council hosted a developers forum in December 2016 at which the Government's Chief Planning Officer addressed the audience. This session also focused on the current performance of the Council's Planning and Development Management service. A follow up session is now being planned for developers, agents and landowners to consider the challenges faced by the sector in delivering more housing
and the opportunities that are available. A similar event is planned for Members in May 2017.

4. Conclusion

4.1 Significant progress on the Local Plan has been made with the adoption of the Local Plan Strategy and Allocations Documents. Whilst this is a key achievement, it should be noted that a review of the Plan will need to take place by no later than 2020. This was identified by the Local Plan inspector and reflects the Government's views as set out in the PPG.

4.2 The review of the Local Plan will need to be based on robust and up-to-date evidence and will consider:

- Those specific policies where the Local Plan Inspector identified there may need to be a review (such as policy EC4);
- Any implications for the East Riding that are identified as part of the Hull Local Plan examination in public; and
- The impacts of changes to national planning policy and practice guidance.

4.3 Prior to the completion of the review it will be essential for the Council to focus on supporting the delivery of Local Plan allocations. Therefore, it is important to recognise that there are several indicators where the Council has not achieved the target set in the Local Plan, or made progress towards meeting this target. This includes the:

- Scale of retail floorspace, and other main town centre uses, delivered outside of a town centre.
- Under supply of two bedroom properties and over supply of four bedroom properties.
- Number of developments addressing the deficiencies identified in the Tourism Accommodation Study.
- Number of non-mineral applications granted in a Minerals Safeguarding Area.
- Number of applications (one permission for a house extension) granted permission contrary to Environment Agency advice on flood defence or water quality.

4.4 Clearly, a shortfall in the provision of new housing is a key concern, as national planning policy requires the Council to maintain a 5 year supply of deliverable housing land. This is considered through the East Riding Strategic Housing Land Availability Assessment and has been challenged through a recent public inquiry. The relatively low take up of allocated employment land is also of concern. However, significant infrastructure development has taken place at the Humber Bridgehead and Capitol Park (Goole) Key Employment Sites. Unlike housing delivery, a significant inward investment in a single year could result in a substantial change in the level of employment land take up.

4.5 It will also be necessary to mitigate the potential implications of future changes to the planning system, which may require local authorities to release more land for housing development. Developers have focused on the relatively low level of completions as justification to promote other unallocated sites for housing development. They have asserted that the Council does not have a five-year supply of deliverable housing land, and as such, that the Local Plan's policies are out of date.

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Background Papers

* East Riding Local Plan Strategy Document (April 2016)  
* East Riding Local Plan Allocations Document (July 2016)  
* East Riding Local Development Scheme (September 2016)  
* East Riding Annual Monitoring Report (December 2016)  
* East Riding Strategic Housing Land Availability Assessment (December 2016)
Report of the Director of Planning and Economic Regeneration

A. Executive Summary

This report outlines the progress on the new Economic Development Strategy 2017-2021 for the East Riding of Yorkshire and a brief analysis of the businesses supported and jobs either created or safeguarded by the Green Port Growth Programme.

The economic and policy context has continued to change significantly since the preparation of the last iteration in 2012 and this is reflected in the approach that has been sought not only in the preparation of the document but also its strategic direction.

This strategy will seek to maximise the East Riding’s economic assets and opportunities to deliver a competitive and low-carbon economy and better equip the area to continue to respond to market change now and in the future.

It is anticipated that the Strategy will be released for public consultation in June 2017 with final approval for its adoption sought from Cabinet in the autumn. A detailed action plan for the period 2017-2021 will be prepared during the summer, which will provide further details on the delivery of the strategic framework. This document will be monitored and updated biannually and will outline short, medium, and long-term actions over the course of the Strategy period.

B. Corporate Priorities 2016-2021

- Maximising our Potential
- Valuing our Environment
- Supporting Vulnerable People, Reducing Inequalities

C. Portfolio

- Economic Investment and Tourism
- Asset Management, Housing and Environment
- Children, Young People and Education
- Community Involvement and Local Partnerships
- Planning, Highways and Transportation
D. Matters for Consideration

The Sub-Committee sought information on the priorities and objectives of the Economic Development Strategy 2017-2021 and an update on the opportunities accessed through the Green Port Growth Programme. The Sub-Committee may wish to consider:

- That the Environment and Regeneration Overview & Scrutiny Sub-Committee supports the Strategic Framework outlined within the draft Economic Development Strategy, as a robust approach to securing a competitive and low-carbon economy that delivers both sustainable economic growth and resilience for the East Riding of Yorkshire.

