



# Local Growth Deal Implementation Plan 31st March 2014

**ENTERPRISE  
PARTNERSHIP**  
York / North Yorkshire / East Riding

**Business  
Inspired  
Growth**

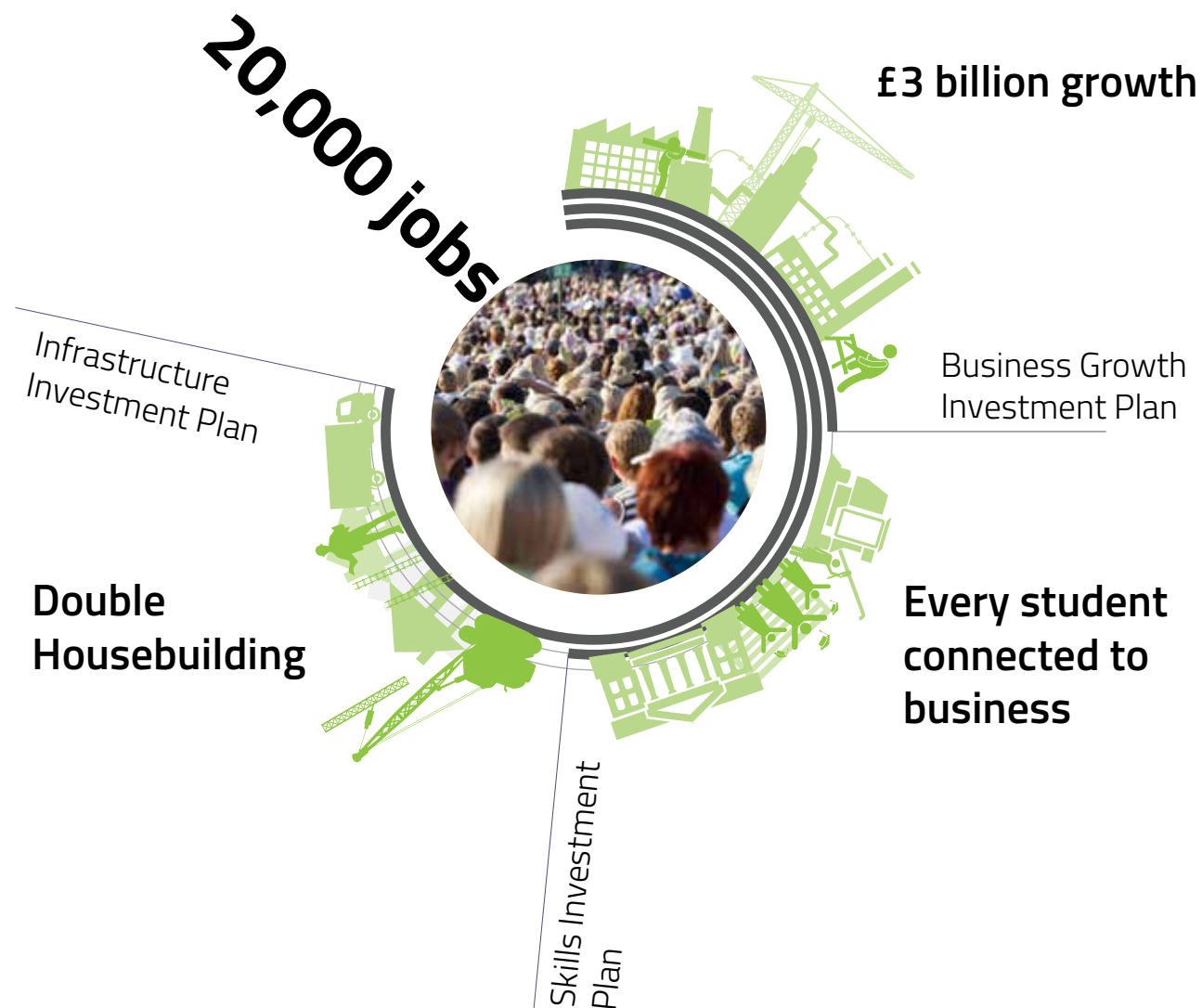
York, North Yorkshire and East Riding Enterprise Partnership

To be read in conjunction with:  
The York, North Yorkshire and East Riding Strategic Economic Plan



# Local Growth Deal Implementation Plan

Our investment **Ambitions**



Our Ask:

**£63**  
Million

To Deliver  
by 2020:

**20,000**  
Jobs

**£1 billion**  
Private Sector In-  
vestment

**13,000**  
Houses



## Executive Summary

**Our Strategic Economic Plan sets out our ambitious vision for growth in York, North Yorkshire & East Riding.**

We have deliberately set targets which are aspirational and stretching, but they are also achievable. All stakeholders, both public and private are committed to working together to deliver this plan.

This Local Growth Implementation Plan sets out the specific investments needed which will stimulate growth in the early years and provide the long term impetus to achieve our targets. It sits alongside and complements our EU Structural & Investment Plan to deliver a plan for Growth for our area.

**The five priorities in our Strategic Economic Plan can be clearly split into three investment plans which are complimentary and related.**

Strategic Economic Plan Priority	Investment Plan
1. Ambitious, profitable small and micro businesses	Business Growth Investment Plan
2. Global leader in food manufacturing, AgriTech and bio-renewables	
3. Inspired People	Skills Investment Plan
4. Successful, distinctive places	Infrastructure Investment Plan
5. Well-connected economy	



## Invest in business

Growing businesses create jobs, our **Business Growth Investment Plan** prioritises supporting our 50,000 small and micro businesses to grow, whilst investing to capitalise on the world leading innovation taking place at the National AgriFood Innovation Campus and University of York Biorenewables Development Centre.

Business Networks, Universities, Professionals and Banks are already committed to supporting our Small business **Growth Hub**, whilst our **BioVale** proposal will build on our innovation assets and major industry investment to create a Bioeconomy cluster of International significance

Together this will support 14,000 small businesses whilst growing the Yorkshire & Humber Bioeconomy by 40%, creating 40,000 jobs across the wider Yorkshire region by 2025.

## Invest in skills

Growing businesses need to be able to access ambitious people, with the right skills and the right attitude.

We will connect every student to business driving employability.

Our **Skills Investment Plan** will create one of the best workforces in the country, with ambitious young people, excellent employability skills and qualifications that meet business needs.

Investing in our colleges will ensure young people make career choices based on future job opportunities and not on the state of the buildings.

Local Growth Funding will build two new campuses whilst delivering three specialist facilities to support high-tech agricultural and electrical engineering skills

## Invest in Infrastructure

Our **Infrastructure Plans** are ambitious. We have multi-billion private sector investment in key industries but a poor infrastructure threatens our ability to fully capitalise. We will tackle abnormal infrastructure costs to make key sites commercially viable. Investment in transport to remove pinchpoints and ease congestion, particularly around York, is vital.

Our initial investment is focused on the A1/A19 corridor where strong transport connectivity accompanies major industry assets such as Drax Power Station and world class innovation assets such as the National AgriFood Innovation Campus.

Major housing growth is required to support these growth opportunities and our focus will be on investing in our key housing and employment sites, but also our long term strategic transport plans, whereby congestion around

Harrogate and York is holding back growth. Major investment is needed to ease this congestion and also to connect this growth corridor to the Yorkshire Coast and new emerging opportunities around potash and offshore wind.

This plan will double house building to 5,400 per year, treble affordable housing, whilst providing key employment land to support major business growth opportunities.



We have multi-billion private sector investment in key industries, but a poor infrastructure threatens our ability to fully capitalise.



## Collaboration & Partnership

Together these plans provide a transformation in performance in our region. We are a rural LEP with big ambitions based on major opportunities but success is dependent on all stakeholders delivering together.

Collaboration and partnership will be at the heart of everything we do, leveraging maximum value for money from every investment.

- We will work closely with Leeds City Region, particularly around delivering infrastructure improvements in York and on the BioVale Innovation opportunity.

- Regenerating Bridlington is a shared ambition with Humber LEP.

- Homes & Communities Agency are a critical partner if we are to

deliver our ambition of doubling house building rates. We outline ambitious plans for working with the HCA to treble affordable housing in our area.

- Local Government is pro-growth, working with business to remove barriers, enabling them to invest, grow and create jobs.

- Business networks universities, professionals and banks back our business growth plans.

National Government must back this ambition, providing the investment and policies to enable long term investment in key infrastructure and remove the exceptional costs that are blocking growth.

We are proud to be different, our strategy is focused on our genuine competitive advantage and it is this difference – being targeted, focused and innovative which will ensure we deliver.

We can deliver 20,000 new jobs, double house building rates and we will connect every student to business.

Government must support us in achieving this vision.



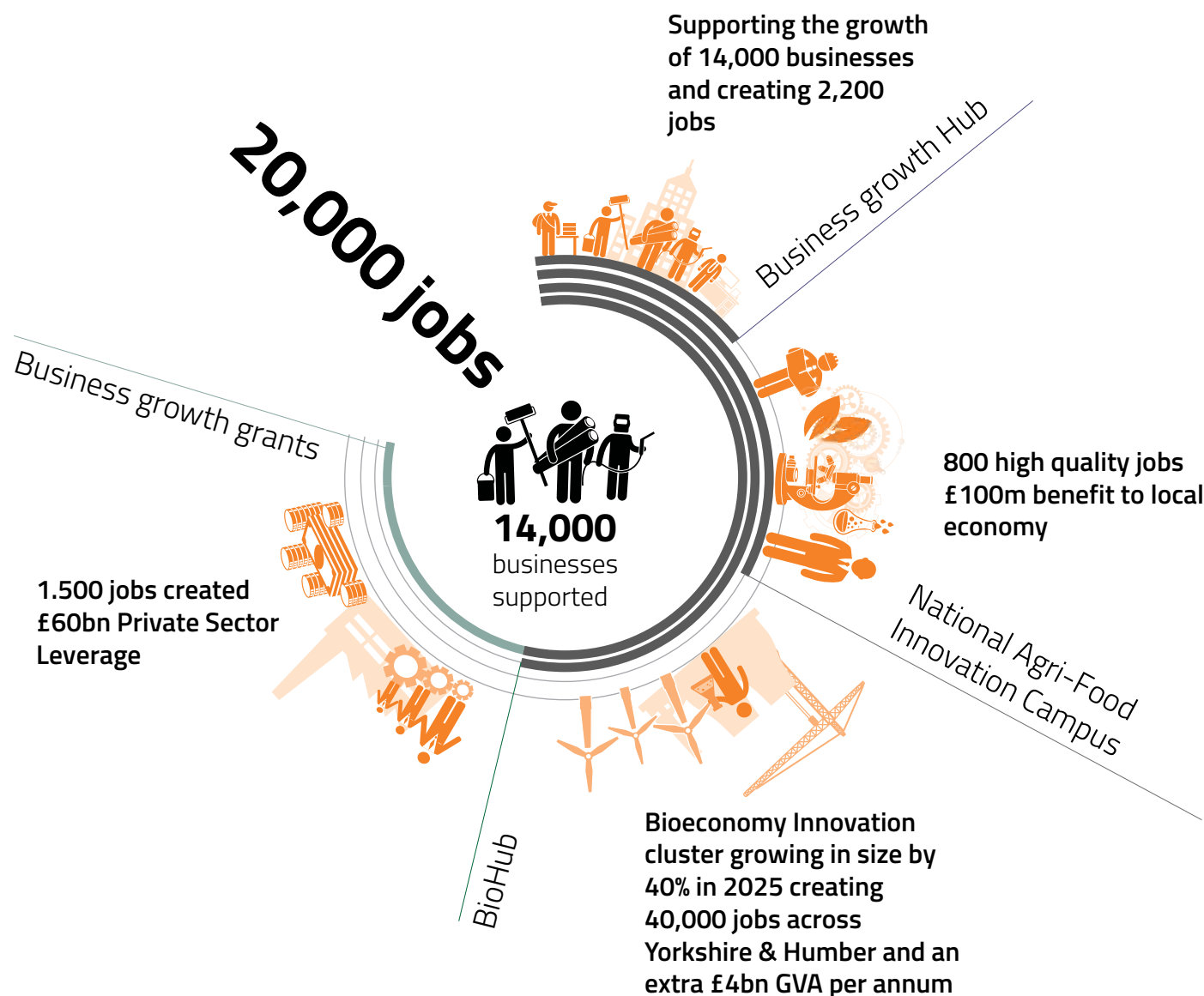
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# Business Growth Investment Plan

## Our investment Ambitions



Our Ask:

**£11.65**  
Million  
in 15/16

To Deliver  
by 2020:

**6,500**  
Jobs

**£110**  
Million  
Private Sector  
Investment

**Double**  
The take-up  
of national business  
support offers



## Business Growth driving our Strategic Economic Plan Priorities

**Our Business Growth Plan will deliver the following Strategic Economic Plan priorities:**

**Priority 1** - Profitable, ambitious small and micro businesses

**Priority 2** - A global leader in food manufacturing, agritech and biorenewables

Two key characteristics drive our economy:

Firstly, we have over 50,000 small and micro businesses in our region; this small business base is a key driver in our economy. We know that, for our area, a large proportion of growth will come from the cumulative impact of a large number of businesses individually creating a small number of jobs.

Secondly, we have genuine competitive advantage, and opportunity to deliver major growth and jobs, in food manufacturing, agritech and biorenewables—the 'Bioeconomy'.





## Profitable, Ambitious Small and Micro Businesses

Supporting a diverse range of small and micro businesses which are dispersed across a large rural area is challenging yet crucial if we are to deliver sustainable growth and jobs across the LEP area.

As evidenced in the Strategic Economic Plan, we know our small business base has been more resilient during the economic downturn and we need to ensure it builds on this strong foundation to drive growth in the upturn. The increased productivity, profitability and growth of these businesses is crucial to delivering our ambitious growth and job targets.

Businesses that access external help outperform those that don't. We will dramatically increase the availability and take-up of professional support delivering sustainable growth and jobs. To achieve this we must think differently. Access to business support is a challenge in rural

areas, the rural geography and micro business stock make delivering in these areas more costly, time consuming and difficult to manage.

# We will create a Growth Hub which will be a partnership between a wide range of business networks, universities, the LEP and Business Support providers.

Our EU Strategic and Investment Framework (EUSIF) will provide the revenue funding to deliver key support activities such as enterprise, innovation and leadership skills; Local Growth Funding will complement that activity, providing the central co-ordination and focusing on making business support easy to navigate, understand and access.

Our approach is simple, yet innovative and sustainable. We will create a Growth Hub, which will be a partnership between a

wide range of business networks, the LEP, University of York and Business Support providers. The role of the Growth Hub, which is being designed in partnership with BIS and the Design Council, is to co-ordinate and drive access to both National and Local Business Support offers. It will dramatically increase the access to, and value

for money achieved by Business Support in rural areas, for example doubling the take up of the existing National Business Support offers.

Our ambition is simple. Every business network will offer its members access to the full range of business support available resulting in every business that wants to grow being able to access the help it needs to achieve its ambition.



The Growth Hub will also provide the management of our Business Growth Grants, which the LEP is already delivering successfully. These grants, encourage businesses to invest in order to grow. They reduce the risk of capital investment and create long-term sustainable jobs.

Leveraging £5 for every £1 invested, they deliver value for money and stimulate private sector investment. To ensure that businesses eager grow are able to access capital is crucial. This funding will work alongside our plans to invest EUSIF in a Joint European Resources for Micro to Medium Enterprises (JEREMIE) fund, proactively targeting co-investment where possible.

Together and alongside EUSIF Business Support, these investment will ensure we deliver sustainable small business growth across the LEP area.

### **Global leader in Food Manufacturing, AgriTech and Biorenewables**

The bioeconomy combines the food manufacturing, AgriTech and biorenewables sectors and has annual turnover of €2 trillion in the EU, employing 22 million people. Our area is already an international leader in this field; we combine cutting edge expertise, leading companies and are poised to see growth of the sector to over £12 billion over the next 10 years. The R&D base in and around York is home to the Food and Environment Research Agency (FERA), the Biorenewables Development Centre and two internationally recognised research groupings at the University of York, the Centre for Novel Agricultural Products and the Green Chemistry Centre of Excellence.

We shall build on this foundation to make ourselves the international bioeconomy innovation capital, increasing the sector's size by 40% and creating 40,000 new jobs in our area and the wider region by

2025. We will target activities based on key requirements for cluster success. That includes bringing together sector businesses with supply chains and support institutions (e.g. universities/R&D establishments, UKTI) and integrating activities such as on innovation, skills, access to finance and infrastructure .

Our competitive advantage comes from our unique mix of world leading industry and innovation assets across the Yorkshire & Humber region, benefitting from the chemical industry in Humber and Leeds City Regions strength in food manufacturing. To take advantage of this we have created

**Our USP is a unique combination of rural assets, combined with world leading innovation sites and global industry leaders in food, chemical and energy**





the BioVale proposition. Based around our LEP's key innovation assets at University of York and the Food & Environment Research Agency, BioVale will develop a region wide cluster support programme.

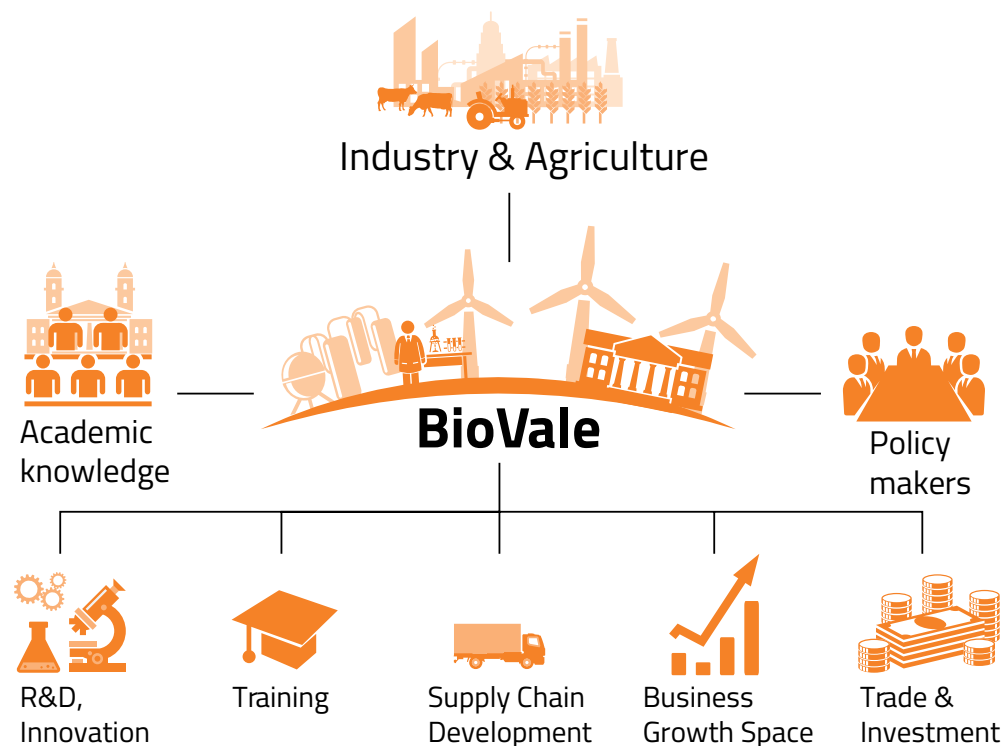
Sitting as part of our Growth Hub, BioVale will help firms in the sector to become established and grow through the development and commercialisation of innovative new products. It will bridge the gap between the local knowledge base and industry, acting as a one stop shop for young, high growth bio-businesses.