- That the Sub-Committee supports the development of an Economic Development Action Plan for the period 2017-2021 with short, medium and long-term actions.

- The role of other corporate strategies in delivering the objective of sustainable economic growth and resilience.

E. Equality Implications

An initial Equality Impact Assessment has been completed prior to a full assessment being undertaken following public consultation before the final version is published.

1. Background Information

1.1.1 The previous Economic Development Strategy 2012-2016 was written at a time of significant global, regional and local change as the UK began to show the first signs of an economic recovery after the global financial crisis of 2008. The global economy is currently experiencing a period of unprecedented low growth and although the UK is currently outperforming the Euro-zone, many of the economic challenges that were present in 2012 remain. However, a number of factors have changed which will have a direct impact upon our approach to economic development activity and interventions. These include:

- A referendum held in June 2016 returned a majority vote for the United Kingdom (UK) to leave the European Union (EU). Article 50, the treaty outlining the formal legal process for leaving the EU, must be activated to start the two-year leave procedure. The Supreme Court ruled on 24 January that the government could not trigger Article 50 without an act of parliament. The European Union (Notification of Withdrawal) Bill 2016-17 has passed its second reading in the Commons. The government’s set an objective of triggering Article 50 by 31 March 2017.

- The East Riding of Yorkshire remains a member of two Local Enterprise Partnerships (LEPs): the Humber LEP and the York, North Yorkshire & East Riding (YNYER) LEP. Each LEP has produced a Strategic Economic Plan (SEP) for the period 2014-2021. The Humber is targeting the key growth sectors of renewables, ports, and logistics, whilst leading on young adult skills; YNYER prioritises agricultural technology, biorenewables, tourism, high-speed broadband, coastal regeneration, and skills.

- Uncertainty surrounding farm subsidies through the Common Agricultural Policy and the distribution of Structural Funds following the UK’s withdrawal from the European Union.
• The Cities and Local Government Devolution Act 2016 has established a legal framework for devolution with the ambition of achieving balanced economic growth across England through the establishment of Combined Authorities with a directly elected mayor. Combined Authorities are a legal institution set up by two or more local authorities that are able to take control of statutory functions transferred from Government. The position in Yorkshire is highly complex with a number of options under consideration, although East Riding of Yorkshire Council has expressed support for a Yorkshire wide model.

• The Chancellor’s Comprehensive Spending Review in November 2015 stated that local government is to be financially self-sufficient with the implementation of 100% business rate retention by the end of this Parliament. Councils will also be allowed to cut business rates to boost growth and elected city-wide mayors allowed to raise them under certain circumstances. Government launched a ‘Fair Funding Review’ of what the needs assessment formula should be in 2016 with a final consultation expected in 2018. This should allow the new mechanism to be in place by the end of Parliament in 2020.

• The formation of the Department for Business, Energy and Industrial Strategy (DBEIS) in July 2016 from two existing departments brings together responsibilities for business, industrial strategy, science, innovation, energy, and climate change. With coherent policy and the right political will there is a much stronger case for the decarbonisation of the UK economy and an opportunity to become a global leader in the growing green sector. An ‘Industrial Strategy’ Green Paper was released in January 2017 for consultation.

1.1.2 Despite these changes, the fundamental operations of the East Riding economy have not significantly altered nor have the key linkages with its neighbouring authorities. Subsequently, many of the priorities outlined in the 2012-2016 Economic Development Strategy remain relevant and the essential modifications to the new Strategy will be linked to new delivery challenges and LEP priorities.

1.2 A New Strategic Framework

1.2.1 The Council is committed to long term collaboration at the regional level to boost economic growth through Local Enterprise Partnerships and a potential future Combined Authority. The East Riding of Yorkshire Economic Development Strategy 2017-2021 will set out a long-term vision and strategic framework to support sustainable economic development across the East Riding.

1.2.2 A project board and working group have been established to develop the Strategy and comprise representatives from across the Planning & Economic Regeneration Directorate and the Policy, Partnerships & Intelligence Manager from the Corporate Strategy & Commissioning Directorate.

1.2.2 The Strategy will align with the East Riding Community Plan 2016-2021 and Local Plan. The Local Economic Assessment and LEP-level ambitions may identify new, longer term opportunities and constraints, which will inform future reviews of the Community Plan and Local Plan. Policy analysis and scrutiny of the economic evidence base have enabled the identification of the four central priorities. This Strategy is intended to be a succinct statement of the economic approach linked to established and developing delivery mechanisms. The proposed vision is for the East Riding:
“To nurture a competitive and resilient low carbon economy that capitalises on the East Riding’s economic assets to drive sustainable growth and create opportunities for all.”

1.2.3 Figure 1 summarises how this vision will be achieved in a refreshed strategic framework. Each of the four priorities (working titles only), ‘Specialised Economy’, ‘Labour Market Development’, ‘Quality Locations’, and ‘Resource Smart Economy’ are interconnected and focus upon creating the conditions to attract, retain and grow businesses in order to promote employment opportunities and achieve growth and develop resilience in the East Riding of Yorkshire.

1.2.4 A Members’ Development Session which introduced this proposed strategic framework was held on 26 October with 28 Members in attendance. This included a prioritisation exercise, with Members attending the session asked to rank a range of actions linked to each of these four strategic priorities. Six issues were chosen by all of the tables: upskilling/retraining existing workforce; broadband and mobile connectivity; retention of young people; tourism; road infrastructure; and business start-up support. Four different issues were given the highest ranking amongst the six tables: inward investment; support for key growth sectors; development of employment sites; and energy generation and storage.

**Figure 1:** Strategic Framework for the East Riding Economic Development Strategy 2017-2021
Priority 1: Specialised Economy

This priority aims to target intervention to support sectors and businesses with potential for growth to boost productivity and employment opportunities.

Priority 2: Labour Market Development

This priority will support skills development to ensure that the East Riding has a competitive workforce that provides employment opportunities for all and matches the requirements of local businesses. This theme has been drawn out specifically to address the significant education and skills reforms being introduced by government and will place specific emphasis on the importance of adult learning.

Priority 3: Quality Locations

This priority aims to capitalise on the assets of the East Riding to positively contribute to sustainable economic growth. Under this priority we are seeking to continue to attract funding and investment in infrastructure and employment sites, whilst facilitating the delivery of strategic housing developments.

We are aiming to build on the East Riding’s strength as a source of high quality economic assets for surrounding cities and major towns to play a strategic role as a partner for growth to ensure opportunities are realised in all of the East Riding’s Functional Economic Areas.

Priority 4: Resource Smart Economy

This priority aims to build both economic resilience and environmental sustainability in the East Riding and represents a significant change from the previous Strategy; it will require targeted support to enable local businesses to become more resource efficient and take advantage of innovations in energy generation and storage to build resilience and reduce costs.

1.3 Next Steps

1.3.1 The draft Economic Development Strategy will be presented to Cabinet in May 2017 in order to seek approval to publish the document for public consultation. Subject to its approval, public consultation will take place during June 2017.

1.3.2 A Strategy Action Plan will be produced over the summer as an annex covering the period 2017-2021 that will detail the projects and activities required to deliver the strategic framework as outlined above with a range of partners.

1.3.3 The Economic Development Strategy is then expected to return to Cabinet in the autumn for final approval.

2. Current Economic Performance

2.1 Figure 2 below provides a range of headline economic statistics that are analysed in further detail in the interactive Local Economic Assessment (LEA). In summary, the East Riding of Yorkshire has returned to growth and reported positive performance across all key economic indicators over the previous Strategy period since 2012.
However, it is important to note that the overall rate of growth has been slower than the England average. Further analysis is being undertaken to identify the main reasons for this, but the decline in the working age population is of particular concern.

**Figure 2: Headline Economic Statistics in the East Riding of Yorkshire**

<table>
<thead>
<tr>
<th></th>
<th>Latest Date</th>
<th>Figure</th>
<th>Change on 2012</th>
<th>England % Change</th>
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<td>+2.4%</td>
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<td>Working Age Population</td>
<td>2015</td>
<td>199,200</td>
<td>-2.6%</td>
<td>+1.1%</td>
</tr>
<tr>
<td>Economy (GVA Output)</td>
<td>2015</td>
<td>£5,990 billion</td>
<td>+4.9%</td>
<td>+12.4%</td>
</tr>
<tr>
<td>Active Businesses</td>
<td>2016</td>
<td>15,480</td>
<td>+9.9%</td>
<td>+16.5%</td>
</tr>
<tr>
<td>Employment (Jobs)</td>
<td>2015</td>
<td>122,000</td>
<td>+8.5%</td>
<td>+6.2%</td>
</tr>
<tr>
<td>Job Density</td>
<td>2015</td>
<td>138,000</td>
<td>+5.3%</td>
<td>+7.1%</td>
</tr>
<tr>
<td>Employment Rate</td>
<td>Sep-2016</td>
<td>154,000</td>
<td>+2.2%</td>
<td>+6.6%</td>
</tr>
<tr>
<td>Full-time Employment</td>
<td>Sep-2016</td>
<td>111,900</td>
<td>+7.1%</td>
<td>+7.7%</td>
</tr>
<tr>
<td>Part-time Employment</td>
<td>Sep-2016</td>
<td>42,100</td>
<td>-8.3%</td>
<td>+3.8%</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>Sep-2016</td>
<td>6,700</td>
<td>-42.2%</td>
<td>-35.0%</td>
</tr>
<tr>
<td>ESA Claimants</td>
<td>May-2016</td>
<td>9,830</td>
<td>-0.1%</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Skilled to NVQ Level 4+</td>
<td>2015</td>
<td>70,300</td>
<td>+9.6%</td>
<td>+9.1%</td>
</tr>
</tbody>
</table>