We are seeking to use Growth Fund investment to invest in a National AgriFood Innovation Campus-York (NAFIC) and a BioHub at University of York. The combination of the NAFIC and the BioHub will ensure that there are distinctive, complementary and internationally significant twin poles of growth and expertise in our Bioeconomy cluster – covering agrifood/agritech and biorenewables

The investments will lever in other resources and deliver these developments (which are further

## BioVale brings together industry, agriculture and academia to give us critical mass

detailed in this section and set out in the supporting Growth Deal sheets). They are jointly backed by the York, North Yorkshire and East Riding LEP and the Leeds City Region LEP and they will connect to other businesses, innovation assets and investments in our area, including major low carbon and biorenewables investments at Drax power station (the largest in England). As part of the BioVale proposal, linkages and impact will extend across the whole of Yorkshire and Humber



## Business Growth Plan 2015-2021

Project/Programmes	Outputs		Finances					
	Jobs	Private Sector Investment Levered	Total Scheme Costs	Local Contribution	YNYER LEP Growth deal Funding Required	Profile of LEP Growth Deal Funding		
						2015/16	2016/17	Future Years
						£	£	£
Business Growth Hub	2219	£50,000,000	£52,350,000	£50,000,000	£2,350,000	£350,000	£ 500,000	£ 1,500,000
National AgriFood Innovation Campus	800	-	£9,100,000	£6,800,000	£2,300,000	£2,300,000	-	-
The BioHub (incorporating Biorenewables Development Centre)	2000	-	£49,000,000	£38,000,000	£11,000,000	£6,000,000	£1,000,000	£ 4,000,000
Small Business Grants Programme	1500	£60,000,000	£ 15,000,000	-	£15,000,000	£3,000,000	£ 3,000,000	£ 9,000,000
<b>TOTAL</b>	<b>6800</b>	<b>£110,000,000</b>	<b>£75,600,000</b>	<b>£44,800,000</b>	<b>£ 30,800,000</b>	<b>£11,800,000</b>	<b>£4,500,000</b>	<b>£14,500,000</b>



# Business Growth Hub

## LEP-wide

The LEP Board has made supporting small businesses a priority – in particular ensuring businesses with ambitions to grow are able to access the help and support they need. The structure of our economy dictates that growth for much of our rural area will be a wide range of businesses showing incremental growth, not just a small number of high growth businesses.

This new, innovative Business Growth Hub model has been developed to lever the greatest possible impact from existing support and delivery partners to ensure it is cost effective and delivers maximum reach in our diverse business community.

Our concept is backed by the Chamber, FSB, IOD, University of York, Institute of Chartered Accountants, Chartered Institute of Marketing and Barclays Bank, with more to be brought on board once it is establishing.

Our Hub model builds on existing, trusted relationships between businesses and their support network. This allows greater penetration of our patch and to scale rapidly. It will provide a high quality, cost effective and sustainable delivery route for existing and future business support that is suited to the needs our dispersed business community.

We will locate at the University of York and provide hotdesk space for key local networks including the Chamber and FSB, along with national business support programme staff from MAS, UKTI and Growth Accelerator.

Working with Business Networks, Universities and Professionals, our Business Growth Hub will deliver additional employment for as little as £1000 per job, whilst doubling the take up of national business support initiatives such as MAS, Growth Accelerator & UKTI.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	LOW RISK	<b>Local Growth Fund</b>	£2,350,000
<b>Jobs Created</b>	2219	<b>Housing units</b>	na	<b>Private Sector Investment</b>	£50,000,000
<b>Cost per job</b>	£1059	<b>Cost per Housing Unit</b>	£na	<b>Investment Leverage per £ invested</b>	£23.36

<b>Project Costs</b>	<b>2015/16</b>	<b>2016/17</b>	<b>Future years</b>	<b>Total</b>
Local Growth Fund	£0.35m	£0.5m	£1.5m	£2.35m
Private Sector	£6m	£11m	£33m	£50M
Total Cost	£6.35m	£11.5m	£34.5m	£52.5m

## Business Growth Hub

### LEP wide

We will do this by building on the existing business base and reach of our business networks and business professionals, using their professional expertise to create bespoke business improvement plans. We will create a high profile campaign and brand, promoted by all our partners, that significantly improve awareness of, and access to, business support.

Through the Hub we will create large amounts of incremental growth in micro and small businesses, supporting over 13,000 businesses from 2014 – 2020 and delivering an additional 2200 jobs.

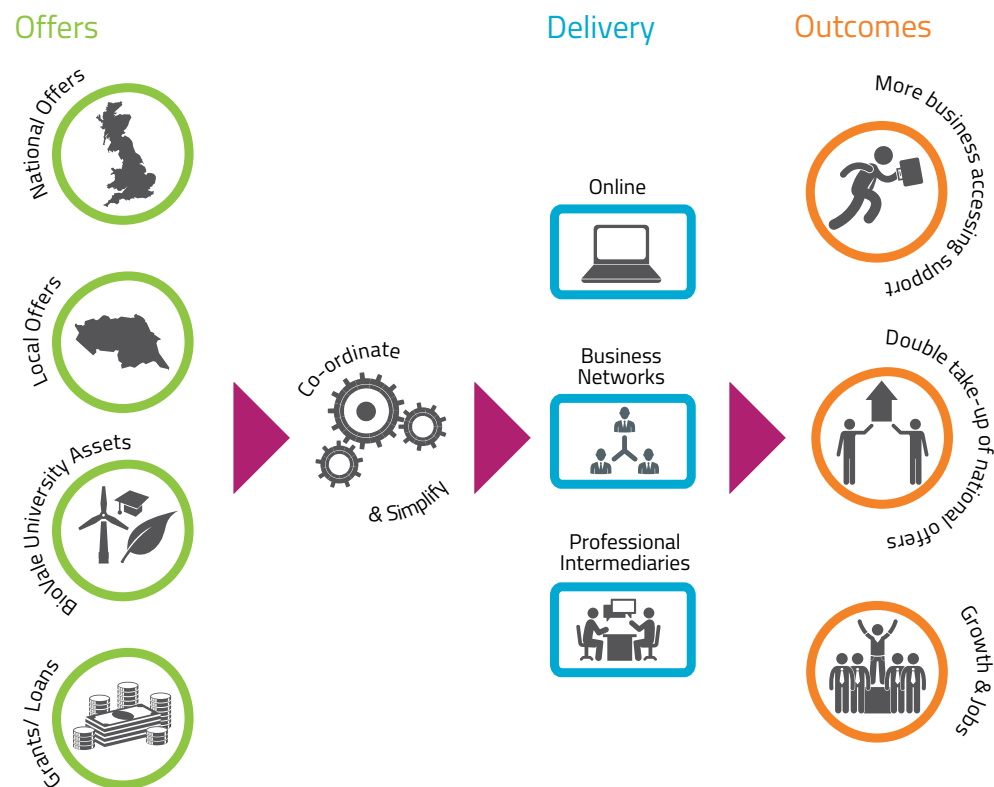
#### Our ambition is for:

- Every business that intends to grow receives a personalised package of support to deliver its ambition
- Strong, effective business networks that are filled with growing businesses and proactively provide their members with access to the full range of business support

Our Strategic Economic Plan clearly identifies the core activities for developing ambitious, profitable SMEs. The Growth Hub will be responsible for co-ordinating and driving delivery of these activities.

This will cover both national and local business support solutions. This will include:

- Start Up
- Business Improvement
- Innovation and new product development
- Sector Specific programmes
- Leadership and Management
- Skills & Apprentices



We will create large amounts of incremental growth in micro and small businesses, supporting over 13,000 businesses and delivering an additional 2,200 jobs



# National AgriFood Innovation Campus (York)

## Sand Hutton, Ryedale District

The funding will help complete the transformation of the DEFRA Food & Environment Research Agency (FERA) into the National AgriFood Innovation Campus creating up to 800 new jobs and injecting £100m into the economy of the LEP area. It will develop a national exemplar of AgriFood and AgriTech innovation, contributing significantly to both the local and national economy; and helping to maintaining the UK's high global standing in this field.

Good progress has already been made, including through £2.3m of LEP Growing Places investment. A masterplan has been developed—and the site split into two—with FERA acting as the anchor tenant and occupying one part of the site. Defra are in the process of securing commercial partners to drive growth through FERA. Two new tenants have already signed up now a clearer offer is in place.

This proposal seeks funding to initiate a diverse schedule of works which will address current issues on site; identified by independent property consultants as barriers to attracting new tenants to the site. These include

- Upgrades to existing science spaces, creating a more appropriate working environment, better suited to the needs of potential tenants including both start-up and grow-on organisations; and
- Necessary remedial site works, ensuring the efficient running of plant and equipment thereby safe guarding reliability and continuity of facility.



<b>Project Start Date</b>	Quarter 2 2014	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund</b>	£8.3m
<b>Jobs Created</b>	800	<b>Housing units</b>	0	<b>Private Sector Investment</b>	£0
<b>Cost per job</b>	£10,375	<b>Cost per Housing Unit</b>	n/a	<b>Investment Leverage per £ invested</b>	n/a

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£2.3m	£0.0m	£6.0m	£8.3m
DEFRA	£0.0m	£2.0m	£4.0m	£6.0m
YNYER Euro Funds	£0.0m	£0.8m	£0.0m	£0.8m
Other			£2.0m	£2.0m
Total Cost	£2.3m	£2.8m	£4.0m	£17.1m
Private/Public Funding Status	£2.7m Growing Places Fund (secured and to be delivered in 2014/15)			

Partners:	Role(s) and responsibilities
DEFRA	Landowner
Developer Partner (appointed January 2015)	Deliver construction of multi-tenanted office/lab building

## National AgriFood Innovation Campus

### Sand Hutton, Ryedale District

<b>Delivery Body</b>	DEFRA
<b>Options Appraisal</b>	Master planning with options appraisal carried out
<b>Planning Status</b>	Planning to be applied for in September 2014 for multi-tenanted building construction
<b>Land owners</b>	DEFRA – no issues
<b>Agreements in place</b>	N/A
<b>Risk Strategy in place</b>	A full risk strategy is in place
<b>Agreed Timescales (project must start 15/16)</b>	Initial site prep, ringfencing and existing office refurb funded by Growing Places Fund – commencing April 2014 New Office/Lab space construction – January 2015
<b>State Aid Status</b>	No state aid issues IF developed and managed under principles outlined in the 'German Incubator' EC decision (2005/782/EC).
<b>Developers &amp; Project Managers</b>	Procurement of contractor commencing October 2014 Contractor appointment expected December 2014

#### Market Demand

A study into science based property demand found evidence of a high level of interest both from local firms requiring grow-on space, and national and international firms interested in establishing an additional operation.

Of 202 businesses surveyed, 57% of those firms in biosciences expected to grow by an average of 24% over the next 3 years, of which 36% would require larger premises as a result. Extrapolation of these figures by DTZ estimates the requirement for bioscience firms in York to be 3,100sqm over the next three years. The proposed development will generate up to an additional 4,575m<sup>2</sup> over the next five years.

In order to convert this latent demand into commitments to locate at the National AgriFood Innovation Campus, the proposition to new businesses needs to be both competitive and supported by effective marketing. A partnership consultation programme is currently underway to better determine the scope and focus of the Sand Hutton offer.

To date, the National AgriFood Innovation Campus has attracted numerous private and public sector organisations as outlined above. The Charles Monck & Associates Report on initial review of potential opportunities at the site highlighted that in addition to parallel Government science, the following SMEs/ organisations would likely be attracted to the campus.

- Businesses and other organisations looking to develop relationships with Fera scientists and associated networks
- Post incubation laboratory-based SMEs and agencies with research or regulatory functions, interested in the expansion potential at this site
- Firms in a range of sectors requiring laboratory space, including biotechnology, forensics, diagnostics, microbiology and secure science
- Corporate organisations where there may be a fit with Fera's quasi regulatory functions; and
- Businesses and organisations looking for a service proposition based on a suite of options that can be customised to meet different and changing needs

# University of York BioHub

## University of York, York

The BioHub project at the University of York will drive the growth of the biorenewables and wider bioeconomy sector by delivering 85,000 square feet of highly flexible laboratory business incubation/grow on space, facilities and associated activities at a new and expanded Biorenewables Development Centre (BDC).

It will host and support a range of high-tech industrial biotechnology and AgriTech SME companies in the early stages of their development by connecting them with the world-class science base at the University of York and providing access to finance and business support organisations

The BioHub will represent the first phase of a major new bioeconomy R+D cluster on the Heslington East campus. This will include further inward investment and building developments as multinationals and SMEs seek to locate adjacent to the Biohub.

The new facility will help firms in the sector to become established and grow through the development and commercialisation of innovative new products. It will bridge the gap between the local knowledge base and industry, acting as a one stop shop for young, high growth bio-businesses. Combining flexible laboratory and pilot scale business incubation space with intensive support.

Outline planning consent has already been granted for commercial building development and the City of York Council have agreed to implement a policy to speed up planning constraints on the establishment of BioHub, by means of



<b>Project Start Date</b>	Q1 2015	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund</b>	£11m
<b>Jobs Created</b>	500	<b>Housing units</b>	n/a	<b>Private Sector Investment</b>	£0
<b>Cost per job</b>	£10,000	<b>Cost per Housing Unit</b>	n/a	<b>Investment Leverage per £ invested</b>	n/a

<b>Project Costs</b>	<b>2015/16</b>	<b>2016/17</b>	<b>Future years</b>	<b>Total</b>
Local Growth Fund	£6.0m	£1.0m	£4.0m	£11.0m
YNER Euro Funds	£7.0m	£1.0m	£4.0m	£12.0m
University of York	£2.0m	£0.0m	£0.0m	£2.0m
Leeds City Region	£4.0m	£1.0m	£4.0m	£9.0m
LCR Euro Funds	£5.0m	£1.0m	£4.0m	£10.0m
Private Sector	n/a	n/a	n/a	n/a
Total Cost	£24.0m	£4.0m	£16.0m	£49.0m
Private/Public Funding Status				

<b>Partners:</b>	<b>Role(s) and responsibilities</b>
University of York Construction Partner	Landowner To be appointed by February 2015



## University of York BioHub University of York, York

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a Local Development Order. The University of York will contribute 4.3 acres of this fully serviced site for BioHub and this contribution is worth in the region of £2million. Importantly, the Heslington East site also has space for significant further expansion to accommodate additional commercial buildings as the bioeconomy cluster grows.

The site is already fully serviced (access roads, utilities).

The National AgriFood Innovation Campus and the BioHub will together drive innovation and job creation in our future economy



## University of York BioHub

University of York, York

<b>Delivery Body</b>	University of York	<b>Market Demand</b>	<p>The growth of the University of York's base in the BioRenewables and AgriTech sector over the last 5 years has attracted strong interest from a growing number of young innovative companies seeking to establish a base adjacent to the university. These businesses are seeking 'plug-and-play' space within laboratory and workshop buildings where they can develop their own technology and take advantage of the open access scale up facilities and academic expertise available through the BDC. Examples of the type of businesses that will seek to locate their R+D facilities to the Bioeconomy UEZ include those involved in:</p> <ul style="list-style-type: none"> <li>▪ Development of novel varieties of non-food crops for use in the UK and globally</li> <li>▪ Extraction of high value chemicals from plants and bio-based waste streams</li> <li>▪ Identification and purification of novel enzymes for biofuel production</li> <li>▪ Micro-algae cultivation and high value oil extraction</li> <li>▪ Development of novel anaerobic digestion processes</li> <li>▪ Conversion of municipal waste into chemicals and biofuels</li> </ul> <p>There are a number of market failures that the BioHub will address:</p> <ul style="list-style-type: none"> <li>▪ Currently the space for high-tech companies to set up or re-locate in and around the University of York is inadequate in both quality and quantity. The York Science Park, and the Bioscience incubator in particular, is currently at capacity and as a result, the University of York is facing significant challenges to provide laboratory-based business space for innovative and high-growth SMEs seeking to locate adjacent to the University.</li> <li>▪ The University of York has planning permission for commercial development on its new campus however there is limited interest in the private sector to invest in science park office, workshop and laboratory buildings.</li> <li>▪ The bioeconomy is set for rapid expansion over the next decades. However, only the largest companies will have the resource to put together both the multidisciplinary teams and the physical infrastructure required to develop new processes and products in this sector. SMEs, which are crucial to innovation, do not have the resource to invest at the scale required to develop biorefining in novel areas, however big the potential rewards. Thus, without intervention, the technology will be confined to the core interests of a small number of very large companies, which may or may not choose to site their facilities within the region and are unlikely to share valuable assets with competitors.</li> <li>▪ The ongoing work of a number of support organisations, including the Bioscience KTN and Chemistry Innovation KTN as well as the National Non-Food Crop Centre (NNFCC), have clearly identified poor information transfer between the different industries involved or likely to be involved in the bioeconomy. The BioHub intends to bridge the gap between the local knowledge base and industry, acting as a 'one-stop shop' on biorenewables for business from initial R&amp;D through to commercial products</li> </ul>
<b>Options Appraisal</b>	A smaller scale facility would be possible with a lower level of investment but would significantly reduce the impact of the Bioeconomy UEZ and the opportunities for business growth, jobs and inward investment.		
<b>Planning Status</b>	Outline Planning Consent Granted; Local Development Order to be sought; Detailed planning expected within 6 months		
<b>Land owners</b>	No land ownership issues		
<b>Agreements in place</b>	The University of York Senior Management Group has given approval for a Bioeconomy Enterprise Zone on the Heslington East Campus site.		
<b>Risk Strategy in place</b>	A full risk strategy is in place		
<b>Agreed Timescales (project must start 15/16)</b>	Construction expected to start February 2015		
<b>State Aid Status</b>	No state aid issues – developed and managed under principles outlined in the 'German Incubator' EC decision (2005/782/EC).		
<b>Developers &amp; Project Managers</b>	Procurement to start July 2014 with a developer expected to be appointed by February 2015.		

## Business Growth Grants

### LEP-wide

We are requesting a further £3m of Local Growth Fund backed grant funds PA, to administer and maintain the overall grant availability in the LEP area at £4m PA when aligned with the anticipated £1m of EAFRD grant funds.

The grants would provide 20% of total project costs, on the condition of generating employment growth at the rate of 1 new job per £10,000 or grant or £50,000 total investment.

### Business Growth Grants

The LEP is currently delivering a £4m small business grants programme (funded via the Regional Growth Fund until March 2015), providing additional employment at a rate of £10,000 per job. We are looking to continue this provision, aligned with EAFRD grants for rural businesses. Our current grant programme has been well received by our business community and is proving effective at incentivising businesses to invest and grow and providing a means of engaging businesses on other aspects of growth and improvement. Particularly for micro and small businesses, start ups and those without significant assets, access to finance is a real issue preventing growth. Our grant programme has helped make a difference here. Demand has been high, with over 200 expressions of interest received with little publicity. As the scheme becomes an established part of the business support matrix, we know the pipeline of interested businesses will continue to grow beyond March 2015.

We are requesting less than our RGF allocation, as there will be other grant funds available, however not sufficient to meet projected demand. EAFRD grants are matched at source, and targeted on land based businesses and other businesses in rural locations. This will exclude many of our businesses based on towns and cities. We anticipate in the region of £1m of EAFRD grants PA. ERDF funding for access to finance will be limited to loan and equity finance, not grant provision. Therefore we are requesting a further £3m of Local Growth Fund backed grant funds to administer and maintain the overall grant availability in the LEP area at £4m PA.

The grants would operate as with the current programme, providing 20% of total project costs, on the condition of generating employment growth at the rate of 1 new job per £10,000 or grant or £50,000 total investment.