Source: Office for National Statistics, 2016

2.2 Within these headline statistics, there remains wide variation across the East Riding. Although household deprivation remains concentrated in Bridlington, Goole and Withernsea, there is a clear weakening of markets from west to east with the whole coastal fringe lagging across a range of indicators. An integrated approach to Economic Development, investment in infrastructure, housing, health and skills is needed to counter this trend.

2.3 The LEA has highlighted a range of key structural weaknesses and challenges within the East Riding economy, including:

- Longstanding underperformance in Gross Value Added (GVA)
- Below average job density/ higher proportion of part-time work
- Ageing population and shrinking number of working age people
- Below average small business growth
- Under representation of large businesses
- Pockets of deprivation within a number of urban areas
- Limited public transport network.

2.3 However, there are some significant opportunities including:

- Resilience in sectors with high rates of productivity
- Healthy small business population
- Good supply of strategic employment land and five enterprise zones
- Growing renewables sector
- Highly skilled workforce
- Excellent quality of life.
3. **Green Port Growth Programme – Beneficiaries in the East Riding**

3.1 The Green Port Hull (GPH) vision is to establish Hull and the East Riding of Yorkshire as a world-class centre for renewable energy, creating wealth and employment for the region. Hull City Council, East Riding of Yorkshire Council and the University of Hull along with partner organisations have been working together to ensure that this ambitious vision becomes a reality.

3.2 To support this vision and the development of wider renewable energy opportunities for the Humber North Bank, the Green Port Growth Programme (GPGP) was established in mid-2012, following a successful application to secure £25.7m from the Regional Growth Fund (RGF) Round 2.

3.3 Attracting Siemens to develop a manufacturing facility just the catalyst for the GPH vision. As well as offshore wind, there are major opportunities in other areas of the renewables sector, including; biofuels, waste to energy, wave and tidal power generation. The GPGP is designed to capture opportunities in all areas of the renewable energy sector in the Humber region and to support investors and their supply chains to secure long-term economic growth for the area.

3.4 The map at Appendix 1 illustrates the location of businesses supported and jobs either created or safeguarded in the East Riding through the GPGP. As can be seen, the distribution of businesses and employment supported by the Programme is fairly widespread across the East Riding with the most significant concentrations in the Hull Functional Economic Area and along the key transport corridors M62/A63 and A1033. Furthermore, the map also evidences that opportunities arising from the GPGP have been accessed by businesses and residents in the more rural and coastal locations of the East Riding, in addition to the towns of Driffield and Bridlington.

4. **Conclusion**

4.1 The Economic Development Strategy will provide a framework for achieving economic growth in the East Riding of Yorkshire over the period 2017 to 2021. This will establish how the local authority can contribute to the regional growth agenda and set out how to most effectively use our resources. Economic Development will also continue to be mindful of government progress regarding the impending negotiations to exit the European Union and any opportunities which arise thereafter.

4.2 A further report on the Economic Development Strategy has been agreed as part of the 2017/18 work programme for this Sub-Committee. This report will provide a more detailed review of the new Strategy’s priorities and objectives (once its development is completed), in addition to further information on its supporting action plan. A subsequent Members Development Session on the new Strategy for later in the year has also been requested.

Alan Menzies  
Director of Planning and Economic Regeneration

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Telephone: 01482 391619  
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Contact Officer: Nick Russell  
Economic Strategy & Policy Coordinator  
Telephone: 01482 391638  
Email: nick.russell@eastriding.gov.uk

Background Papers

East Riding Local Economic Assessment: http://dataobs.eastriding.gov.uk/lea

Economic Development Strategy 2012-2016
Appendix 1 – Businesses Supported and Jobs Created/Safeguarded by the Green Port Growth Programme
<table>
<thead>
<tr>
<th>Date of Meeting</th>
<th>Topic to be Scrutinised</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday 7 June 2017</td>
<td>Yorkshire Water Operations and Investment Update</td>
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<tr>
<td></td>
<td>Governance of Employment, Education and Skills</td>
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<tr>
<td>Wednesday 12 July 2017</td>
<td>Rural Communities and Businesses</td>
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<tr>
<td></td>
<td>Rural Broadband and Mobile Phone Coverage</td>
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<tr>
<td>Wednesday 13 September 2017</td>
<td>The Energy Sector (including Fracking)</td>
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<tr>
<td></td>
<td>Delivering the Local Plan - Housing Need</td>
</tr>
<tr>
<td>Wednesday 25 October 2017</td>
<td>Flood and Coastal Risk Management Strategy Update</td>
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<td>Coastal Change Management Update</td>
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<td></td>
<td>Unadopted Communal Drains &amp; Riparian Ownership</td>
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<tr>
<td>Wednesday 13 December 2017</td>
<td>Local Transport Plan 2015 - 2029</td>
</tr>
<tr>
<td></td>
<td>New Rail Franchises and Service Improvements</td>
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<tr>
<td>Wednesday 24 January 2018</td>
<td>Highway Maintenance</td>
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<td></td>
<td>Traffic Management</td>
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<td>Parking Enforcement</td>
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<tr>
<td>Wednesday 7 March 2018</td>
<td>Renaissance Partnerships Review Panel Recommendations Update</td>
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<tr>
<td></td>
<td>Coastal Growth Strategy</td>
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<tr>
<td></td>
<td>Economic Development Strategy 2017-21 Update</td>
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<tr>
<td>ITEM / TOPIC</td>
<td>LEAD ORGANISATION</td>
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<tr>
<td><strong>Yorkshire Water Operations and Investment Update</strong></td>
<td>Yorkshire Water</td>
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<tr>
<td>Housing, Transportation and Public Protection</td>
<td>Paul Abbott – Public Protection Services Group Manager</td>
</tr>
<tr>
<td>Infrastructure &amp; Facilities and Yorkshire Water</td>
<td>Dave Waudby - Head of Infrastructure and Facilities</td>
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<tr>
<td>Governance of Employment, Education and Skills</td>
<td>Economic Development</td>
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### ENVIRONMENT AND REGENERATION

**OVERVIEW AND SCRUTINY SUB-COMMITTEE WORK PROGRAMME 2017/18**

**WEDNESDAY 12 JULY 2017, 10.00AM – COUNTY HALL, BEVERLEY**

<table>
<thead>
<tr>
<th>ITEM / TOPIC</th>
<th>LEAD ORGANISATION</th>
<th>LEAD OFFICER</th>
<th>OTHER PARTICIPANTS</th>
<th>SCOPE</th>
</tr>
</thead>
</table>
| **Rural Communities and Businesses** | Planning and Development Management | Helen Wright - Rural Policy & Partnerships Manager | Adrian Shaw - Business Services Manager | • What are the likely major drivers of change that rural communities and rural businesses will be subject to over the next three years? This to include impacts of BREXIT (especially on the food & farming sectors), economic outlook and national and local rural policy.  
• How do these changes translate into challenges and opportunities for rural communities and businesses?  
• What role does the Council’s Rural Policy and Partnerships Section play in helping rural communities and businesses to maximise opportunities and mitigate challenges.  
• Where do these issue feature in the Rural Strategy 2016/2020 and Action Plan? |
| **Rural Broadband and Mobile Phone Coverage** | Resource Strategy Economic Development | Brigette Giles – Head of Resource Strategy  
Paul Bell – Head of Economic Development | Steve Howdle – Rural Development Officer  
Claire Watts – External Funding and Policy Manager  
Pip Betts – Programme Funding Co-ordinator | • Update on the provision of rural broadband and mobile phone coverage across the East Riding  
• Progress update from BT and KCOM  
• Update report on the progress being made in relation to the quality of the reinstatement of street works by BT Openreach. |
### The Energy Sector (including Fracking)

**Lead Organisation:** Planning and Development Management  
**Lead Officer:** Andy Wainwright – Strategic Development Services Manager

- Overview of trends and predictions in the global energy sector  
- An overview of the energy sector in the East Riding setting out the number of type of planning permissions granted for energy developments in 2016  
- Overview of Government energy policy and Local Planning policy  
- The status of renewable energy proposals since the 2015 Government announcement regarding on-shore wind  
- Offshore wind – roll out and growth  
- Fracking and Shale Gas update - licensing and planning in the East Riding  
- Likely trends and predictions for the growth of the energy sector in the East Riding