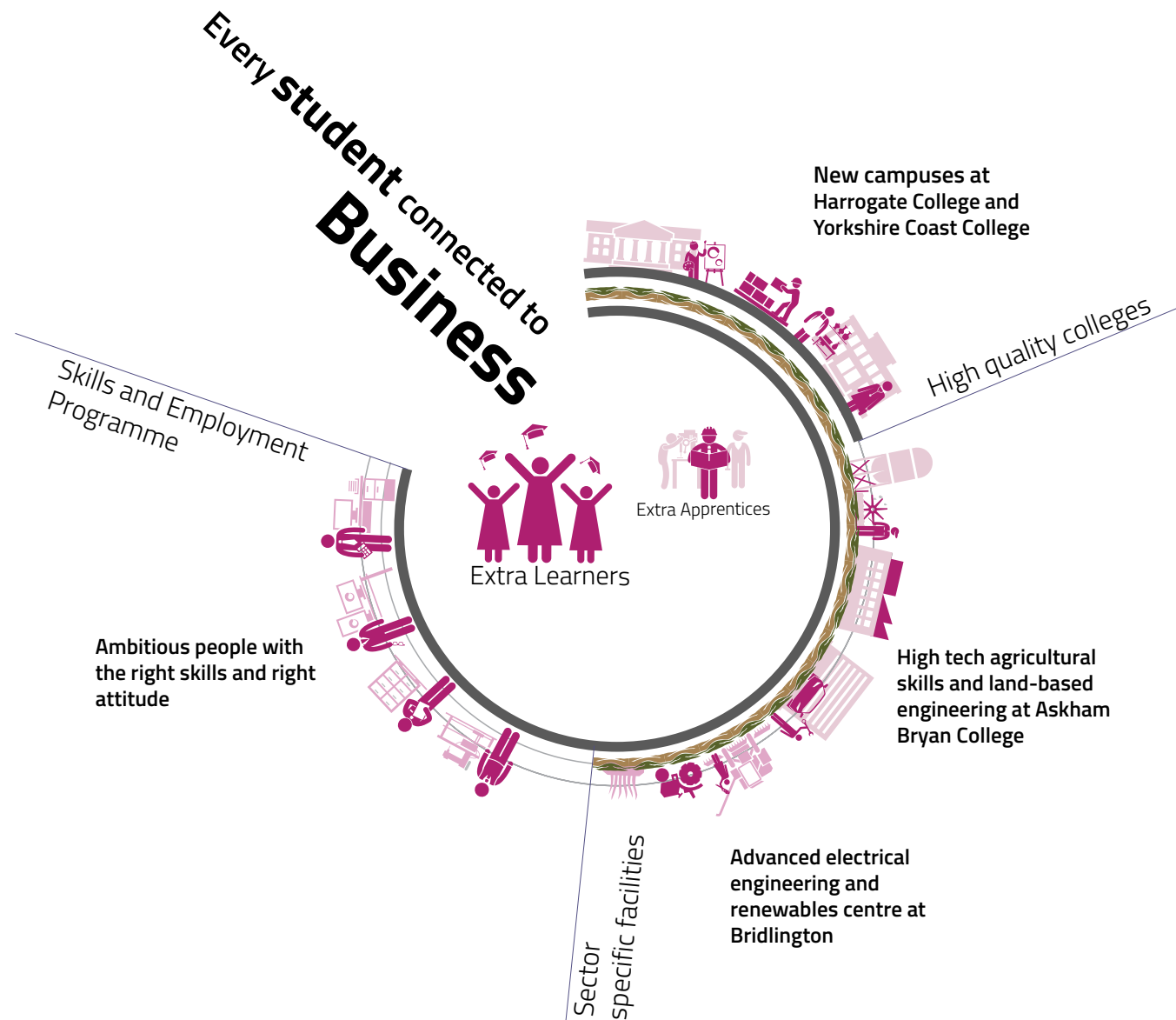
<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	LOW RISK	<b>Local Growth Fund</b>	£15m
<b>Jobs Created</b>	1500	<b>Housing units</b>	na	<b>Private Sector Investment</b>	£60m
<b>Cost per job</b>	10,000	<b>Cost per Housing Unit</b>	£na	<b>Investment Leverage per £ invested</b>	£4

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£3m	£3m	£9m	£15m
EUSIF (ERDF/EAFRD)	£1m	£1m	£3m	£5m
Private Sector	£12m	£12m	£36m	£60m
Total Cost	15	15	45	75
Private/Public Funding Status	na			



## Our investment Ambitions



Our Ask:

**£8.35**

Million

Investment in skills capital

To Deliver  
by 2020:

**13,600**

Additional  
Learners

**3,910**

Additional  
Apprenticeships

**2,640**

Additional  
Employers  
Engaged

## Skills delivering our Strategic Economic Plan priorities

Our Skills Plan will deliver the following Strategic Economic Plan priority:

### Priority 3 - Inspired People

Our plan is to bring all college estate in our area to a good standard and invest in world class facilities in AgriTech and engineering which are the strategic drivers of growth in our area. The projects complement the wider skills activity set out in the SEP and EUSIF documents.

There are eight FE colleges in the LEP area including six General FE Colleges (York, Selby, Craven, East Riding, Harrogate and Yorkshire Coast Colleges) and two specialist land-based colleges (Askham Bryan and Bishop Burton Colleges). Investment in recent years has meant that the environment for learning in FE colleges is generally excellent but there are two notable



exceptions, Harrogate College and Yorkshire Coast College.

Both Harrogate and Yorkshire Coast college estates are in a very poor state. Buildings are outdated, inefficient and not fit for purpose. Neither has had any significant investment for many years and both are in dire need of improvement.

We want to replace these buildings with new colleges that create outstanding places learn and gain the skills needed to work in today's economy. We want to give young people a place that they can feel proud to attend, reach their potential and achieve the skills that they need for the workforce of tomorrow. We want to ensure that everyone has the opportunity to fulfil their aspirations and that means that we need buildings that offer world class technology, modern classrooms, and environmentally-efficient facilities.

We also want to ensure that these buildings offer the adaptability that is essential in today's fast-

changing economy so that businesses use them as a first choice for upskilling their workforce and aspirational individuals go there to ensure that their skills are world-standard.

But we don't just want new colleges – we want to ensure that there are other outstanding facilities for training in the sectors that drive economic growth in our area. We will invest in buildings and equipment to develop skills in food manufacture, engineering and AgriTech so that businesses have the right people with the right skills and right attitude to contribute to the economy. This is particularly the case in engineering where the need for apprenticeships is at a premium and businesses need to ensure that apprentices train in high quality surroundings on state-of-the-art industry standard kit.

### **The initial investments through this Growth Plan will:**

Build two new colleges – one in Scarborough and one in Harrogate.

1. Harrogate College – We will consolidate two campuses into one creating a new specialist vocational building and upgrading existing buildings to create one high quality learning environment.

2. Yorkshire Coast College – We will invest in a new college campus to upgrade existing buildings, and build a new centre of excellence for engineering and construction as an apprenticeship academy.

### **Invest in world class facilities in Bioeconomy (specifically AgriTech), engineering and AgrilInnovation.**

1. Land-based Engineering Centre of Excellence, Askham Bryan College – Create a state of the art

facility for the provision of land-based engineering and motor sport.

2. Engineering Technology Centre, East Riding College at Bridlington – We will build a new specialised engineering workshop and learning facility on at St Mary's Walk in Bridlington which will become a hub of employer-focussed skills training and business support. The centre will enable the development and delivery of skills training in advanced electrical engineering and renewables which is a recognised skills shortage in the area.

3. AgriTech Training Centre, Askham Bryan College – Upgrade facilities to create facilities for the provision of hi tech agriculture skills for the land based industry.





## Skills Investment Plan 2015-2021

Projects	Outputs			Finances					
	Additional learner numbers	Apprenticeships	Increased employer engagement	Total Scheme Costs	Local Contribution	YNYER LEP Growth deal Funding Required	Profile of LEP Growth Deal Funding		
							2015/16	2016/17	Future Years
							£	£	£
<b>Harrogate College</b>		150		£ 8,000,000	£4,000,000		4,000,000	0	
New build and refurbishment	735		50			£ 4,000,000			
<b>Grimsby Institute Group</b>	1335	385	45	£ 15,300,000	£10,200,000	£ 5,100,000	1,750,000	3,350,000	
Yorkshire Coast College Campus									
<b>Askham Bryan College</b>	200	75	150	£ 3,000,000	£2,000,000	£ 1,000,000	1,000,000	0	
Agricultural Skills Training Centre									
<b>Askham Bryan College</b>	310	50	190	£ 1,800,000	£1,200,000	£ 600,000	600,000	0	
Land-Based Engineering Centre of Excellence									
<b>East Riding College</b>	140	122	93	£ 1,500,000	£500,000	£ 1,000,000	1,000,000	0	
Engineering Technology Centre, Bridlington									
Future investments in Skills Capital				£16,000,000	£10,666,667	£5,333,333		£5,333,333	£32,000,000
<b>TOTALS</b>	<b>2720</b>	<b>782</b>	<b>528</b>	<b>£45,600,000</b>	<b>£28,566,666</b>	<b>£ 17,033,332</b>	<b>£8,350,000</b>	<b>£8,683,332</b>	<b>£32,000,000</b>

# HARROGATE COLLEGE

## Hornbeam Park, Harrogate

Part new build, part refurbishment scheme including:

- Design and build of a new specialist vocational building on the college's freehold to consolidate trades-type subject areas from expiring leasehold blocks B and C.
- New build block to include motor vehicle workshops, engineering, construction and electrical workshops
- Design and refurbishment of consolidation of generic and specialist teaching space into the college's main A block
- Resultant consolidation of 12000m<sup>2</sup> of leasehold space into a 1200m<sup>2</sup> new build workshop and 6500m<sup>2</sup> of existing space through a 6000m<sup>2</sup> refurbishment. Refurbishment to include creation of new Hair and Beauty Salons, curriculum Kitchens and wide range of classroom and IT spaces to support the broad curriculum.

The project will achieve student number growth in a range of key LEP priority areas, addressing skills gaps in areas such as Health and Social Care, Construction, Visitor Economy, Manufacturing and Engineering and Finance.

It will safeguard of the ability of Harrogate College to continue to deliver vocational education in the face of a no right-of-renewal leasehold risk that relates to all of the college's practical space

Condition improvement will bring Harrogate College's 97% condition C or D estate up to a 100% condition A or B standard and result in termination of all leases at the site



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	LOW RISK	<b>Local Growth Fund</b>	£4m
<b>% Reduction in Cat C and D estate</b>	100	<b>Additional Apprenticeships</b>	150	<b>Total Additional learners</b>	735
<b>Additional qualifications achieved</b>	1400	<b>Additional businesses supported</b>	50	<b>Additional HE learners</b>	280

<b>Project Costs</b>	<b>2015/16</b>	<b>2016/17</b>	<b>Future years</b>	<b>Total</b>
Local Growth Fund	£4m	£0	£0m	£4m
Public/Private Sector	£4m			£4m
Total Cost	£8m	£0	£0m	£8m
Private/Public Funding Status	Loan Finance Confirmed			

## YORKSHIRE COAST COLLEGE

Lady Edith's Drive, Scarborough, North Yorkshire

The Project will create a new apprenticeship academy and up-grade the campus to:

- Relocate Creative and Cultural provision as part of a campus development, in order to both rationalise multiple campuses and integration with other visitor economy curriculum. The 3100m<sup>2</sup> development will also raise standards and address both an inefficient site and non-compliant, in respect to the quality of the existing site.
- Develop a centre of excellence for engineering and construction training as an apprenticeship academy, designed to support the expansion of learner numbers for the Potash Mine at Whitby in future years, local engineering companies and the manufacturing sectors.
- Improve the quality of the estate, to address essential dilapidations (£2.7m of specialist equipment for engineering and modernised ICT infrastructure), linked to the above.
- Contribute to the improvement in manufacturing productivity by investing in workforce skills – expansion of work-based learning.
- Increase employability by connecting business to education, building on enterprise and employability programmes.
- Support high quality apprenticeships and internships, as Higher Level Skills Apprenticeship and expansion of foundation degrees and HE provision.

This investment is essential to develop and maintain vocational FE and HE programmes to underpin the "Opportunity Coast" vision outlined with the LEP strategy.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	LOW RISK	<b>Local Growth Fund</b>	£5.1m
<b>% Reduction in Cat C and D estate</b>	25%	<b>Additional Apprenticeships</b>	385	<b>Total Additional learners</b>	1335
<b>Additional qualifications achieved</b>	1460	<b>Additional businesses supported</b>	45	<b>Additional HE learners</b>	135

<b>Project Costs</b>	<b>2015/16</b>	<b>2016/17</b>	<b>Future years</b>	<b>Total</b>
Local Growth Fund	£1.75m	£3.35m	£0m	£5.1m
Grimsby Institute reserves and borrowing	£3.55m	£6.7m	£0m	£10.2m
Total Cost	£5,250m	£10.050m	£0m	£15.3m



# LAND BASED ENGINEERING CENTRE OF EXCELLENCE

## Askham Bryan College

The facility is designed to replace the College's current poor quality facilities which do not meet industry standards. As such the College is intending to build a new purpose built 1,250m2 building which will comprise industry standard workshops containing the latest in diagnostic equipment to enable the students to access modern farm machinery for land based engineers as well as providing motor sport students with similar facilities to learn and develop their skills and expertise on new high performance vehicles. The new centre will more readily resemble the real life work environment that they will experience on leaving the College thus improving their employability on completing their studies. This facility will be completed with a highly specified learning environment which will allow the students to develop their theoretical knowledge alongside their practical skills making for a fully integrated learning environment.

The enhanced facilities will allow the College to involve employers initially in the design of the building and its contents and then ultimately map curriculum delivery into the needs and aspirations of employers so that students emerge from their studies increasingly work-ready.

This development fully underpins the LEP's priority to develop high value employment in advanced manufacturing within the York, North Yorkshire & East Riding area in order to retain and ultimately attract increased numbers of high quality jobs into the region.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund</b>	£0.6m
<b>% Reduction in Cat C and D estate</b>	2%	<b>Additional Apprenticeships</b>	50	<b>Total Additional learners</b>	310
<b>Additional qualifications achieved</b>	620	<b>Additional businesses supported</b>	190	<b>Additional HE learners</b>	310

<b>Project Costs</b>	<b>2015/16</b>	<b>2016/17</b>	<b>Future years</b>	<b>Total</b>
Local Growth Fund	£0.6m	£0	£0m	£0.6m
Askham Bryan reserves/ borrowing	£1.2m			£1.2m
<b>Total Cost</b>	<b>£1.8m</b>	<b>£0</b>	<b>£0m</b>	<b>£1.8m</b>

## Engineering Technology Centre, Bridlington, East Riding of Yorkshire

St Mary's Walk, Bridlington

The building of a two-storey extension to existing Engineering and Construction workshops at the College's Bridlington campus. Approximately 500m<sup>2</sup> in total with two large workshops and adjoining classrooms. The Centre will house industry-standard electromechanical and related machinery.

The Centre will enable the development and delivery of curricula supporting emerging technologies, advanced electrical engineering and the wider renewables sector. It will offer young people and adults in North and East Yorkshire the opportunity to gain skills in sectors where there is demonstrable growth and shortages of skilled labour and will provide integrated pathways from further to higher education, ensuring that there are clear vocational routes from foundation level up to level six. There is currently no such higher provision in this area. Employers will benefit from the development of higher skills in their workforce with flexible modes of study provided by the new facility. The Centre is aimed mainly at the delivery of apprenticeships at intermediate, advanced and higher levels, and at supporting the unemployed into such provision. It will also become a centre of excellence for the delivery of Traineeships for those who are not yet 'job ready' to access apprenticeship programmes and progress into employment. The centre will become a hub of employer-focussed skills training and business support on the Yorkshire Coast and will largely target small and micro-businesses which are the key in the local economy.



<b>Project Start Date</b>	September 2015	<b>Deliverability Rating</b>	LOW RISK	<b>Local Growth Fund</b>	£1.0m
<b>% Reduction in Cat C and D estate</b>	-4%	<b>Additional Apprenticeships</b>	22	<b>Total Additional learners</b>	140
<b>Additional qualifications achieved</b>	257	<b>Additional businesses supported</b>	93	<b>Additional HE learners</b>	28

<b>Project Costs</b>	<b>2015/16</b>	<b>2016/17</b>	<b>Future years</b>	<b>Total</b>
Local Growth Fund	£1.0m	£0	£0m	£1.0m
East Riding College reserves/ borrowing	£0.4m	0	0	£0.4m
Private sector funding	£0.1	0	0	£0.1m
<b>Total Cost</b>	<b>£1.5m</b>	<b>£0</b>	<b>£0m</b>	<b>£1.5m</b>
Private/Public Funding Status	A commitment from key partners and suppliers has been secured.			

# AgriTech Training Centre

Askham Bryan College, North Yorkshire

Building a world class AgriTech facility, through the demolition of several aging farm buildings and their replacement with new high quality modern buildings which clearly demonstrate the advantages of modern technology in the land based industry. These buildings amounting to approximately 1600 m2 include a new building, housing the National Beef Training centre, a new silage clamp and livestock teaching buildings.

The facility will be completed with the refurbishment of 1,100 m² of poor quality and inappropriately configured teaching space into a modern teaching space which will bring together the outputs of applied research from institutions such as FERA/NAFIC and the Biorenewables Development Centre at the University of York and demonstrate how this research can be applied in a modern farm setting. The learning environment will feature teaching spaces with fully interactive facilities as well as access to a wide range of learning resources and flexible spaces through which the College can deliver to a variety of audiences on the development and implementation of the AgriTech strategy. The proximity of the farm buildings will allow the development of blending learning techniques allowing the students to put their learning into immediate practice.

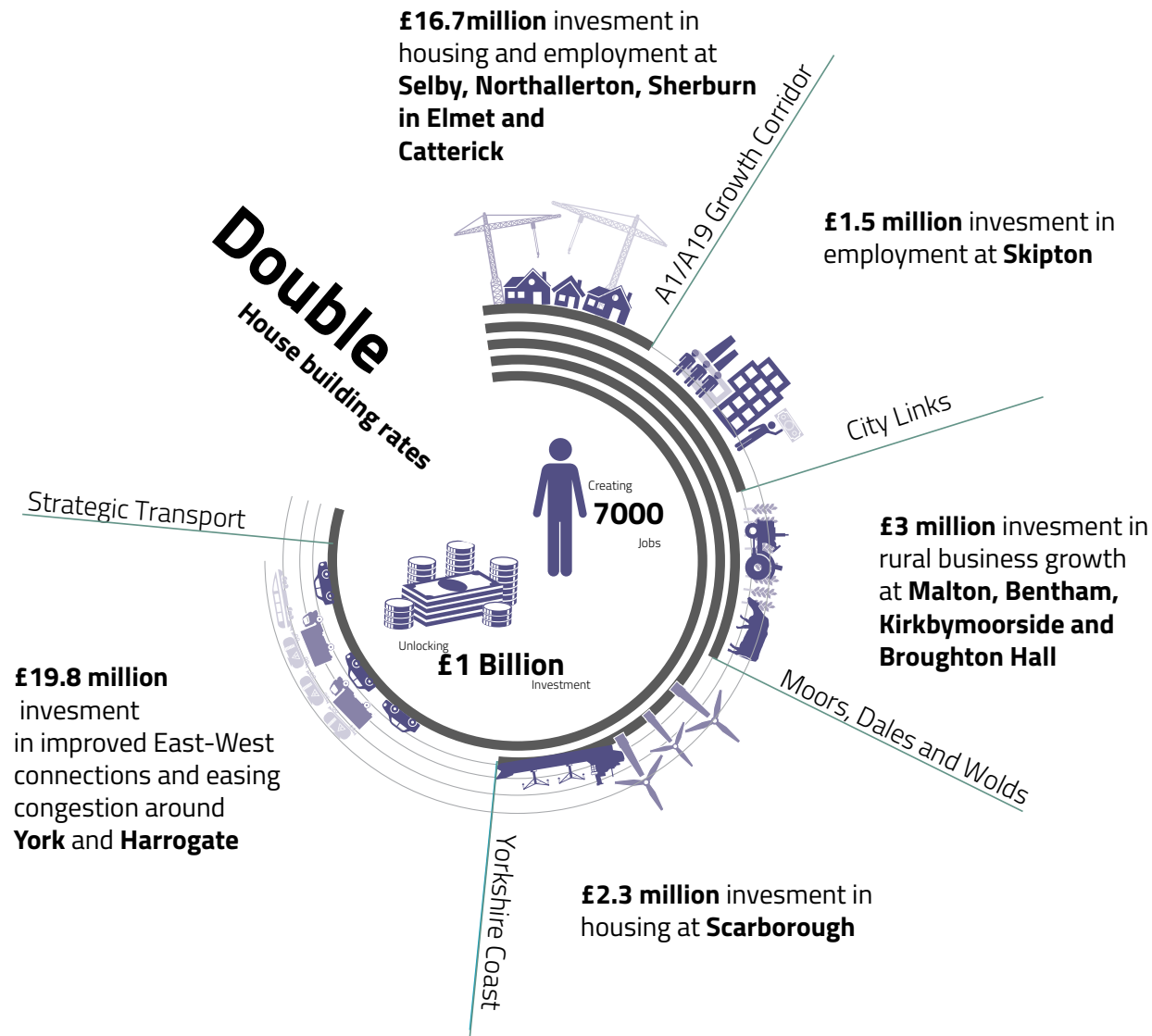
The project is designed to develop a world class AgriTech facility which will give students at levels access to the latest farm management techniques and technologies, thus enhancing their vocational and employability experience to ensure that it meets changing employer requirements.