### Delivering the Local Plan - Housing Need

**Lead Organisation:** Forward Planning and Housing Strategy  
**Lead Officer:** John Craig - Forward Planning and Housing Strategy Manager  
**Other Participants:** Representatives of the Homes and Communities Agency

- Progress in delivering housing requirements under the Local Plan (land allocation)
## ENVIRONMENT AND REGENERATION
### OVERVIEW AND SCRUTINY SUB-COMMITTEE WORK PROGRAMME 2017/18

**WEDNESDAY 25 OCTOBER 2017, 10.00AM – COUNTY HALL, BEVERLEY**

<table>
<thead>
<tr>
<th>ITEM / TOPIC</th>
<th>LEAD ORGANISATION</th>
<th>LEAD OFFICER</th>
<th>OTHER PARTICIPANTS</th>
<th>SCOPE</th>
</tr>
</thead>
</table>
| **Flood and Coastal Risk Management Strategy Update** | Asset Strategy             | Claire Hoskins - Strategic Infrastructure Group Manager | Teresa James – Principal Engineer, Flood Risk Strategy  
Richard Lewis – Civic Engineer Services Manager | • Update on progress made against the Flood and Coastal Risk Management Strategy  
• Update on the Humber Flood Risk Strategy |
| **Coastal Change Management Update**              | Economic Development       | Paul Bell – Head of Economic Development          | Jeremy Pickles – Principal Sustainable Communities and Coast Officer  
Jennifer Kippax – Senior Sustainable Communities and Coast Officer | • Coastal Change Management Framework  
• Coastal change adaptation  
• Coastal Opportunities Gateway  
• East Riding Coastal Change Pathfinder legacy (including the East Riding Coastal Change Fund) |
| **Unadopted Communal Drains & Riparian Ownership** | Asset Strategy             | Claire Hoskins - Strategic Infrastructure Group Manager | Mike Ball – Principal Engineer  
Paul Abbott – Public Protection Group Manager  
James Juke – Environment Agency | • Details and responsibilities of unadopted, communal drains in those villages that do not have mains drainage  
• Responsibilities for communal drains in riparian ownership  
• Capacity of communal drains now and in the future (future developments)  
**Derwent Drain**  
• Environment Agency to provide an update with regards to the issue of pollution and any responsibilities connected through flood defence of the Derwent Drain  
• Update on the establishment of an ‘in principal without prejudice agreement’ by all parties. |
**ITEM / TOPIC** | **LEAD ORGANISATION** | **LEAD OFFICER** | **OTHER PARTICIPANTS** | **SCOPE** |
--- | --- | --- | --- | --- |
Local Transport Plan 2015 – 2029 | Asset Strategy | Mark Jessop – Principal Transport Policy Officer | Colin Walker – Group Manager – Transportation Services | • Update on progress made against the Plan including the six strategic objectives  
• Progress against the implementation plan (2015-18)  
• What projects have been delivered so far?  
• Details of future projects  
• Update on the Transport Asset Management Plan |
New Rail Franchises and Service Improvements | Asset Strategy | Claire Hoskins - Strategic Infrastructure Group Manager | Mark Jessop – Principal Transport Policy Officer  
Representatives of Arriva/Trans Pennine Express | • Update on the new Arriva Northern and Transpennine Rail Franchises and the impact on East Riding residents  
• Update on electrification of railway between Selby and Hull |
## Environment and Regeneration

**Overview and Scrutiny Sub-Committee Work Programme 2017/18**

**Wednesday 24 January 2018, 10.00AM - County Hall, Beverley**

<table>
<thead>
<tr>
<th>ITEM / TOPIC</th>
<th>LEAD ORGANISATION</th>
<th>LEAD OFFICER</th>
<th>OTHER PARTICIPANTS</th>
<th>SCOPE</th>
</tr>
</thead>
</table>
| Highways         | Asset Strategy      | Claire Hoskins - Strategic Infrastructure Group Manager | Richard Alderson – Principal Engineer  
Paul Tripp – Environmental Services Manager  
Carl Skelton – Highways Maintenance Services Manager  
Richard Lewis – Civil Engineering Services Manager | Update on the DfT Highways Self-Assessment  
Maintenance and drainage of highways  
Maintenance of hedges and vegetation along highways |
| Traffic          | Traffic and Parking | Mike White – Technical Services Group Manager     | Paula Danby – Service Manager (Traffic and Parking)                               | Speeding on rural highways  
Issued raised and addressed by Traffic and Parking Team  
Funding verses expectations  
Management of demand |
| Parking Enforcement | Traffic and Parking | Mike White – Technical Services Group Manager     | Paula Danby – Service Manager (Traffic and Parking)                               | Enforcement powers and arrangements for parking on grass verges, disabled bays and outside schools  
Partnership working between the Police and Council on parking enforcement |
### Renaissance Partnerships Review Panel Recommendations Update

**ITEM / TOPIC:** Renaissance Partnerships Review Panel Recommendations Update  
**LEAD ORGANISATION:** Economic Development  
**LEAD OFFICER:** Sue Lang – Regeneration and Funding Group Manager  
**OTHER PARTICIPANTS:** Paul Bell – Head of Economic Development  
**SCOPE:**  
- Actions taken in response to the Review Panel recommendations  
- Update and impact of restructure of the Regeneration and Funding Team

### Coastal Growth Strategy

**ITEM / TOPIC:** Coastal Growth Strategy  
**LEAD ORGANISATION:** Economic Development  
**LEAD OFFICER:** Sue Lang – Regeneration and Funding Group Manager  
**OTHER PARTICIPANTS:** Representatives of Scarborough Borough Council, Pete Ashcroft, Bridlington Harbour and Marina Project Manager, Nigel Atkinson, Head of Bridlington Renaissance  
**SCOPE:**  
- What are the main growth opportunities on the East Riding Coast?  
- What progress has been made against the future investment priorities identified:  
  - Potash mining (SBC)  
  - Maritime and Fishing (Bridlington Harbour and Marina, Hornsea Boat Compound)  
  - Offshore Wind  
  - Town Centre Development  
  - Housing  
  - Transport Infrastructure  
  - SME Support and Jobs Growth  
- How are the LEPs supporting the strategy?  
- How will these measures benefit local people?  
- How will these measures benefit other parts of the coast?  
- How will these measures benefit the visitor economy?
## Economic Development Strategy 2017-21 Update

<table>
<thead>
<tr>
<th>ITEM / TOPIC</th>
<th>LEAD ORGANISATION</th>
<th>LEAD OFFICER</th>
<th>OTHER PARTICIPANTS</th>
<th>SCOPE</th>
</tr>
</thead>
</table>
• How are these being prioritised and resourced and the impact of any changes in Government policy (eg forthcoming Industrial Strategy)/local conditions to inform the annual refresh of the Action Plan  
• Have there been any major unforeseen changes in economic conditions since the strategy was adopted?  
• Are the short, medium and long term priorities correct?  
• Are the resources in place to deliver them?  
• What funding is in place or being sought to deliver them?  
• What progress has been made against the performance targets in the ED Strategy?  
• The role of the ED Strategy in the Council’s financial position, eg proposals for Business Rates reform |
## Briefing Notes

<table>
<thead>
<tr>
<th>ITEM / TOPIC</th>
<th>LEAD ORGANISATION</th>
<th>LEAD OFFICER</th>
<th>SCOPE</th>
</tr>
</thead>
</table>
| **Council Vehicle Fleet and Depots** | Streetscene Services | Mike Featherby – Head of Streetscene Services | - How many, how often replaced, cost of repair?  
- How many staff at which depots?  
- How many non ERYC vehicles MOTd?  
- Where do we purchase vehicles from?  
- How do we dispose of vehicles at end of useful life?  
- Which staff take vehicles home and why?  
- How many breakdowns in 2015/16?  
- How many accidents have staff had in our vehicles whilst on duty and off?  
- How many claims against the Council for refuse lorries hitting parked vehicles in tight streets?  
- Any areas impossible for our refuse lorries to collect bins and if so what happens?  
- Do we join forces with other LAs to bring down costs? |
| **Waste and Recycling Performance** | Streetscene Services | Paul Tripp – Environmental Services Manager | - Background information on:  
  - waste collection  
  - recycling  
  - treatment and disposal  
- Performance information following the award of the new waste contract. How we are performing both regionally and nationally.  
- Detail of contract key performance indicators.  
- Current/Future initiatives. |
| **Winter Gritting**           | Streetscene Services | Mike Featherby – Head of Streetscene Services | - Which school bus routes are incorporated in the winter gritting networks?  
- What is the scope to incorporate all schools bus routes in the networks? |
| **Streetworks**               | Streetscene Services | Mike White – Technical Services Group Manager | - What are Streetworks?  
- What are the Council’s duties?  
- Overview of the process (office and site).  
- Typical volumes per annum.  
- Issues regarding Streetworks. |
<table>
<thead>
<tr>
<th>ITEM / TOPIC</th>
<th>LEAD ORGANISATION</th>
<th>LEAD OFFICER</th>
<th>SCOPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Riding Leisure Bridlington – One Year On</td>
<td>Culture and Customer Services</td>
<td>Head of Culture and Customer Services</td>
<td>• Update on the performance and impact of the leisure centre since opening in May 2016</td>
</tr>
<tr>
<td>Corporate Environment Management System</td>
<td>Economic Development</td>
<td>Gary Arnold – Senior Sustainable Environmental Officer</td>
<td>• Update on the achievements of the EMS to date, to report progress in meeting the new standard, and explain the additional benefits this will bring.</td>
</tr>
</tbody>
</table>
| Local Growth Fund – Humber and YNYER Growth Deal | Economic Development | Andrew Hewitt – Partnership Infrastructure Programme Manager | • Overview of the National Local Growth Fund & the Local Enterprise Partnerships, (Humber &YNYER), Local Growth Deals.  
• How we support the LEP’s with the Growth Deal process  
• East Riding Growth Deal projects – update  
• Case study of an East Riding Growth Deal project |
| Green Port Growth Programme | Economic Development | Sue Lang – Regeneration and Funding Group Manager | • Progress on delivery of the Green Port Growth Programme to demonstrate impact of activities to date and planning to the end of the programme, scheduled for March 2019. |
| Bus Passes for OAPs in the East Riding | Housing, Transportation and Public Protection | Colin Walker – Group Manager – Transportation Services | • Update on the eligibility for receiving free bus passes in the East Riding  
• How is it funded?  
• How does this compare regionally and nationally? |
**RESERVED ITEMS**