Project Start Date	April 2015	Deliverability Rating	Low Risk	Local Growth Fund	£1m
% Reduction in Cat C and D estate	6	Additional Apprenticeships	75	Total Additional learners	200
Additional qualifications achieved	400	Additional businesses supported	150 per year	Additional HE learners	50

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£1m	£0	£0m	£1m
Askham Bryan College re-serves/borrowing	£2m			£2m
Total Cost	£3m	£0	£0m	£3m
Private/Public Funding Status				

## Our investment Ambitions



Our Ask:

**£43.3**  
Million  
in 2015/16

To Deliver  
by 2020:

**£1**  
Billion  
Private Sector Investment

**7,000**  
Jobs

**Double**  
House building rate



## Infrastructure Delivering our Strategic Economic Plan Priorities

Our Infrastructure Plan will deliver the following Strategic Economic Plan priorities:-

**Priority 4** - Successful and Distinctive Places

**Priority 5** - A Well Connected Economy

Our market and coastal towns and the centres of York and Harrogate are where business, people and place issues come together. We are a large geographical area with both areas of opportunity and need. Our area contains a number of overlapping and interlocking functional economic areas. These areas are what make York, North Yorkshire and East Riding distinctive, each having its own assets and opportunities to build future growth. These growth opportunities form the basis of this Infrastructure Plan.

The nature of York, North Yorkshire and East Riding means that there



are physical constraints or resource capacity issues that raise the cost of housing and employment development beyond the point of its financial viability. The LEP and its partners will play an important role in ensuring that any barriers that may be preventing strategic sites or locally based investment taking place are unlocked.

To reflect these economic areas and physical constraints, our infrastructure plan seeks to invest in:-

- **A1/A19 Growth Corridor**, enabling new housing and employment growth
- **Yorkshire Coast economy**, maximising the economic value of new growth opportunities
- **Yorkshire Dales/Moors and Wolds**, enabling new employment opportunities
- **Towns linked to neighbouring cities** enabling employment growth
- **Strategic Transport** improving our east west connections and easing congestion in York and Harrogate

To double house building rates and triple affordable housing provision are headline ambitions for this LEP. In addition to our proposals to invest in infrastructure to unlock major housing and mixed use sites, we have package of housing measures that are also required to deliver our bold housing growth targets. These are summarised within this chapter, with the detail of these measures in Annex 2.

## Multi billion private sector investment in our A1/A19 growth corridor



## Investing along the A1-A19 Corridor – our 'Growth corridor'

The A1/A19 corridor runs through the heart of our LEP area and is our Growth Corridor. Benefitting from excellent connectivity, the A1/A19 and East Coast Mainline give fast access to 8 of the UK's 10 largest cities in under 2 hours.

This corridor is where most of our large investment opportunities are located and where the majority of our 2015/16 investment is focused.

At the south of the Corridor is Drax, the UK's largest cleanest coal powered power station which is investing over £1 billion in converting to biomass and developing the emerging technology around Carbon Capture and Storage. The City of York and our world leading AgriFood and Bio-Economy Innovation assets sit in the centre of the corridor. Further north, the Leeming Bar Food Park continues to expand, mitigating some of the



public sector cuts in our County town of Northallerton, whilst the governments long term commitment to Catterick Garrison provides the opportunity for major housing growth and a new Catterick town centre further north.

Within this corridor, we have major strategic sites, allocated within Local Plans and/or with approved planning, but where exceptional infrastructure costs are stopping or delaying development. Removing these barriers is essential to delivering our aim of doubling house building rates and increasing the level of affordable housing, whilst providing employment land to support future growth.

**The growth towns are: Selby, Harrogate, City of York, Malton, Northallerton, Catterick**

As detailed in the Strategic Economic Plan, 5 year plans have been drawn up for each of these growth towns, in addition to plans for future infrastructure needed

to unlock potential employment growth along the A1/A19 corridor.

These Plans set out the housing and employment growth ambitions over the next five years and highlight the barriers that are needed to unlock development. They have been prepared in collaboration with the Local Planning Authorities reflecting their Local Plans.

These Plans will be developed further over the coming year setting out further investment requirements.

An allocation for future years has therefore been identified within this 5 year growth Plan.

Our Infrastructure plan will double house building rates and treble affordable housing





## A1/A19 Growth Corridor - Infrastructure Investment Plan 2015-2021

Projects/Proposals	Outputs			Finances					
	Jobs	Housing	Private Sector Investment Levered	Total Scheme Costs	Local Contribution	YNYER LEP Growth deal Funding Required	Profile of LEP Growth Deal Funding		
							2015/16	2016/17	Future Years
							£	£	£
Housing Growth in Northallerton – Link road and Bridge to unlock site.	600	950	£320,000,000	£ 12,000,000	£ 6,000,000	£ 6,000,000	£ 1,000,000	£5,000,000	
Housing Growth in Selby - Access road and bridge to unlock site	2000	844	£111,000,000	£ 31,500,000	£ 20,000,000	£ 11,500,000 (potential LIF)	£ 11,500,000		
Town Centre and Housing growth at Catterick Garrison – Major improvements to the A6136 to unlock growth.	200	1900	£25,000,000	£ 1,360,000	£ 160,000	£ 1,200,000	£ 1,200,000		
Employment growth site at Sherburn in Elmet – Access road to unlock employment site	2500	0	£57,000,000	£ 2,000,000	-	£ 2,000,000 (potential loan)	£ 2,000,000		
Growth in York	Investing through Leeds City Region Growth Deal See section on Collaboration								
<b>TOTALS (2015-17)</b>	<b>5,300</b>	<b>3,694</b>	<b>£513m</b>	<b>£46,860,000</b>	<b>£26,160,000</b>	<b>20,700,000</b>	<b>£16,500,000</b>	<b>£5,000,000</b>	
A1/A19 Future growth investments	tbd	tbd	Tbd	£30,000,000	£20,000,000	£10,000,000	-	-	£10,000,000
<b>TOTALS (Future Years)</b>				<b>£30,000,000</b>	<b>£20,000,000</b>	<b>£10,000,000</b>	<b>-</b>	<b>-</b>	<b>£10,000,000</b>

## Major Housing growth in Northallerton

### Northallerton, Hambleton District

The North Northallerton development site is the key strategic housing and employment site for the area and is highlighted as a priority in the North Yorkshire Housing Strategy and Local Investment Plan.

Its delivery is dependent on being able to add capacity to the local road network to mitigate the increased traffic generated by the site.

This project will deliver that capacity by building a road, including a rail bridge, to link the radial routes of Darlington Road and Stokesley Road.

This is primarily a housing development but in addition it will create 8.5Ha employment land alongside the already successful North Northallerton Industrial Estate.

Northallerton is currently constrained because all traffic from its main industrial area in North Northallerton must cross a level crossing, which closes every 20 minutes, and pass through Northallerton Centre. This causes traffic congestion right through Northallerton Town Centre, whilst restricting the growth potential of the businesses in North Northallerton Industrial Estate.

This project will deliver significant growth and have wider economic and traffic benefits throughout Northallerton.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund</b>	£6m
<b>Jobs Created</b>	600	<b>Housing units</b>	950	<b>Private Sector Investment</b>	£320m
<b>Cost per job</b>	£10,000	<b>Cost per Housing Unit</b>	£6315	<b>Investment Leverage per £ invested</b>	£53.33

Partners:	Role(s) and responsibilities
▪ Developer Consortium	Delivery body
▪ Hambleton DC	Planning Authority and lead on delivery
▪ North Yorkshire Highways	Part of delivery steering group and local highways authority

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£1m	£5m	£0m	£6m
Public Sector	£0m	£1m	£5m	£6M
Total Cost	£1m	£6m	£5m	£12m
Private/Public Funding Status	Privates sector contribution secured – through CIL contributions			

## Major Housing growth in Northallerton

Northallerton, Hambleton District



<b>Delivery Body</b>	Developer Consortium	<b>Developers &amp; Project Managers</b>	Developer Consortium  Mulberry Homes Taylor Wimpey and Persimmon
<b>Options Appraisal</b>	Option appraisals have been undertaken through site master planning. The construction of the bridge and access road are the only viable options in opening this development area.	<b>Risk Strategy in place</b>	A full Risk strategy is in place
<b>Planning Status</b>	Consistent with Hambleton Local Plan (allocated site) Planning being submitted May 2014 Planning expected October 2014	<b>Agreed Timescales (project must start 15/16)</b>	Planning agreed – October 2014 Start on site early 2015 Bridge to be built – mid 2015 Completed – end 2015 Road completed - 2016
<b>Land owners</b>	No outstanding land ownership issues.	<b>State Aid Status</b>	No state aid issues
<b>Agreements in place</b>	Network Rail agreement negotiations positive. North Yorkshire Highways agreements		

## Employment and Housing growth in Selby

### Selby, Selby District

Olympia Park, is the largest strategic development site as highlighted in the in the Selby District Local Plan and is a priority in the North Yorkshire & York Housing Plan.

The site will not only create 844 homes and 23Ha employment land close to Selby Town Centre, it will radically improve the image of the town. Currently the entrance to Selby town centre is blighted by this former industrial site.

This investment will address some exceptional costs in remediating the land and the need to build a bridge over a railway as part of the site access requirements.

All approvals and partners are in place and this development will initially leverage £112m Private Sector investment.

Major investment by Drax Power Station in the new technologies of Biomass and Carbon Capture and Storage will drive the economic growth in the area, whilst Potter Group, a major haulage provider already on part of the site, are seeking to grow their business by capitalising on their rail freight capacity and the national incentives to increase rail freight.

This is a joint investment with the Leeds City Region LEP. which is taking forward the employment element of this site.

The Olympia Park site at Selby is flagged as an opportunity to utilise the forthcoming round of Local Infrastructure Fund for medium sites. We seek allocation of £11.5m via LIF 2 so as to unlock the homes on this site.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund Investment/LIF</b>	£11.5M
<b>Jobs Created</b>	2000	<b>Housing units</b>	844	<b>Private Sector Investment</b>	£112m
<b>Cost per job</b>	£5,750	<b>Cost per Housing Unit</b>	£13,625	<b>Investment Leverage per £ invested</b>	£9.74

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund/LIF	£11.5m	£0m	£0	£11.5M
Public Sector (Leeds City Region Growth Deal)	£5,000,000			£5,000,000
Private Sector	£2,192,171	£13,307,829		£15,000,000
Total Cost	£18,192,171	£13,307,829	£0	£31,500,000
Private/Public Funding Status	Private sector contribution secured Leeds City Region Funding – Priority in Local Growth Fund			



# Employment and Housing growth in Selby

Selby, Selby District



Partners:	Role(s) and responsibilities
BOCM PAULS Ltd	Landowner of residential element.
Three Swans Property Management Ltd	Agent acting on behalf of BOCM PAULS Ltd to manage development on their land.
Selby Farms Ltd	Landowner of employment element
Developer Partner (appointed May 2014)	Deliver infrastructure and housing
North Yorkshire County Council	Highways Authority to complete access to A63 work
Network Rail	Approval for bridge over the railway

Delivery Body	BOCM PAULS Ltd
Options Appraisal	Master planning with options appraisal carried out.
Planning Status	Planning permission is in place
Land owners	Land ownership issues have all been resolved

Developers & Project Managers	A developer partner will be appointed in May 2014
Risk Strategy in place	A full Risk strategy is in place
Agreed Timescales (project must start 15/16)	Initial works on site to start late 2014 Access road by end of 2015 First housing 2016
State Aid Status	No state aid issues
Agreements in place	Network Rail – Agreement is in the final stages of approval for the bridge.

# Enabling major growth at Catterick Garrison

## Catterick Garrison, Richmondshire

Catterick Garrison is one of the largest rural towns in the LEP area, but is strikingly different in its origins. Over the past century it has evolved into a mixed settlement with a major military presence. But the town lacks a defined centre and effective connections to wider areas, which are major factors inhibiting significant economic growth.

The A1 upgrade and Catterick Garrison Town Centre development open the way to realising the vision of a strong District Centre made up of a modern centre at Catterick Garrison and historic Richmond. Realising this growth will have wider effects that stimulate growth opportunities that extend into the more rural areas.

Effective connections with the final stage of the A1 upgrade through North Yorkshire are essential for successful growth at Catterick Garrison. Connectivity will maximise the range of opportunities and the economic benefits that the town centre and related development will bring to communities across rural Richmondshire.

A series of junction upgrades along the A6136 have been proposed together with flood alleviation works that would:

- Mitigate the problems affecting connectivity
- Maintain reliable access for the Army
- Secure the growth capacity of Catterick Garrison
- Encourage investment in a range of economic and housing projects.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund</b>	£1.2m
<b>Jobs Created</b>	200	<b>Housing units</b>	1,900	<b>Private Sector Investment</b>	£25m
<b>Cost per job</b>	£6000	<b>Cost per Housing Unit</b>	£105	<b>Investment Leverage per £ invested</b>	£20

Partners:	Role(s) and responsibilities
Richmondshire District Council	Joint promoters of the scheme
North Yorkshire County Council	Joint promoters of the scheme and
Highways	Highway Authority
MOD	Major stakeholder

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£1,200,000			£1,200,000
Private Sector	£160,000			£160,000
Public Sector	£3,200,000	£600,000		£3,800,000
Total Cost	£4,560,000			£5,160,000
Private/Public Funding Status	Developer contributions in place for A6136 junctions DFT Highways Agency & Environment Agency agreed			

# Enabling major growth at Catterick Garrison

Catterick Garrison



<b>Delivery Body</b>	Richmondshire District Council/North Yorkshire County Council	<b>Developers &amp; Project Managers</b>	To be identified through procurement process
<b>Options Appraisal</b>	The preferred approach for the A6136 improvements, required to support the local growth strategy and maintain accessibility for military units at Catterick Garrison was set out in the Catterick Garrison Strategic Transport Assessment 2011. This considered alternative junction arrangements at each of the key locations.	<b>Agreed Timescales (project must start 15/16)</b>	Procurement – November 2014 Start on site – April 2015 Works Completed – March 2017
<b>Planning Status</b>	Planning agreed for the improvements to take place.  Local growth sites within Catterick are set out in the Richmondshire Local Plan, which has been submitted for examination and was subject to an examination in public February 2014.	<b>Risk Strategy in place</b>	Risk Strategy in place
<b>Land owners</b>	North Yorkshire County Council, MoD	<b>State Aid Status</b>	No know State Aid issue.
<b>Agreements in place</b>	S106 and S278 agreements provide developer contributions towards local improvements along the A6136.		

# Unlocking employment growth sites on the A1

## Sherburn-in-Elmet, Selby District

The initial project comprises the construction of a bridge, key access road and services together with site enabling works to facilitate the fast track delivery of this potential major employment site. The site currently has a narrow, single point of access and insufficient infrastructure to support the proposed scheme so the development of the infrastructure must take place prior to the development of the site

The subsequent construction phase will deliver ready to go employment sites totalling 86.2 acres with a development capacity of 1.25 million sq.ft. of gross internal area. The largest building can be up to 500,000sq.ft. with the smallest building being 35,000sq.ft.

The initial site access works could commence as soon as funding is confirmed with the first development site to be accessed and serviced after a further 3 months.

Future site construction costs would come from private finance. The developers have looked into traditional sources of bank finance and the main lenders are unwilling to advance funds for infrastructure works unless a pre let is in place. However they cannot secure a pre let without certainty of delivery of the infrastructure.

This investment will be offered as a repayable loan.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund</b>	£2.953 (potential loan)
<b>Jobs Created</b>	2,549	<b>Housing units</b>	N/A	<b>Private Sector Investment</b>	£55.9m
<b>Cost per job</b>	£1,158	<b>Cost per Housing Unit</b>	N/A	<b>Investment Leverage per £ invested</b>	£18.93m

Partners:	Role(s) and responsibilities
Bishopdyke Estates LLP	Developer/Landowner
Glentool Estates	Developer/Landowner
Selby District Council	Planning Authority
North Yorkshire County Council	Highways Authority

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£2.953m	£-	£-	£2.953m
Total Cost	£2.953m	£-	£-	£2.953
Private/Public Funding Status	Private sector investment will be provided for the development of the site (£55.9m)			



## Unlocking employment growth sites on the A1

### Sherburn-in-Elmet, Selby District

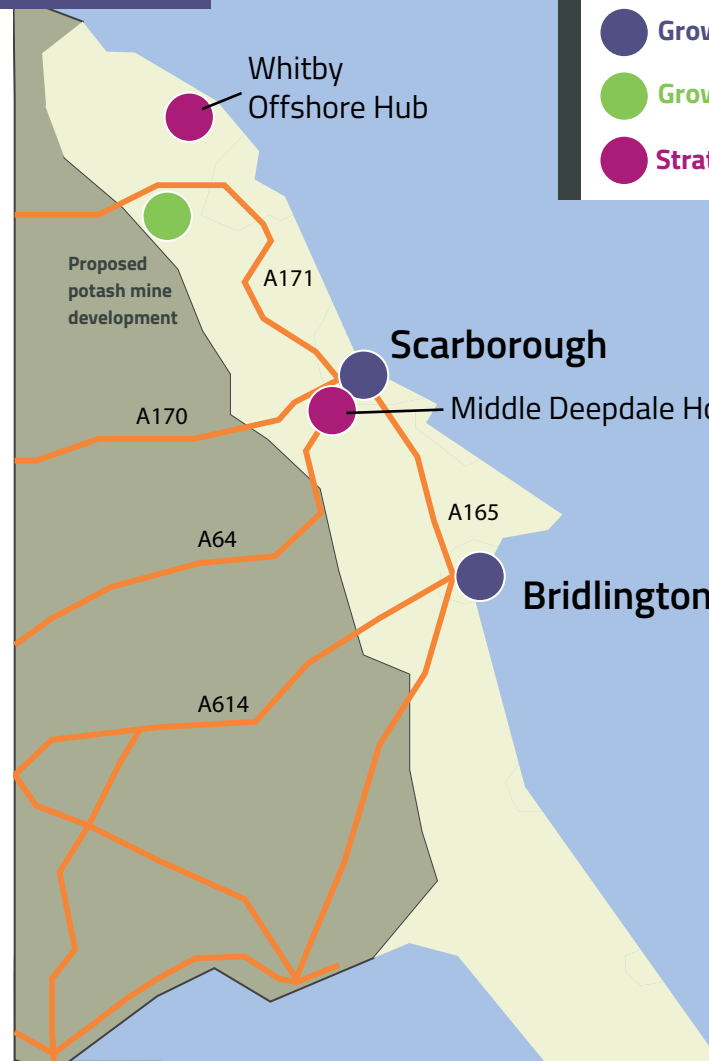


<b>Delivery Body</b>	Bishopdyke Estates LLP	<b>Developers &amp; Project Managers</b>	Bishopdyke Estates
<b>Options Appraisal</b>	Master planning with options appraisal carried out	<b>Market Demand</b>	Full Market Demand Report prepared by Dove, Haigh, Phillips
<b>Planning Status</b>	Outline Planning granted with detailed permission for infrastructure	<b>Risk Strategy in place</b>	A full risk strategy is in place
<b>Land owners</b>	Developers have complete ownership of the land	<b>Agreed Timescales (project must start 15/16)</b>	Initial site access and infrastructure works to start April 2015
<b>Agreements in place</b>	Planning Performance Agreement with Selby DC Section 106	<b>State Aid Status</b>	No state aid issues – loan investment

## Investing in a strong and growing Yorkshire Coast economy – our 'Opportunity Coast'

The Yorkshire Coast has one of the finest coastlines in Britain, with famous seaside towns such as Scarborough and Bridlington. These have seen significant change over the years and have had to look towards raising the quality of their visitor offer whilst also looking to new economic opportunities, such as offshore wind, potash mining and creative and digital industries. There is a need to invest in the infrastructure to enable new employment and housing land to be made available, new facilities to exploit new growth opportunities, and improvements to raise the quality of the coastal visitor offer.

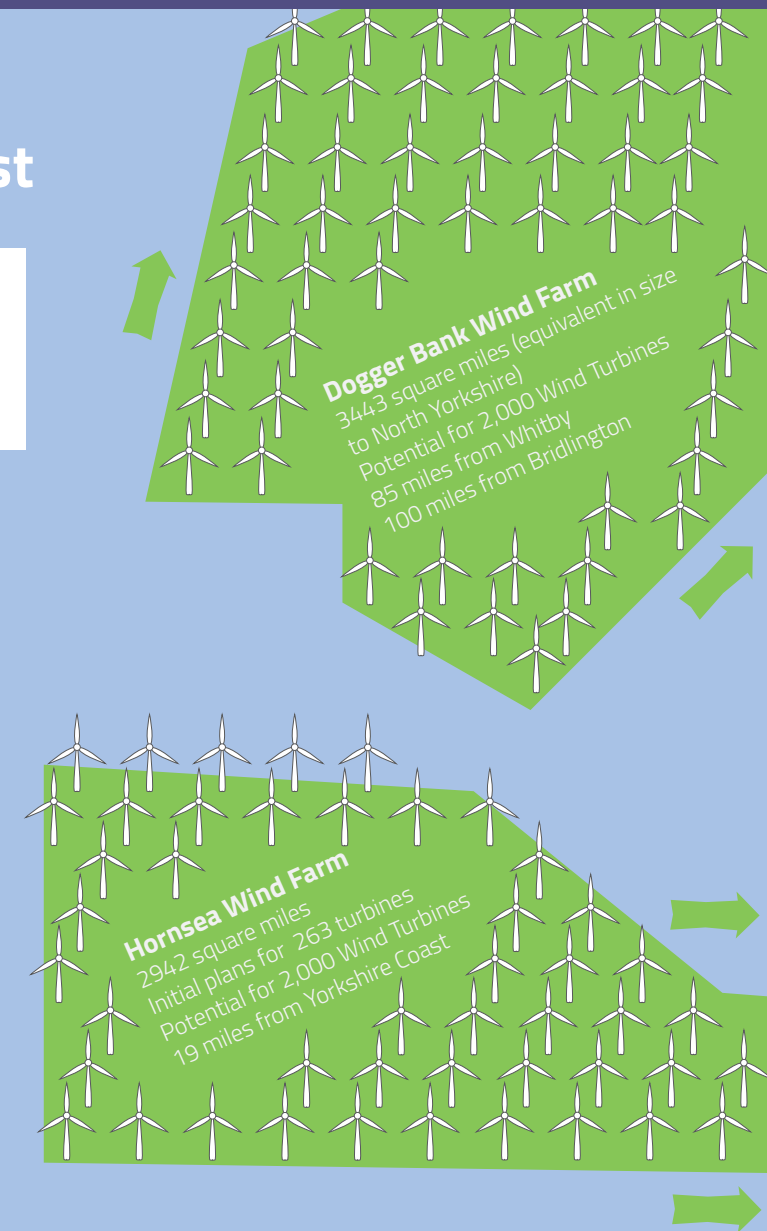
Over the next 5 years there is set to be unprecedented



## Yorkshire Coast

### Key

- Growth Towns
- Growth Drivers
- Strategic Investments



investment on the Yorkshire Coast, potentially in excess of £2billion, in the following key sectors:

- Potash Mining – The York Potash project is a proposal to develop a new high-tech potash mine in Scarborough Borough.
- Offshore Wind - Whitby is the nearest port to Dogger Bank where the world's biggest wind farm is to be constructed.

### **The Coastal areas Growth Towns are Scarborough and Bridlington**

5 year Growth Plans have been drawn up for these two major resort towns, both with plans to significantly reinvent their town centres and attract new investment in the coming years. These build on the developments that have already taken place within both towns and will lead to significant future investment opportunities. This includes

the development of a new marina at Bridlington and the redevelopment of the Futurist Theatre on Scarborough seafront.

An indicative allocation has been identified in future years to recognise this growth potential.

## New economic opportunities, include offshore wind and potash mining



## Yorkshire Coast - Infrastructure Investment Plan 2015-2021

Projects and Programmes	Outputs			Finances					
	Jobs	Housing	Private Sector Investment Levered	Total Scheme Costs	Local Contribution	YNYER LEP Growth deal Funding Required	Profile of LEP Growth Deal Funding		
							2015/16	2016/17	Future Years
							£	£	£
Housing growth in Scarborough – Infrastructure to unlock house building at Middle Deepdale	0	1350	£238,000,000	£ 23,405,000	£ 21,085,655	£ 2,319,345	£ 2,319,345	-	-
Supporting new coastal growth opportunities – Development of a Whitby Offshore Industries Hub	100	0	£2,000,000	£ 4,159,000	£ 2,159,000	£ 2,000,000	-	£2,000,000	-
<b>Total (2015/17)</b>	<b>100</b>	<b>1350</b>	<b>£240,000,000</b>	<b>£27,564,000</b>	<b>£23,244,655</b>	<b>£4,319,345</b>	<b>£2,319,345</b>	<b>£2,000,000</b>	<b>-</b>
Coastal Growth future investments, including: - Redevelopment of Bridlington and Scarborough	tbd	tbd	tbd	£50,000,000	£25,000,000	£25,000,000			£25,000,000
<b>Total (future years)</b>				<b>£50,000,000</b>	<b>£25,000,000</b>	<b>£25,000,000</b>			<b>£25,000,000</b>



# Unlocking major housing growth at Scarborough

## Scarborough, Scarborough Borough

The project seeks to undertake the building of homes of mixed tenure in order to meet current and future housing requirements for the borough of Scarborough.

The Project will also act as the catalyst for the wider regeneration of the Eastfield area through delivery of the new Eastfield Action Plan.

However, opening up the site for economically viable housing development is problematic as the site carries with it significant abnormal infrastructure requirements, including the need to establish significant trunk roads, estate roads, attenuation and services upgrades to accommodate the proposed increase in population. This proposal seeks to unlock this major site through addressing the major highway costs.



Partners:	Role(s) and responsibilities
Keepmoat Homes Ltd	SBC Development Partner
Kebbell Development Ltd	Land Owner and developer
Scarborough Borough Council	Land Owner
North Yorkshire County Council	Land Owner (wider Eastfield)
Sanctuary Housing	RSL, land owner
Home Housing	RSL, land owner
HCA	Investment Partner

Project Start Date	April 2015	Deliverability Rating	Low Risk	Local Growth Fund	£2,319,000
Jobs Created	0	Housing units	1350	Private Sector Investment	£250m
Cost per job	0	Cost per Housing Unit	£1,481	Investment Leverage per £ invested	£108.70

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£2,319,000	£0	£0	£2,000,000
Private Sector (Keepmoat)	£7,104,070	£7,104,071		
RSL and HCA	£3,500,000	£2,442,671		£5,942,671
Scarborough BC	£935,000			£935,000
Total Cost	£13,858,070	£9,546,742	£0	
Private/Public Funding Status	All funding contributions secured			

# Unlocking major housing growth at Scarborough

## Scarborough, Scarborough Borough



<b>Delivery Body</b>	The delivery body for implementing the scheme will be Scarborough Borough Council in partnership with its development partner K2, consisting of Keepmoat Homes and Kebbell Developments Ltd.	<b>Developers &amp; Project Managers</b>	In Jan 2010 Kebbell Developments and Keepmoat Homes Ltd established Limited Liability Partnership (LLP) known as K2 to work in conjunction with Scarborough Borough Council to deliver the project.
<b>Options Appraisal</b>	Options appraisal undertaken	<b>Risk Strategy in place</b>	A full Risk strategy is in place
<b>Planning Status</b>	Outline consent for housing secured Oct 2012 Full planning consent for highways infrastructure works secured Oct 2012 Reserved matters consent for phase 1 dwellings by Oct 2012	<b>Agreed Timescales (project must start 15/16)</b>	Commence on site works Nov 2014 Commence infrastructure works April 2015 Completion of phase 1 housing March 2017
<b>Land owners</b>	Middle Deepdale consists of 92 Acres of developable land known as HA1 (owned by SBC) and HA2 (owned by Kebbell Development Ltd) to the north of Eastfield.	<b>State Aid Status</b>	No state aid issues
<b>Agreements in place</b>	All agreements are in place		

## Enabling the development of offshore facilities

### Whitby, Scarborough Borough

Providing a focus for the development of Whitby Port as an offshore wind renewable energy centre for Yorkshire. This proposal combines the provision of dedicated berthing facilities, port space and warehousing, fuel bunkering, vessel servicing, office and business accommodation, training facilities, educational and tourist information facilities.



Partners:	Role(s) and responsibilities
Scarborough Borough Council	Port Authority and Project Sponsor
Whitby Harbour Board	Local Partner
SBC Offshore Wind Project Board	Delivery Board

Project Start Date	2016	Deliverability Rating	Medium	Local Growth Fund	£2,000,000
Jobs Created	100	Housing units		Private Sector Investment	£2,000,000
Cost per job	£20,000	Cost per Housing Unit		Investment Leverage per £ invested	£1

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£	£2,000,000	£0	£2,000,000
Public Sector	£	£159,000	£0	£159,000
Private Sector	£	£2,000,000	£0	£2,000,000
Total Cost	£	£4,159,000	£0	£4,159,000
Private/Public Funding Status	Private sector agreement in principles Scarborough Borough Council agreement in principle			

# Enabling the development of offshore facilities

Whitby



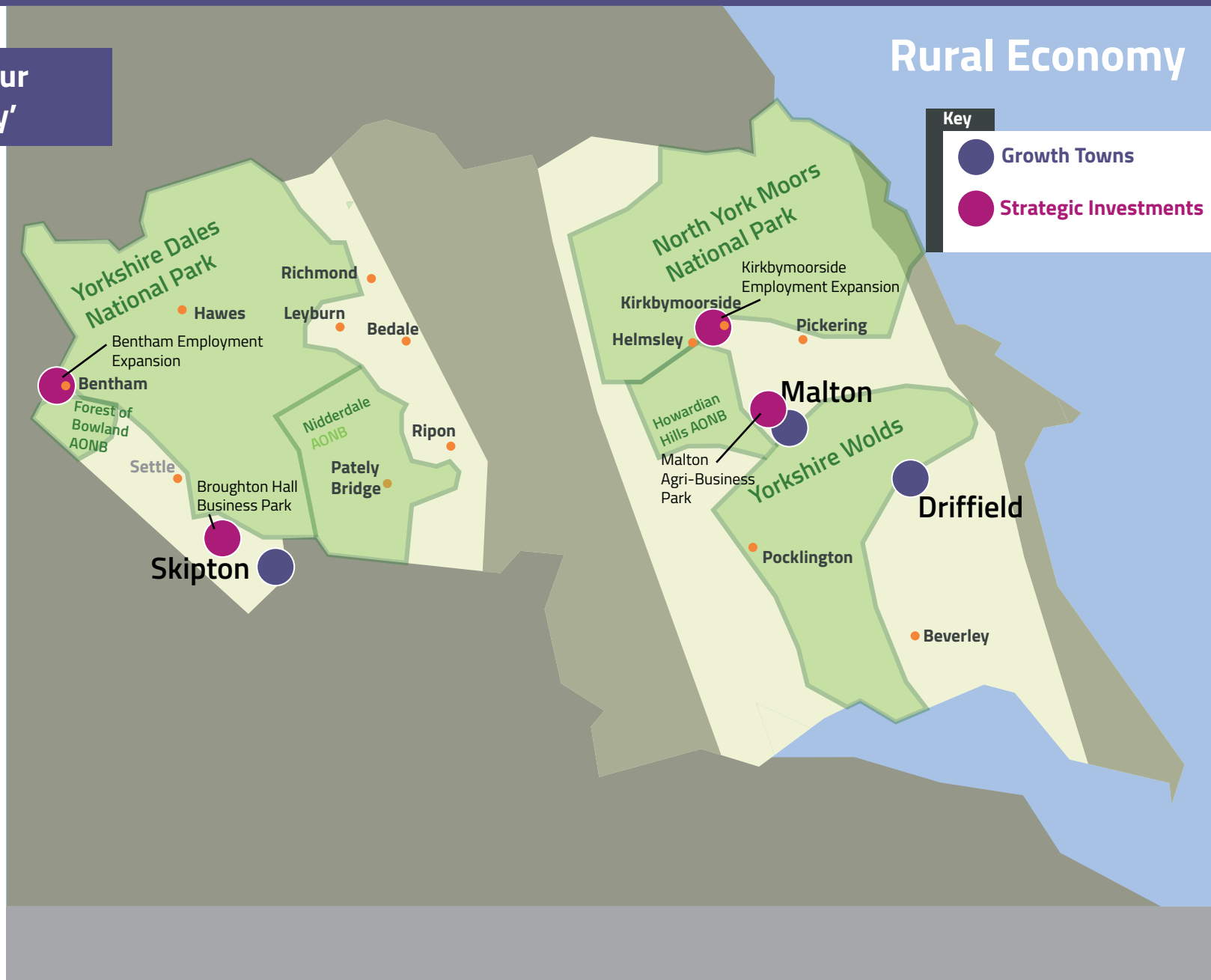
<b>Delivery Body</b>	Scarborough Borough Council	<b>Developers &amp; Project Managers</b>	In May 2013 Dalby Offshore Services Ltd and Scarborough Borough Council (the Port Authority) entered into a agreement to explore and develop opportunities for investment in Whitby and Scarborough Ports to provide provision for servicing of the Offshore Wind Sector.
<b>Options Appraisal</b>	Undertaken		
<b>Planning Status</b>	Facility buildings– Planning application, May – Oct 2014 Pontoon – EA works licensing May 2014 – Aug 2014 All other works permitted development		
<b>Land owners</b>	Scarborough Borough Council		The project board consist of Managing Director Dalby Offshore and the SBC Offshore Wind Project Board including Portfolio Holder for Harbours, Deputy Leader of SBC, Vice Chair of Whitby Harbour Board and the SBC Director of Business Support. Project delivery team consist of Buckley Burnett Limited, the SBC Economic Development Unit and Harbour Management Team.
<b>Agreements in place</b>	Agreements will be in place with all relevant bodies mid 2014.		In principal interest from - Dalby Offshore Ltd. SBC Harbour Services, (2 others confidential)
<b>Risk Strategy in place</b>	Risk Strategy is in place	<b>Agreed Timescales (project must start 15/16)</b>	Activity Date Complete outline design activity May 2014 Submit planning and consents May 2014 Detailed design activity May 2014 – Aug 2014 Tender for works Aug 2014 – Nov 2014 Secure all consents and finance Oct 2014 Contract for works Jan 2015 Mobilisation Start on site Mar2015 Facility build and warehousing Mar 2015 – Oct 2015 Construct Pontoon and facilities Mar 2015 – July 2015 Completion and occupancy of facilities Dec 2015
<b>State Aid Status</b>	No state aid issues		



## Dales, Moors and Wolds – our 'Outstanding Rural Economy'

We have a significant rural area covering the Yorkshire Dales National Park, North York Moors National Park, three AONB's and the Yorkshire Wolds. This outstanding landscape has small towns acting as service hubs for jobs and visitors. These are areas with future challenges, such as low wages where investment is needed to ensure sustainable economic communities rather than large scale growth.

We seek Growth Deal investment for a package of investment that will help to meet the abnormal infrastructure costs, accelerate development and support the growth ambitions of rural based businesses. Initial proposals for 2015/16 have been identified within a package that includes the development of a new agri-business park at Malton, expansion of Broughton Hall business park near Skipton and employment expansion at



Bentham and Kirkbymoorside. This package will continue to support sustainable rural growth across the Yorkshire Dales, Moors and Wolds in key settlements such as Hawes in Wensleydale, Pickering on the edge of the North York Moors and Driffield in the Yorkshire Wolds.

The visitor economy is an important employment and growth sector within this area, and building on the legacy of the Tour de France Grand depart in Yorkshire in 2014 it is proposed that an investment package is established that will support green infrastructure and significant improvements to the visitor infrastructure. This programme will utilise EUSIF funding through both ERDF and EAFRD.

### **A sustainable rural growth programme**

We have been working in partnership with the North York Moors National Park Authority, the Yorkshire Dales National Park Authority, and the two AONBs that

a wholly within our LEP area, to draw up a sustainable economic growth plan for our protected landscapes.

The four bodies – working with other local partners – will help the LEP to deliver a number of programmes that would enhance these living, and working upland landscapes:

- improve the resource efficiency of 'High Nature Value' upland farming;
- develop green, high-quality tourism with a unique, locally-distinctive offer;
- support a locally-led, environment based economy of micro-businesses;
- develop 'Green Infrastructure' that provides services to the wider economy;
- provide skills and training, including apprenticeships and volunteering opportunities; and
- increase production and deliver better environmental outcomes in arable farming.

Our invitation to Government is to join this LEP in co-designing future EAFRD/rural programmes to support sustainable economic growth in the Dales, Moors and Wolds building on the collaboration already undertaken with the National Parks, AONBs, Local Nature Partnerships and the Leader Local Action Groups.

A delivery resource package will be devised for these programmes utilising EUSIF and future LEADER funding and support. We invite Government to join us locally to co-design this programme in the future.

# Investment is needed to ensure sustainable economic communities rather than large scale growth.



## Yorkshire Dales, Moors and Wolds - Infrastructure Investment Plan 2015-2021

Projects and Programmes		Outputs			Finances					
		Jobs	Housing	Private Sector Investment Levered	Total Scheme Costs	Local Contribution	YNYER LEP Growth deal Funding Required	Profile of LEP Growth Deal Funding		
								2015/16	2016/17	Future Years
								£	£	£
Rural Business Led Growth Scheme (2015-17)		1025	-	£32,900,000	£41,150,000	£33,100,000	£8,050,000	£3,050,000	£1,000,000	£4,000,000
2015/16 and 2016/17 Proposals	New Agri-Business Park in Malton	605	0	£19,200,000	£ 21,300,000	£19,200,000	£2,100,000	£ 2,100,000	£	£
	Kirkbymoorside Employment Expansion	190	0	£400,000	£1,000,000	£400,000	£600,000	£300,000	£300,000	£-
	Bentham Town Square	50	0	£7,188,000	£1,000,000	£300,000	£700,000	£350,000	£350,000	£
	Broughton Hall business Park expansion	180	0	£1,350,000	£1,950,000	£1,300,000	£650,000	£300,000	£350,000	£
Total		1025	-	£32,900,000	£41,150,000	£33,100,000	£8,050,000	£3,050,000	£1,000,000	£4,000,000
A Sustainable rural Growth Programme		An invite to Government to assist the LEP and National Park Authority, Local Nature Partnerships and Local Leader Groups to co-design a Sustainable Rural Growth Programme for the Yorkshire Dales, North York Moors and Yorkshire Wolds								

# Unlocking rural employment growth sites

## LEP Wide

Rural towns are home to some significant businesses with ambitions to grow further but remain in their locality safeguarding and creating much needed rural jobs. In addition the attractive location of the Dales, Moors and Wolds provides an inspiring place to do business in high quality business parks.

A programme is proposed that will support this employment growth through investing in the infrastructure required balanced against the importance of maintaining the high quality environment. The initial first year of this programme includes:-

- New AgriBusiness Park at Malton – This will facilitate development of a high-quality business/ technology park in a strategic location adjacent to Malton, Ryedale's growth focus. There is good access via the A64 to the University or York and Scarborough, with this site excellently placed to act as a stepping stone between York, the FERA campus and Scarborough / Whitby. The provision of a separate agri business park provides scope to link AgriTech activities at FERA with wider agricultural activities and businesses. The objective of this project is therefore to construct a new or upgraded junction on the A169 near Malton, together with access road, in order to facilitate development of the business parks and Livestock Market.