<table>
<thead>
<tr>
<th>ITEM / TOPIC</th>
<th>LEAD ORGANISATION</th>
<th>LEAD OFFICER</th>
<th>SCOPE</th>
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</thead>
</table>
| Local Access – Walking, Cycling and Healthy Exercise | Planning and Development Management | Helen Wright - Rural Policy & Partnerships Manager, Steve Howdle (Rural Development Officer), Patrick Wharam (Countryside Access Manager), Hazel Armstrong (Chair, East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum), John Brown (Pocklington and Wolds Gateway Partnership) | - Update on the statutory work of the Joint Local Access Forum  
- Update on key developments relating to local access and countryside recreation in the East Riding, including the creation of the new England Coastal Path. |
| Air Quality | Housing, Transportation and Public Protection | Paul Abbott – Public Protection Group Manager | - Current sources of pollution  
- Levels of pollution  
- Monitoring arrangements  
- Effects on residents |
## Reserved Items

<table>
<thead>
<tr>
<th>Item / Topic</th>
<th>Lead Organisation</th>
<th>Lead Officer</th>
<th>Scope</th>
</tr>
</thead>
</table>
| **Trees – Coverage, Protection and Plantation** | Streetscene Services | Paul Tripp – Environmental Services Manager | - How do the various departments who deal with trees share information and strategic objectives?  
- What is the significance of trees in:  
  a. Economic development eg. quality of life, forestry & farming, tourism  
  b. Flood risk and flood prevention  
  c. Highways  
  d. Biodiversity  
  e. Health & mental health (eg. air quality)  
  f. Planning & conservation  
  g. Public Protection?  
- How will ERYC manage its large number of trees under increasing economic pressure? |
| **EU Funding 2014 – 2020** | Economic Development | Sue Lang – Regeneration and Funding Group Manager | - Current EU funding programmes – how they are managed and what they are delivering/planned to deliver in the East Riding.  
- Impact of ‘Brexit’ and Article 50 negotiations.  
- What Structural and Investment Funds are available to the East Riding – committed and potential?  
- How are these being prioritised through the Local Enterprise Partnership. Alignment with Govt / other funding including LGF  
- What other EU funding is currently available to the East Riding?  
- How have programmes been affected by the decision to leave the EU?  
- What is done to help applicants apply for EU funding?  
- What outputs and outcomes are required and when do these need to be delivered?  
- What part can ERYC play in influencing the Government’s approach to post-EU funding? |
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</table>
| Hull City of Culture 2017 | Culture and Customer Services | Head of Culture and Customer Services  
Paul Bell – Head of Economic Development  
Mike Featherby – Head of Streetscene Services  
Martin Green - Chief Executive Officer, Hull UK City of Culture 2017 | • Examine the work of Hull 2017 in delivering Hull UK City of Culture 2017.  
• The work in the East Riding to capitalise on the opportunities presented by Hull UK City of Culture 2017. |