- Expansion of employment in Kirbymoorside – The advanced engineering site on Ings Lane Kirbymoorside (currently occupied by Forum Technologies and Marshall Slingsby) is a major employment area for the town, employing over 350 people – with the capacity to increase to over 500. The site offers a significant opportunity for further growth and additional high-quality employment. Further growth at the Ings Lane site, however, is constrained by a narrow, poorly aligned access road, with few passing places, a narrow redundant railway bridge which restricts visibility, and potential capacity issues at the roundabout on the A170.



<b>Project Start Date</b>	April 2015	<b>Deliverability Rating</b>	Low Risk	<b>Local Growth Fund</b>	£4.05m
<b>Jobs Created</b>	1025	<b>Housing units</b>	N/A	<b>Private Sector Investment</b>	£28.12m
<b>Cost per job</b>	£3,951	<b>Cost per Housing Unit</b>	N/A	<b>Investment Leverage per £ invested</b>	£6.9

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£3.05m	£1.00m	£0.00m	£4.055m
Public Sector	£0.20m	£0.00m	£0.00m	£0.20m
Private Sector	£6.05m	£7.85m	£6.40m	£20.30m
Total Cost	£9.3m	£8.85m	£6.40m	£24.555m
Private/Public Funding Status	Malton: Private contributions agreed Kirbymoorside: Private contributions agreed in principle. Board approval shortly. Broughton Hall: Private contribution confirmed, Craven DC agreed in principle. Bentham: Private contribution unsecured, Craven DC agreed in principle			



## Unlocking rural employment growth sites

### LEP Wide

This is a major constraint on the expansion of key advanced engineering employers in the District and is limiting their potential to invest in and expand at their sites due to operational requirements.

- Expansion of Broughton Hall Business Park, near Skipton. The scheme is to convert two farms on the Broughton Hall Estate into exceptional quality office space which will accommodate high growth businesses through the conversion of existing farm building and the construction of new buildings that create an ultra-low carbon business community. The current Broughton Hall Business Park is a successful rural business park which has been able to overcome many of the barriers to supporting high growth businesses in rural areas. The next stage in the Estates development will take this experience and build on it by building facilities that will be the next generation of exemplars of rural development by developing space that will allow start-ups and the development of high growth knowledge intensive businesses. Central to this approach will be to achieve a zero carbon business community that will test new and emerging technologies and practices.

- Improvements to employment in Bentham. The project is to create a shared space within the centre of Bentham that will give the town a focal point, improve traffic flow and enable business growth. The road network within Bentham consists of the B6480 which runs through the centre. At the centre of the town a T-Junction provides access to the town's main employment area (which encompasses Wenning Avenue Industrial Estate and Angus Fire) and the Railway Station. The tight road layout at the junction is not suitable to deal with the volume and size of the vehicles needed to support the operational demands of the businesses located in this part of town; in particular, the layout does not provide the capacity that will be required to meet their plans to grow. The project will see a transformation change to the junction through the demolition of the former HSBC building and the creation of an area of public space. Further benefit will be gained through the rationalisation and improvement of Station Road to improve traffic flow and visibility to the town's employment areas.

Partners:	Role(s) and responsibilities
North Yorkshire County Council	Acting as Highways Authority (all 4 projects)
Craven District Council	Project Manage Highway Improvements (Broughton Hall & Bentham)
Ryedale District Council	Project Manage Highway Improvements (Kirbymoorside)
Private developer	Project manage (Malton)
Broughton Hall Estates	Project manage delivery of business park expansion
Forum Technologies/Marshall Slingsby	Kirbymoorside Business Park occupiers providing private sector contribution to project

<b>Delivery Body</b>	<p>Programme overseen by LEP Infrastructure Board:</p> <p>Malton – Private developer in conjunction with land owner</p> <p>Bentham – Craven District Council (with NYCC Highways)</p> <p>Kirbymoorside – Ryedale District Council (with NYCC Highways)</p> <p>Broughton Hall – Broughton Hall Estates (with Craven DC/ NYCC Highways)</p>	<b>Developers &amp; Project Managers</b>	<p>Malton: Land owners with a private developer will lead and manage the development.</p> <p>Kirbymoorside: Both company occupiers on site have approved plans for expansion following infrastructure</p> <p>Broughton Hall: Broughton Hall Estates will lead and manage the development.</p> <p>Bentham: Angus Fire will lead the expansion plans for their business subsequent to the infrastructure improvements.</p>
<b>Options Appraisal</b>	Full options appraisals undertaken on each distinct project within the programme.	<b>Risk Strategy in place</b>	All projects have a clearly defined risk management strategy in place
<b>Planning Status</b>	<p>Malton: Planning Application submitted March 2014 Consent expected July 2014</p> <p>Consistent with adopted Ryedale Plan</p> <p>Kirbymoorside: In principle support within adopted Local Plan. Application to be submitted July 2014.</p> <p>Broughton Hall: Majority of work will not need planning consent as covered under permitted development. Planning for new offices will be submitted in 2015.</p> <p>Bentham: Planning consent confirmed October 2014.</p>	<b>Agreed Timescales (project must start 15/16)</b>	<p>Malton: Early site works to commence 2014/Junction and access road to commence 2015 with completion late 2015/First units available on business park 2015/Livestock market 2015</p> <p>Kirbymoorside: Feasibility/Development work concluded in 2014 ready to commence delivery in 2015/16.</p> <p>Broughton Hall: Design/Planning/Procurement work concluded in 2014 ready to commence delivery in 2015/16.</p> <p>Bentham: Scheme design/acquisitions/consultation/planning work concluded in 2014 ready to commence delivery in 2015/16.</p>
<b>Land owners</b>	<p>Malton, Kirbymoorside &amp; Broughton Hall: No issues.</p> <p>Bentham: Negotiations in process with building owner that requires demolition as part of road junction improvements.</p>	<b>State Aid Status</b>	<p>Kirbymoorside and Malton: Medium risk and further advice required as infrastructure improvements benefit the development of the business park.</p> <p>Broughton Hall: No state aid issues. Highways works do not directly benefit the development and future development will be covered by GBER.</p> <p>Bentham: No state aid issues (public sector works)</p>
<b>Agreements in place</b>	Agreements are in place with NYCC Highways on all 4 projects re: road junction improvements. At Kirbymoorside, both existing companies on site are supportive of the infrastructure works and have agreed, in principle to expand operations following the improvements.		

## The growth of our towns linked to neighbouring cities

Our LEP area is almost surrounded by major urban conurbations and economic centres that each hold opportunities for growth. The south/east of our area could benefit from the investment going into Hull and the Humber ports area, particularly around the renewables industries. The south /west is linked to the financial and commercial centre of Leeds. The north has connections to the engineering industries of the Tees Valley. Investment is needed to enable further employment land and opportunities to be met within the main towns.

We are seeking to use Growth deal investment to support the growth ambitions of the main towns that are connected to the major cities surrounding our LEP area.



## Future growth town opportunities

5 year Growth Town plans have been drawn up for each of the priority growth towns in this area including Skipton and Harrogate. These set out the housing and employment growth ambitions over the next five years and highlight the barriers that are needed to unlock this development. They have been prepared in collaboration with the Local Authority Planning Authorities integrating them with their Local Plans. Initial proposals are set out above but future investment is proposed to deliver their growth ambitions.

The south / west is linked to the financial and commercial centre of Leeds.

The south/east of our area needs to benefit from the investment going into Hull and the Humber ports area, particularly around the renewables industries.





## Towns Linked to Neighbouring Cities - Infrastructure Investment Plan 2015-2021

Projects and Programmes	Outputs			Finances					
	Jobs	Housing	Private Sector Investment Levered	Total Scheme Costs	Local Contribution	YNYER LEP Growth deal Funding Required	Profile of LEP Growth Deal Funding		
							2015/16	2016/17	Future Years
							£	£	£
Skipton - South Skipton Employment Zone	1500	0	£106,719,624	£18,377,000	£14,877,000	£3,500,000	£ 1,500,000	£2,000,000	£
<b>Total (2015 – 17)</b>	<b>1,500</b>	<b>0</b>	<b>£106,719,624</b>	<b>£18,377,000</b>	<b>£14,877,000</b>	<b>£3,500,000</b>	<b>£1,500,000</b>	<b>£2,000,000</b>	<b>£</b>
Future growth investment	tbd	tbd	tbd	£18,000,000	£12,000,000	£6,000,000			£6,000,000
<b>Total (Future Years)</b>	<b>tbd</b>	<b>tbd</b>	<b>tbd</b>	<b>£18,000,000</b>	<b>£12,000,000</b>	<b>£6,000,000</b>			

# Employment Growth in Skipton – Skipton, Craven District

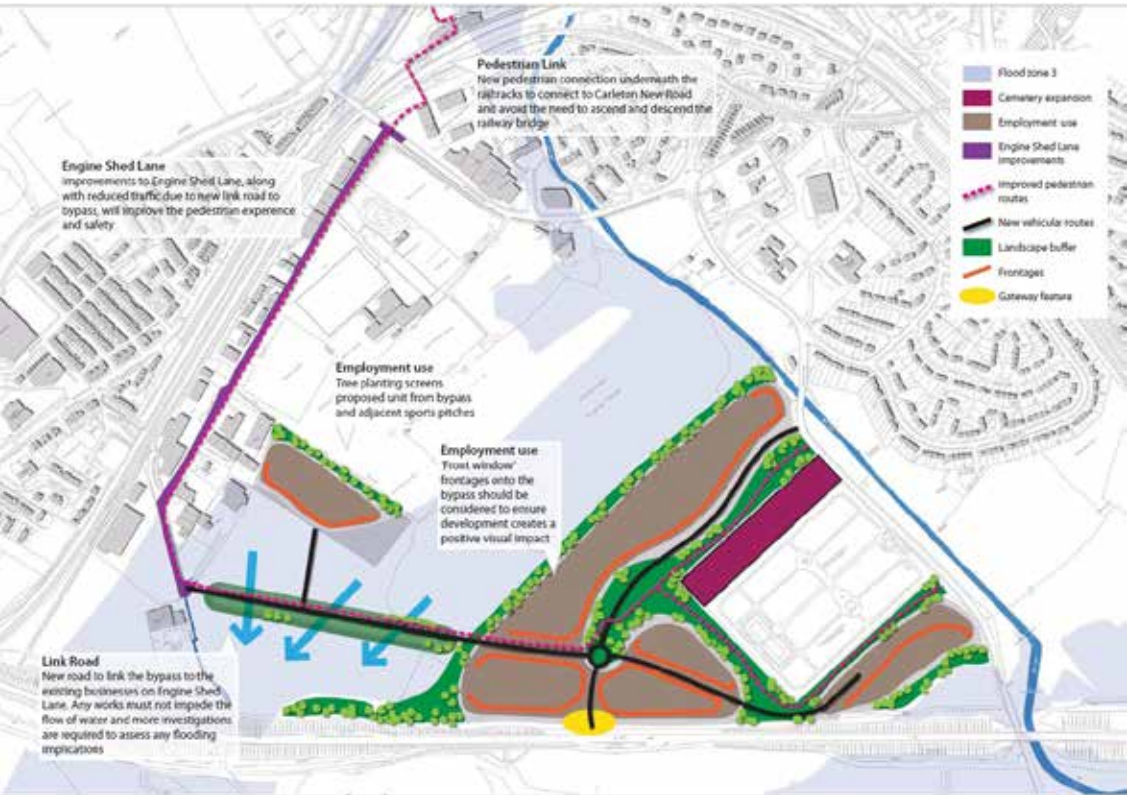
The project is to develop an employment zone that provides the capacity to meet a demand from businesses for space and services that will enable them to achieve their growth plans. This will be achieved in three phases:

Phase 1: Construction of a Flood Alleviation Scheme to enable land to be developed for employment and housing

Phase 2: Development of Engine Shed Lane Industrial Estate by creating more workspace and new access road

Phase 3: Development of a new business park – to be named Wyvern Park. The employment zone is located to the west of Skipton town centre and comprises 28.25 hectares of greenfield land, and existing industrial estate along Engine Shed Lane.

A private developer has acquired 23.5 hectares of the greenfield land for employment use – to be named Wyvern Park (the area shaded green on the attached plan). A planning application has been submitted for the development of that part of the land which lies outside the floodplain. The construction



Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£1,500,000	£2,000,000		£3,500,000
Craven District Council	£185,000			£185,000
Defra/FCRM GiA	£5,965,000			£5,965,000
Private Sector	£5,500,000	£2,525,000	£702,000	£8,727,000
Total Cost	£13,150,000	£4,525,000	£702,000	£18,377,000
Total Cost	£13,150,000			
Private/Public Funding Status	Craven District Council secured Private Sector secured £2.9million gap funding for the Flood Alleviation Scheme under negotiation with Defra. Rest of funds secured.			

# Employment Growth in Skipton

## Skipton, Craven District



of the Flood Alleviation Scheme will solve the flood risk issue that curtails the development of a further 10.6 hectares of the land.

The District has a growing concentration of companies within the medical and healthcare sector; the growth potential of which is limited by the current lack of suitably serviced land. This is evidence by the planning application for Wyvern Park which includes the development of a distribution centre and headquarters for one of the UK's leading providers of products and services to help maintain personal independent living.

Consultation with the businesses on the existing Industrial Estate has revealed that many have aspirations to grow but are restricted due to the poor environment and condition of the infrastructure servicing the Estate. The creation of a new access road will provide the Estate with a standard of infrastructure that is capable of accommodating the type and volume of traffic needed to facilitate their growth plans.

The Industrial Estate is at capacity, the project will be used to create additional capacity by developing the former rail depot site to provide units for new and small businesses.

<b>Delivery Body</b>	<p>Phase 1: The Environment Agency will act as the delivery body for the construction of the Flood Alleviation Scheme</p> <p>Phase 2: Craven District Council will act as the delivery body for development of Engine Shed Lane Industrial Estate.</p> <p>Phase 3: The private sector developer will take on responsibility for overseeing delivery of Wyvern Park.</p>
<b>Developers &amp; Project Managers</b>	<p>Phase 1 – Environment Agency</p> <p>Phase 2 – Craven District Council</p> <p>Phase 3 – Henry Boot Developments</p>
<b>Tenants signed up</b>	<p>Phase 3 – tenants have been announced for Phase 3, including a national supermarket chain; a leading healthcare company for the development of distribution and headquarters building; a local company to provide business innovation units</p>
<b>Options Appraisal</b>	<p>Full options appraisal undertaken</p>
<b>Land owners</b>	<p>Phase 2 – Engine Shed Lane and the former rail depot is in the ownership of Craven District Council</p> <p>Phase 3 – The Greenfield land is in the ownership of Henry Boot Developments</p>
<b>Agreements in place</b>	<p>NYCC Highways – in principle</p>
<b>State Aid issues</b>	<p>There are no state aid implications; the intervention carried out will be used to carry out public sector works</p>

Partners:	Role(s) and responsibilities
Craven District Council	Delivery of Phase 2
Environment Agency	Delivery of Phase 1
Henry Boot Developments	Delivery of Phase 3

# Employment Growth in Skipton

## Skipton



### Planning Status

Planning applications for Phase 1 and Phase 3 submitted; decisions expected in May 2014.

Planning application for construction of business units as part of Phase 2 to be submitted in May 2014

The Greenfield land is part of the emerging Craven Local Development Plan as a significant employment site

The Greenfield/employment land is the only potential site of any significant size with the capacity to ensure that the District can meet its future requirement for employment land within the Skipton area. The identification of the land for employment use has been based on the following criteria:

- The site adjoins an existing industrial/business area
- The site has potential for direct access to the A-road network avoiding residential areas
- The site has good road and/or rail access to Bradford and Leeds
- The land is well related to an existing settlement

### Risk Strategy in place

A risk strategy is in place for the individual phases

### Market Demand

The South Skipton Employment Zone has been identified as the only site of any significant size with the capacity to ensure that Craven District is able to meet its projected employment land needs. The Greenfield/employment land, which is generally flat, is the only site suitable for larger-floor plate developments. Early marketing by the private sector developer has identified a high degree of demand from a range of growth businesses from new start units to businesses wanting to expand – this supports consultation carried out for the emerging Craven Local Development Framework, which revealed that the District needs a new supply of employment land because the current lack of sites and premises is restricting the growth aspirations of the local businesses. The current shortage of available employment land is particularly acute in the higher demand area of Skipton.

Whilst the surrounding road network is strategic in nature and facilitates good access to Skipton and its surrounding environs, the road access serving the South Skipton Employment Zone site is not of adequate standard. New highways infrastructure is required in the form of a new access road to enable those businesses located on Engine Shed Lane Industrial Estate to realise their aspirations for growth.

Due to the topography of the district characterised by hills and floodplains there are no alternatives that provide sufficient space to allow local businesses to expand.

The project will address the lack of suitable employment land, the risk of flooding and inadequacy of the present highways; the key barriers curtailing the growth aspirations of existing businesses and acting as a deterrent to other businesses locating into the area.



# Employment Growth in Skipton

## Skipton



**Agreed Timescales  
(project must start 15/16)**

Phase 1: Construction of Flood Alleviation Scheme:		
Detail designs completed		March 2014
Tendering started		March 2014
Planning application determined		May 2014
Contractor engaged		May 2014
On-site works started		June 2015
Scheme completed		April 2016
Phase 2: Development of Engine Shed Lane Industrial Estate:		
Designs prepared		April 2014
Planning application submitted		May 2014
Tendering process started		June 2014
Construction of business units started		April 2015
Completion of business units		September 2015
First units occupied		September 2015
Phase 3: Development of Wyvern Park		
Planning application determined		April 2014
On-site construction started		June 2014
Essential services in place		May 2015
Hand-over to first occupants		March 2016

## Strategic Transport

Transport and connectivity have a direct and major impact on economic performance and business success. Transport assessment shows that to deliver the economic activity and growth detailed within our Strategic Economic Plan a number of targeted transport improvements are essential before 2020. Without these schemes our transport network will become blocked at major pinch points during peak periods, particularly along our East West connections and around York and Harrogate. Another major constraint on the economy is the condition of the vast rural road network and there is a need for investment to enhance reliability.

Our targeted package of required investments and improvement is detailed below. These wider strategic measures combine with our site-specific infrastructure measures (bridges and roads to access sites) to provide the transport capacity that we need to meet our ambitions of doubling house building rates and



providing 20,000 new jobs up to 2020, including delivering two new settlements around York.

The improved journey times and reliability that will result benefit employers and improve competitiveness, particularly on the less accessible east coast – but our over-riding need is to invest in specific strategic transport infrastructure to allow capacity for new development. Without this, we cannot accommodate all of our significant growth and many of our key proposals for 2017-20 will be blocked at the planning stage. Investment in the existing transport infrastructure will help to alleviate the costs incurred by business as a result of the deteriorating road network.

This LEP's package of measures follows a rigorous analysis of deliverability of schemes during 2015-20. Our five-year approach to transport improvements incorporates necessary steps to progress current strategic proposals to implementation stage during 2017-20, whilst giving early

priority to the major schemes that are construction ready and will be completed during 2015-17.

## Connect East and West

The central spine of this LEP area has strong north-south strategic transport links via the A1 (M), East Coast Main Line (ECML) and A19 corridors; this is the focus of our growth corridor and provides excellent links to adjoining regions to the north and south.

However, to achieve our growth plans we must improve deficient east-west links across the LEP area, which are a major obstacle to delivering our ambitious development programme. The focus for our transport investment centres around York, where the substandard ring road and the poor road and rail links to nearby Harrogate, Hull and Scarborough do not provide the capacity for our growth. These poor links impact on our ambitions for growth on the Yorkshire coast and within York and Harrogate and York's satellite towns.

The long and slow 80 mile / 2.5 hour journey across the LEP area – between our focus points for growth at Scarborough in the east and Skipton in the west – is impeded significantly by road and rail infrastructure that is unable to accommodate existing flows. Along this A59-A1237-A64-A1079 east-west corridor (and on the corresponding Leeds-Harrogate-York and York-Scarborough rail corridors) are other key centres for major development at York, Harrogate and Malton.

## York

York is the largest settlement in the LEP area and is a key centre of economic activity and growth. York is one of only five Local Authorities in the Yorkshire and Humber Region that experiences a net inward flow of trips to work and the most significant constraint on growth in York relates to existing highways capacity.

With key elements of the city's highway network already nearing capacity congestion at

key points is a major threat to continued growth. Congestion delay times across the network are forecast to almost double by 2026 and will be over two and a half times the current level by 2031. To mitigate this, a range of sustainable transport measures and investment in transport infrastructure will be needed.

The high traffic flows on the strategic road network, particularly the A1237 Outer Ring Road, leads to severe delays and redistribution of trips onto residential routes. Congestion on the Inner Ring Road and main radial routes deters cycling, creates a barrier for pedestrian movement and causes bus services to be slowed.



## Harrogate

As the second largest urban area in the LEP Harrogate is a key centre of economic activity and growth. Existing urban congestion issues in Harrogate / Knaresborough and capacity constraints on the highway network and rail route between York, Harrogate and Leeds provide a barrier to growth. The arterial routes within Harrogate are frequently congested with significant peak times delays, affecting profitability and viability of businesses as poor journey time reliability affects deliveries and collections as well as employees access to work.

The successful Harrogate and Knaresborough Local Sustainable Transport Fund (LSTF) programme (which NYCC is delivering) focuses on sustainable transport measures to aid the important conference, visitor and tourism economy in the town of Harrogate. The County Council has also submitted a bid for further LSTF revenue funding in 2015/16 which will

seek to build on this and deliver a package of sustainable transport measures to improve journeys between key employment, housing and educational locations in the Harrogate area. The aims to build awareness and demand for local train and bus travel opportunities prior to the implementation of improvements due to be made to the York, Harrogate and Leeds rail line.

The project will support the aspiration to better integrate Harrogate into the Leeds City region economy by improving journeys between Leeds, Harrogate and York. This will create greater access to local markets for Harrogate businesses and allow greater movement of skills and qualified workers throughout the wider Leeds City Region and North Yorkshire.

### An enhanced network for growth

At over 10,700 sq km, this LEP area is one of the largest economies in England by land

area, stretching almost coast to coast across England. To support existing economic activity and accommodate development traffic across the wider LEP area we also require investment in the deteriorating highway network to ensure it is fit for purpose.

YouGov has estimated that, on average a third of businesses lose about £15,000 per year because the condition of local roads reduces their competitiveness. This equates to a cost to our LEP businesses of £250m per year.



Better journey times between business hubs of Harrogate, Leeds and York will maximise the benefit of these economic powerhouses.



## Strategic Transport - Infrastructure Investment Plan 2015-2021

Projects and Programmes							
	Growth Impact	Total Scheme Costs	Local Contribution	LEP Growth Deal Funding Required	Profile of LEP Growth Deal Funding		
					2015/16	2016/17	Future Years
					£	£	£
<b>East- West Highways improvements and easing congestion in York and Harrogate</b>							
Harrogate Integrated Growth package	Easing congestion in York and Harrogate and enabling future growth.	£19,100,000	£3,500,000	£15,600,000	£1,000,000		£14,600,000 £9.6m pre-committed LGF from developed LTB.
Major upgrading of the A1079 (Hull to York)	Enabling future employment and housing growth between York and Pocklington.	£13,400,000	£1,340,000	£12,060,000	£6,343,000	£5,495,000	£220,000
Increasing the capacity of the A1/A59 Allerton Park Junction.	Enabling growth in York and Harrogate			£3,000,000	£3,000,000		
<b>Invest to ensure the existing transport network promotes growth and low carbon goals</b>							
Newland Bridge - Link from Drax to M62	Enabling growth at Drax	£1,600,000	£160,000	£1,440,000	£1,440,000	-	-
Maintenance of category 4 roads serving primary growth centres (North Yorkshire)*	Enabling growth within our growth towns	£34,000,000	£10,000,000	£24,000,000	£5,000,000	£5,000,000	£14,000,000
A road highway maintenance scheme (East Riding)	Enabling growth across East Riding	£23,900,000	£7,200,000	£16,700,000	£3,000,000	£3,000,000	£10,700,000
<b>Future Investment in East-West connectivity. Including:</b>							
A1237 York Northern Outer Ring Rd improvements	Enabling growth in housing and employment growth	£149,600,000	£47,300,000	£102,300,000		£700,000	£101,600,000
A64 York to Scarborough road improvements							
A59 Kex Gill improvement							
A64 Tadcaster Junctions							
<b>TOTALS</b>							

\*NYCC has committed £5m per year from corporate resources (not LTP) as match funding in 14/15 and 15/16 and will consider a further £5m per year for 16/17 to 20/21 dependant on the outcome of the LGF bid

# Harrogate Integrated Growth Package

## York – Harrogate – Leeds

To facilitate growth on the Harrogate line through investments to improve journey time, reliability and frequency through the re-doubling track East of Knaresborough as required. The investment is necessary as a pre-cursor to transformational investment in electrification of the line, for which a date in 2020-2026 is being targeted. The railway investment is complimented by further improvement to stations along the line, together with improving the attractiveness and effectiveness of the Harrogate Rail Station, and its connection to the town centre.

To stimulate the growth that is projected from these measures, an LSTF application is being submitted to ensure early introduction of measure to stimulate growth, to better promote and integrate Bus and Rail services creating effective transport interventions to connect businesses to customers and workforce, and help residents access employment in the town and wider city region. The LSTF bid will also build on the achievements of the successful LSTF round 2 bid for Harrogate.

The scheme is part of a series of investments leading to transformational change on the line and sustainable growth. (see next page)



Project Start Date	April 2015	Deliverability Rating	Local Growth Fund Investment	£15.6m
Growth Impact	The outline business case for the modernisation of the Harrogate Rail Line, demonstrates a BCR of 3.6 at £93m investment rising to 4.2 with wider benefits ie £400m of benefits; a retail study estimates a non-food retail gap of c£290m per annum which could be addressed by the measures proposed. Significant Station/Town Centre investments elsewhere have demonstrated BCR's generally understated in normal transport appraisal models. For the Sheffield interchange GVA benefits were understated by a factor of 7 times compared to the reality achieved on completion of the investment. It is anticipated that the package of measure will increase footfall through the town by more than 1m non car passengers per annum and reduce congestion on the road network with the removal of 13m vehicle km's per annum.			
Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£1.0m	£0.5m	£14.1m	£15.6
Local Authority	£0.25m	£0.25m	£3.0m	£3.5m
Total Cost	£1.25m	£0.75m	£17.1m	£19.1m
Private/Public Funding Status	NYCC have approved design cost funding of £0.5m, and have approved up to a further £3.0m from council funds for the local contribution. The Local Transport Body approved £9.6m from devolved Major Schemes Funding towards the capital cost of the track investment. A further £6m is sought for Harrogate Town Centre and station access improvements, and a further £0.75m growth fund is identified as match funding for the LSTF funding application.			

Partners:	Role(s) and responsibilities
NYCC	Scheme promoter, Project Sponsor
Network Rail	Asset owner, Design and Delivery Lead, Project Manager
Northern Rail	Train operator and station manager
Transdev	Bus Station owner and principal bus operating company

# Harrogate Integrated Growth Package

## York - Harrogate - Leeds

Scheme	Deliverables	Date	Cost	Source of funding
LSTF	Access, Ticketing and marketing improvements	2015/16	£1.8m,	LSTF £0.78m; LGF £0.6m; Other £0.42m
Harrogate Bus / Rail Station	Improved access, public realm pedestrian improvements	2017/18		LEP / Developer
Double Tracking	Double tracking east of Knaresborough – performance improvements and frequency enhancement	2018/19	£12.6m inc £0.5m prep costs	Devolved major schemes funding (LEP) £9.6; NYCC £3.5m
IEP Gauge clearance	Future proof to allow new Inter-city trains to operate	2018/19	£	Network Rail
Level Crossing Renewals	Safety improvements	2019/20	£18m+	Network Rail
Signals Renewals	Modernise signals Harrogate – York, improved reliability reduced cost of railway operation	2019/20	£20m+	Network Rail
*Levels crossing removal	Removal of level crossings at Starbeck, Belmont Road and Knaresborough	2019/20	£32m	DfT / Network Rail
*Overhead Electrification	Improvements to frequency, reduced journey times, increase in quality	2020/21	£93m	DfT/Network Rail

\*- further work to refine business case is to be carried out

To facilitate growth on the Harrogate line through investments to improve station access along the line, including information provision, ticketing machines, help points, car parking, level access, passenger waiting facilities and WiFi. These capital funded measures will complement the revenue funding being bid for through LSTF 3.

This project will enhance the benefits to be accrued through the approved (via the North Yorkshire Local Transport Body) £9.6m investment to upgrade a section of line between Knaresborough and Cattal from one track to two tracks to allow two trains to pass each other along this section of line. The scheme will increase service frequency, improve journey times and improve reliability/service performance. It is part of the overall package of improvement for the line.

Promoting the use of rail services between Leeds, Harrogate and York will mitigate some of the congestion experienced within Harrogate and on the A59 between York and Harrogate. This is essential to unlocking the town's greater economic potential in the commercial, service, retail and leisure industries. Harrogate LSTF 3 has identified the potential to create a comprehensive public transport commuter network between the town's 5 local train stations and its local bus services which serve a relatively confined area between Pannal, Harrogate and Knaresborough Stations.



# Harrogate Integrated Growth Package

## York - Harrogate - Leeds

<b>Delivery Body</b>	North Yorkshire County Council (NYCC) in partnership with Network Rail and Northern Rail	<b>Developers &amp; Project Managers</b>	Project led by North Yorkshire County Council in partnership with Network Rail and Northern Rail. Private sector support from Bus Operators is to follow and it is anticipated that commercial developer support will be forthcoming for some of the town centre measures.
<b>Options Appraisal</b>	Options appraisals have been carried out as part of the broader webtag compliant outline business case study for the line. This noted that the single line track and token signal system East of Knaresborough is a constraint to service improvement and concluded that a section of double track would be needed East of Knaresborough to enable trains at increased frequency to cross, and to improve reliability and performance. Further option appraisal will be carried out as part of the design (up to Grip 3/4) phase in 2015/16 and 2016/17. This will determine the length and location of the requirement for double track. Limited options appraisal has been carried out on the package elements, but rail industry standard appraisals using the PDFH for the investments will be applied.	<b>Risk Strategy in place</b>	Initial scheme delivery risk assessment to be carried out jointly by NYCC, Network Rail and Northern Rail
<b>Planning Status</b>	A proportion of the works will be carried out within the curtilage of Network Rail land and will not require planning consents. Where car are required to be extended the planning process will be identified on the critical path. Other interventions will be carried out on Bus Station site and won't need planning consent. Any regeneration work in Harrogate Town will be planned for later in the period and will be subject to consultation and planning consents.	<b>Agreements in place</b>	NYCC have Executive approval in principle to promote the scheme and have identified funding to advance the preliminary design. Other support confirmation to follow:- Network Rail and Northern Rail support the measures and formal agreement is not anticipated to be an issue. Bus Operator support is 'in principle' and confirmation and funding commitment is to follow. A draft 'Sponsors Instruction' has been prepared by Network Rail and is due to be signed off by the end of April.
<b>Land owners</b>	Measures will be added on land owned or controlled by the rail industry	<b>Agreed Timescales (project must start in 15/16)</b>	The scheme is a package of measure at various stations along the line and Harrogate Town Centre. It is therefore scalable and deliverable in concurrent work plans. To be commenced and in 2015/16. The double tracking investment is projected to be complete by December 2018. It is not contingent on the other investments (signal renewal, IEP Gauge Clearance and Electrification) but will be planned and carried out with regard to these in order to achieve efficiencies from synergies with design and procurement.
		<b>State Aid issues</b>	Not applicable



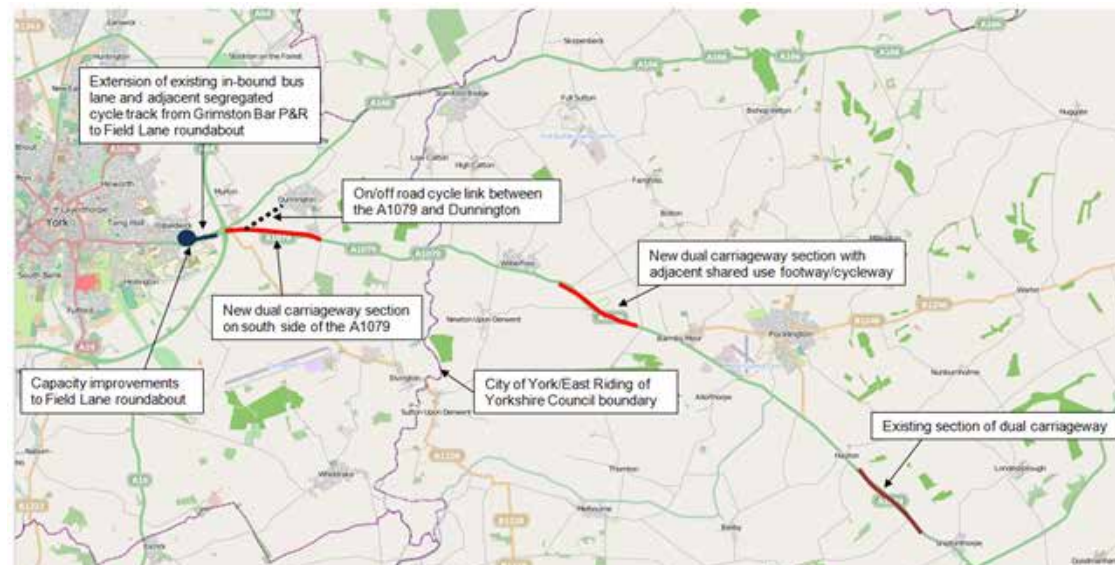
## Major upgrading of the A1079 (Hull to York)

### Location:

The A1079 forms the principal road link between the two major Yorkshire cities of York and Hull, and also connects the urban centres of Beverley, Market Weighton and Pocklington which are located along the route. The A1079 runs through the East Riding of Yorkshire Council and City of York Council administrative areas. The route is vital for freight accessing the Humber ports and for supply of labour for York, where the predominant supply of labour comes from the East Riding.

### The project

The proposed scheme involves the construction of two new sections of dual carriageway along the A1079, one between Pocklington and Wilberfoss and the other on the south side of the A1079 between Dunnington and Grimston Interchange. These will be complemented by new off road cycle paths, extensions to bus lanes and roundabout capacity improvement works (see scheme plan). The proposed scheme will increase capacity along the route and will help to accommodate the increase in traffic flows that will take place as a result of the significant proposed development being allocated along the A1079 corridor both in the City of York and in the East Riding Local Plans.



### Project Start Date

### Deliverability Rating

### Local Growth Fund Investment

**£12.06m**

### Growth Impact

Scheme will facilitate future employment development along the A1079 corridor. Planned employment land allocated in Local Plans will create nearly 5,000 new jobs in the A1079 corridor, including 2,000 at the University of York Heslington east campus extension and 2,200 through the creation of Whinorpe new town.

Scheme will facilitate future housing development along the A1079 corridor. Local Plans include allocated land for over 13,900 new houses along the corridor over the next 15 years.

Partners:	Role(s) and responsibilities
East Riding of Yorkshire Council	Project delivery and landowner
City of York Council	Project delivery and landowner

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£6,343,000	£5,495,000	£222,000	£12,060,000
Local Authority	£665,000	£490,000	£185,000	£1,340,000
Total Cost	£7,008,000	£5,985,000	£407,000	£13,400,000
Private/Public Funding Status	Funding secured through Local Authority capital Programme			

## Major upgrading of the A1079 (Hull to York)



<b>Delivery Body</b>	East Riding of Yorkshire Council and City of York Council
<b>Options Appraisal</b>	Completed
<b>Planning Status</b>	Planning permission not required because the scheme is adjacent to the public highway
<b>Land owners</b>	East Riding of Yorkshire Council City of York Council
<b>Agreements in place</b>	Yes

<b>Developers &amp; Project Managers</b>	N/A, no private developers involved
<b>Tenants signed up</b>	N/A
<b>Risk Strategy in place</b>	Yes
<b>Agreed Timescales (project must start in 15/16)</b>	Project will start on site in 2015/16 with the majority of the work taking place in 2015/15 and 2016/17. The project will be completed in 2017/18.
<b>State Aid issues</b>	None

# Increasing the capacity of the A1/A59 Allerton Park Junction.

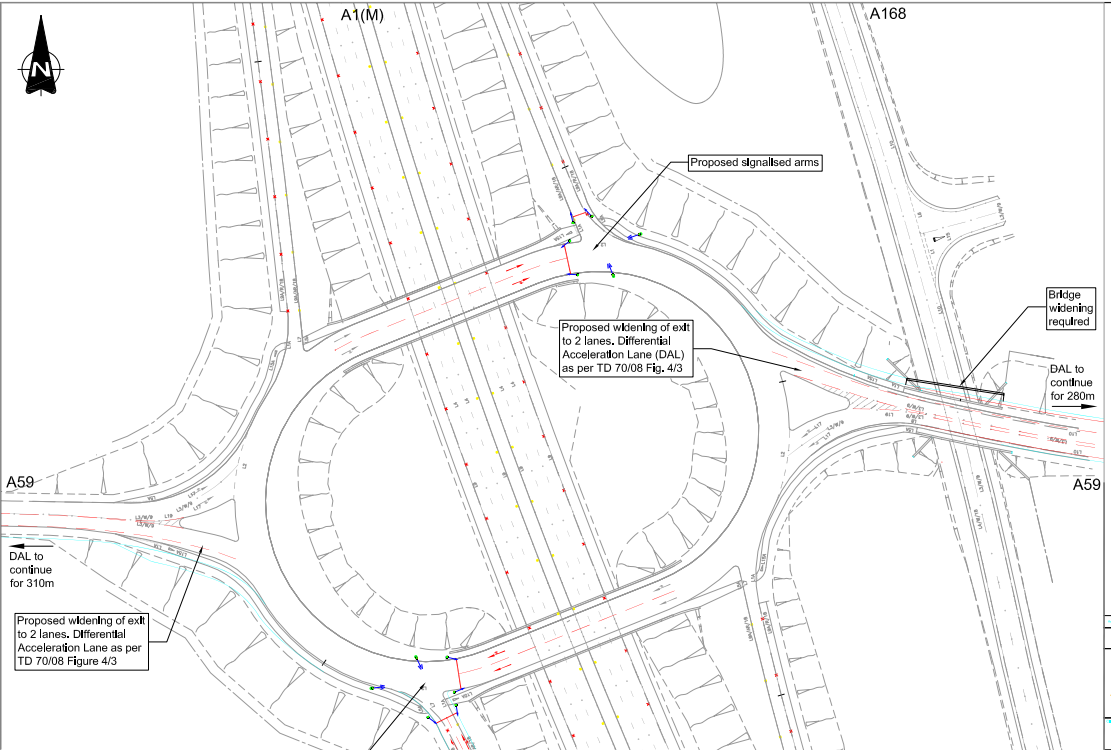
## Location:

Between Harrogate and York at the junction of the A1 and A59

## The project

Signalisation of the A1(M) / A59 (Junction 47) at Allerton Park near Harrogate and capacity upgrades to reduce traffic congestion on the A59 and reduce queuing on the A1(M) slip roads which regularly extends onto the mainline A1(M) in the peak hours. Scheme also includes safety remedial measures at the A59 / A168 (the A1(M) Service Road) junction approx. 200m east of J47. NYCC and Highways Agency project for 2015/16 implementation. This will reduce congestion and delays on this key junction, provide enhanced access to the A1 (M) from the two largest settlements in the LEP area and improve interurban connections between Harrogate and York releasing the potential for long term housing and employment growth.

Scheme likely to be phase 1 of a two phase improvement with phase 2 delivered by developer funding probably post 2020/21. Scheme is part of a wider package of improvements to east – west transport links



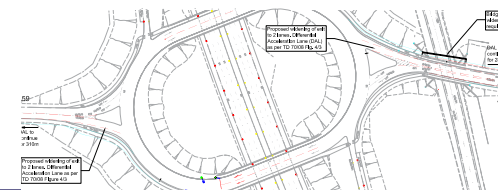
Project Start Date	Deliverability Rating	Local Growth Fund Investment	£3m
Growth Impact	Enabling future housing and employment growth in Harrogate and York		

Partners:	Role(s) and responsibilities
North Yorkshire County Council	Scheme Promoter and Highway Authority for the A59 and A168
Highways Agency	Highway authority for the A1(M) and A1(M) slip roads. Likely (through their agents) to be the delivery body.

Project Costs	2015/16	2016/17	Future years	Total
Local Growth Fund	£3,000,000	-	-	£3,000,000
Total Cost	£3,000,000			£3,000,000
Private/Public Funding Status				

# Increasing the capacity of the A1/A59 Allerton Park Junction.

Between Harrogate and York



<b>Delivery Body</b>	North Yorkshire County Council (NYCC) in partnership with the Highways Agency (HA).	<b>Developers &amp; Project Managers</b>	Project led by North Yorkshire County Council in partnership with the Highways Agency. No private sector developer involvement.
<b>Options Appraisal</b>	Very limited options available however initial option appraisal commenced March 2014. Preliminary design stage to commence April 2014.	<b>Risk Strategy in place</b>	NYCC have Executive approval in principle to promote the scheme and have identified funding to advance the preliminary design.
<b>Planning Status</b>	Phase 1 likely to be delivered within highway land and therefore 'permitted development' and no planning consent required.		
<b>Land owners</b>	NYCC / HA (May require land from third party but it is likely that they will be willing to dedicate this to the HA at no cost.)	<b>Agreed Timescales (project must start in 15/16)</b>	Likely that the scheme (phase 1) will commence and be completed in 2015/16. Slight possibility that completion may not be possible until early 2016/17.
<b>Agreements in place</b>	None at this stage however the Highways Agency have indicated that they foresee no problems with providing the necessary agreements.	<b>State Aid issues</b>	None. Scheme is an improvement to the highway network for all users and not linked to any specific development.



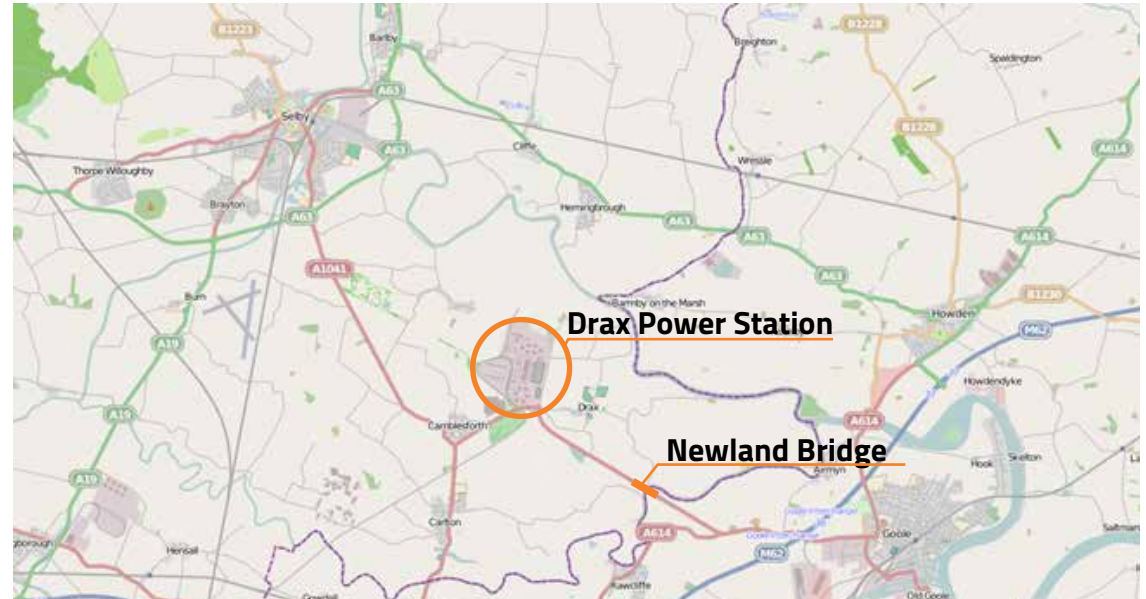
# Newland Bridge Maintenance Scheme

## Location:

Newland Bridge carries the A645 over the River Aire. The A645 links Goole and Selby and provides a direct route from Goole Docks and the M62 motorway to Drax Power Station and Drax village. The bridge itself is located on the border between the East Riding of Yorkshire Council and North Yorkshire County Council administrative areas.

## The project

Structural repair work must be carried out on Newland Bridge in order for it to remain functional and for the A645 to remain open. This scheme is based on works to limit the settlement of the embankments (linked to underlying peat layers) and prevent further stress to the bridge structure. Damage currently restricts the passage of large loads and could ultimately lead to the closure of the bridge to traffic. Closure of the bridge (and therefore the A645) would have a significant impact on the economies of Goole and Hull and additionally would have a major impact on the feasibility of the Biomass conversions at Drax power station and on the White Rose Carbon Capture and Storage (CCS) project, jeopardising the potential for over 1,250 construction jobs and 60 operational jobs.



## Investment Package

Total Cost	2015/16	2016/17	Future years
Profile	£1,600,000	-	-
Total	£1,600,000		
Finance	2015/16	2016/17	Future years
Growth Fund Investment	£1,440,000		
Private Sector	£160,000 from ERYC		
Identify if funding is secured	Funding secured following a successful bid to the Council's Capital Programme		

Partners:	Role(s) and responsibilities
East Riding of Yorkshire Council	Project delivery and landowner
North Yorkshire County Council	Landowner

## Newland Bridge Maintenance Scheme



<b>Delivery Body</b>	East Riding of Yorkshire Council	<b>Developers &amp; Project Managers</b>	N/A, no private developers involved
<b>Options Appraisal</b>	Completed. Refinement of preferred option now underway.	<b>Tenants signed up</b>	N/A
<b>Planning Status</b>	Planning permission not required because the scheme is on the public highway	<b>Risk Strategy in place</b>	Yes
<b>Land owners</b>	East Riding of Yorkshire Council North Yorkshire County Council	<b>Agreed Timescales (project must start in 15/16)</b>	Bridge works will start on site spring 2015 Works complete by early 2016 to allow the White Rose Carbon Capture and Storage power station scheme to commence.
<b>Agreements in place</b>	Negotiations with North Yorkshire County Council are ongoing. East Riding of Yorkshire Council has invited North Yorkshire to be involved in the scheme development and North Yorkshire is supportive of the scheme.	<b>State Aid issues</b>	None

What will be delivered							
<b>Jobs Created</b>	4,000 existing jobs at Drax safeguarded 1,250 new construction jobs and 60 operational jobs created if the White Rose Carbon Capture Scheme is successful (can only proceed if Newland Bridge is repaired)	<b>Hectares of employment land</b>	White Rose CCS scheme covers 27 hectares	<b>Housing Units (how many affordable)</b>	No new housing units as a direct result of scheme Transport access maintained to over 110 houses in Drax village	<b>Private sector investment</b>	No private sector contribution to the scheme However the works will support expansion and development at Drax power station, bringing significant investment into the area and providing new jobs for local residents

# Maintenance of rural connectivity to North Yorkshire growth centres

Rural roads feeding into the main growth centres of Catterick Garrison, Malton / Norton, Scarborough, Selby, Skipton, Harrogate, Northallerton, Thirsk

Package of highway maintenance schemes on the rural roads (Category 4) connecting into the main road network and growth centres in North Yorkshire to sustain and encourage economic growth in rural businesses and ensure that the benefits of economic growth in the towns encompass their wider rural hinterlands and feeder villages.

NYCC has prioritised its existing maintenance spending on the busier A and B road network between market towns and major service centres. However, connections in the rest of the county, between the service centres and their satellite villages are vital to their continued economic vitality and these connections rely on the lower category rural roads. Over 74% of the network in North Yorkshire is rural compared to the more typical local authority where only 29% of the network is rural. There is a total backlog of around £280m of maintenance works on these lower category roads (known as category 4a and 4b) in North Yorkshire. For the first time in 2013 over 25% of these roads are in need of maintenance and at the current rate of deterioration this could rise to as high as 65% of category 4a roads by 2021. This is likely to have a significant adverse impact on rural businesses, including tourism and agriculture which remain major contributors to local economies.

The County Council has already taken significant steps to improve efficiency in the delivery of highway maintenance works. Additional maintenance funding allocated from the Local Growth Fund will be utilised in accordance with the ongoing Commitment to improve efficiency through the principles set out as part of the Highway Maintenance Efficiency Programme.

YouGov has estimated that, on average, SME businesses affected by poor road condition lose over £8,000 per year on vehicle damage and increased fuel costs. A third of businesses also lose about £15,000 per year because the condition of local roads reduces their competitiveness. This equates to a cost to North Yorkshire business due to poor road condition of £240m and, in addition, there is also a cost to businesses of £150m per year if you consider the potential implications for reduced competitiveness.



Partners:	Role(s) and responsibilities
NYCC	Scheme promoter, delivery body and highway authority.

Investment Package						
Total Cost	15/16	16/17	17/18	18/19	19/20	20/21
Profile	£10m	£10m	£10m	£10m	£8m	
Total						
Finance	15/16	16/17	17/18	18/19	19/20	20/21
Growth Fund Investment	£5m	£5m	£5m	£5m	£4m	
Local Authority (NYCC)	£5m	£5m	£5m	£5m	£4m	
Identify if funding is secured	NYCC has committed from corporate capital resources (not LTP) £5m match funding in 14/15 and 15/16 from corporate finances as well as ensuring that the whole of the LTP maintenance block allocation continues to be invested in maintenance and that the majority of the LTP Integrated Transport Block allocation continues to be reallocated to highway maintenance. Dependent on the success of the LEP bid NYCC may consider a further £5m per year match funding (for 16/17 to 20/21) from corporate capital resources (not LTP).					

## Maintaining Rural Connectivity Package - Maintenance of rural connectivity to North Yorkshire primary growth

Rural roads feeding into the main road network to Catterick Garrison, Malton / Norton, Scarborough, Selby, Skipton, Harrogate, Northallerton, Thirsk



<b>Delivery Body</b>	North Yorkshire County Council	<b>Developers &amp; Project Managers</b>	NYCC to deliver schemes. No developer involvement necessary.
<b>Options Appraisal</b>	Not applicable	<b>Tenants signed up</b>	
<b>Planning Status</b>	Not applicable. Delivery not dependant on planning permissions	<b>Risk Strategy in place</b>	Initial delivery risk assessment carried out by NYCC. No significant risks to delivery.
<b>Land owners</b>	NYCC as highway authority	<b>Agreed Timescales (project must start in 15/16)</b>	LGF funding to be spent in 15/16 through to 19/20 as set out in the cost profile above. Potential NYCC commitment to additional longer term funding contribution.
<b>Agreements in place</b>	None necessary	<b>State Aid issues</b>	None

What will be delivered							
<b>Jobs Created</b>	Proposals support current and future Jobs in primary growth centres	<b>Hectares of employment land</b>	Proposals support employment allocations in primary growth centres	<b>Housing Units (how many affordable)</b>	Proposals support housing allocations in primary growth centres	<b>Private sector investment</b>	Not applicable



## 'A' Road Highway Maintenance Scheme

### Across the East Riding's 'A' road network

The scheme involves a programme of planned highway maintenance works focusing on the Council's 'A' road network. This will reduce the costs and delays associated with reactive roadworks (estimated at £568K cost to the local economy per annum) and will improve connectivity between the Council's 14 main settlements (as identified in the settlement network in the emerging Local Plan). The scheme will increase the percentage of 'A' roads in the East Riding ranked as very good from 31.5% to 86.1%. Further details on the exact programme of works for each road are available on request but treatments include reconstruction, overlay, resurfacing and surface dressing.



Partners:	Role(s) and responsibilities
East Riding of Yorkshire Council	Project delivery and highway authority

Investment Package						
Total Cost	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Profile	£4,200,000	£4,200,000	£4,200,000	£4,200,000	£4,200,000	£2,900,000
Total	£23,900,000					
Finance	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Growth Fund Investment	£3,000,000	£3,000,000	£3,000,000	£3,000,000	£3,000,000	£1,700,000
Local authority contribution	£1,200,000	£1,200,000	£1,200,000	£1,200,000	£1,200,000	£1,200,000
Identify if funding is secured	Funding secured following a successful bid to the Council's Capital Programme					

## 'A' Road Highway Maintenance Scheme

### Across the East Riding's 'A' road network



<b>Delivery Body</b>	East Riding of Yorkshire Council	<b>Developers &amp; Project Managers</b>	N/A, no private developers involved
<b>Options Appraisal</b>	Completed	<b>Tenants signed up</b>	N/A
<b>Planning Status</b>	Planning permission not required	<b>Risk Strategy in place</b>	Yes
<b>Land owners</b>	East Riding of Yorkshire Council	<b>Agreed Timescales (project must start in 15/16)</b>	The highway maintenance programme will commence in 2015/16 and run over a six year period to 2020/21.
<b>Agreements in place</b>	N/A	<b>State Aid issues</b>	None

#### What will be delivered

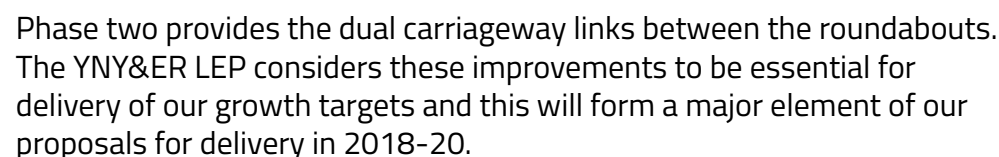
Jobs Created	Approximately 25				
Hectares of employment land	The future needs of the East Riding economy will be met through the allocation of at least 235 hectares of employment land through the emerging Local Plan. Businesses looking to locate in the East Riding will be attracted by an efficient road network with minimal delays and reliable connections to labour, supplies and markets, and well maintained roads which will reduce the risk of damage to vehicles. The scheme will therefore make the East Riding more attractive for investors.	Housing Units (how many affordable)	The Council's emerging Local Plan sets out provision for at least 23,800 dwellings to be constructed in the East Riding between 2012 and 2029 (1,400 dwellings per annum). New housing and employment development will be focussed in the East Riding's main settlements which are connected via 'A' roads. The scheme will therefore ensure that local roads can support housing growth and the associated increase in traffic without having an adverse effect on the efficiency of the transport network.	Private sector investment	No private sector contribution to the scheme

LEP-wide

The proposed two-phase improvement of the A1237 will reduce journey times for strategic travellers (estimated to be 15-20% of traffic) using the route between origins and destinations in West Yorkshire, York, North Yorkshire and the East Riding, thereby achieving this LEP's strategic aim of improving east-west connections. Upgrading will also:

- manage new travel demands associated with housing growth, specifically 'Clifton Moorgate' and Monks Cross (major sites in the emerging York Local Plan) and their impact on wider flows
- enable better access to employment, retail, health and leisure sites in York which serve the surrounding population.
- improve journey time reliability.
- deliver a much improved strategic cycle route between the two sides of the river and key employment, residential and retail/leisure facilities.
- increase cycling and walking trips between the residential, employment and education sites in the North and West of the City because the proposed upgrade will reduce traffic in the city centre and enable other sustainable transport measures to be introduced.
- link workers to employment and businesses to suppliers and markets.

Phase one will provide 'at grade' improvements to seven roundabouts on the A1237 from Wetherby Road to North Lane (Monks Cross), incorporating improvements for cyclists/pedestrians including subways at key junctions. This is to be delivered through the West Yorkshire plus Transport Fund (WY+TF)/LCR LEP.



It is anticipated that the overall two-phase package will be funded jointly by the Single Local Growth Fund bid, the WY+TF (which comprises funding from devolved Major Schemes, LTP and City of York Council sources) and Developer Contributions (s106 and/or Community Infrastructure Levy (CIL)). The actual level of additional contribution required will rely on confirmation of the funding levels available through the WY+TF and CIL. This LEP recognises the significance of these proposals and is fully supportive of those elements to be delivering through WY+TP and LGF funding via the Leeds City Region LEP.

See the Strategic Economic Plan and transport Annex for more detail.

## Major Upgrade of the A64 Scarborough to York

Proposals for targeted improvements to the A64 are being developed by a consortium of local authorities (NYCC, Ryedale DC, Scarborough BC and the City of York) and the Highways Agency who have recently agreed a Memorandum of Understanding (co-signed by this LEP) to co-operate on the progression and delivery of these proposals. These improvements include selective dualling, widening and junction schemes to address capacity and support sustainable growth in and around the towns and cities within the A64 corridor, whilst improving journey time reliability for strategic connections and increasing road safety. The ambition is to provide additional overtaking opportunities to reduce the current convoys of traffic behind slow moving vehicles and improve the accessibility of Scarborough and Malton, where housing and employment growth is programmed. Funding provided from the Local Growth Fund will complement and build on investment identified by the Highways Agency in their forthcoming Route Based Strategy.

The partners are currently developing the business case and will progress each of the selected schemes to detailed design so that they are construction ready by 2017/18. The Highways Agency is commissioning a study (beginning May 2014) to identify the preferred option for the priority section of the A64 immediately east of York, between Hopgrove and Harton Lodge. This section of the route has been highlighted as a priority given the capacity challenges, safety record and potential to further enhance links to the National Agri Food innovation campus at Sand Hutton. The local authority partners are taking forward similar investigations into upgrading of the A64 between Crambeck and Musley Bank and between Malton and Scarborough. The A64 partner organisations are initially seeking to ring-fence £50m of LGF funding for 2018-20.

To complement the above package of improvements to the A64 between York and Scarborough, NYCC will be seeking £7.1m to carry out improvement of the A64/A162 junction at Tadcaster to provide two additional slip roads to enable full turning movements at this junction allowing traffic to access the A64 to / from the A1(M) and Leeds direction. This would benefit businesses in Tadcaster (including major breweries) and traffic using the A162 from the nearby large industrial areas at Sherburn in Elmet. This improvement will remove a constraint to further development and growth due to the poor access to the trunk road from the town and internal urban traffic congestion.





## **A59 Harrogate to Skipton**

£23.5m of funding will be required to improve the resilience of the section of the A59 between Skipton and Harrogate in the vicinity of Kex Gill (approximately 8.5 miles east of Skipton), where it runs through a steep sided valley. A number of landslips have occurred in the valley in recent years and despite significant remedial work there is still a risk of further landslips where the A59 could be closed for a number of weeks or months. Diversion routes are significantly (15km) longer and pass through the communities of Otley and Ilkley in the Leeds City Region, resulting in significant congestion and delays to both diverted traffic and to drivers that usually travel along these routes. The Kex Gill realignment scheme will also incorporate sections of climbing lane which will significantly improve the standard of this section of road and provide overtaking opportunities for westbound traffic breaking up convoys of traffic that form behind slow moving vehicles.

## **Junction improvements in Harrogate and Knaresborough**

Harrogate Borough Council (the Planning Authority) working with North Yorkshire County Council (the Highway Authority) has identified a package of essential town centre junction capacity improvements to bring forward the housing and employment allocations in Harrogate and Knaresborough, identified as part of the Council's Submission Draft Sites and Policies DPD November 2013. This investment will help to accelerate growth within Harrogate and Knaresborough.



## Housing Initiatives

Housing growth is a vital element of economic growth. Jobs and economic benefits multiply beyond the construction sector and the needs of new residents boost commercial and service activity. Housing in the right locations is critical to the supply of labour, particularly in areas such as ours where a shortage of affordable housing threatens business expansion and development.

This LEP area has not been delivering enough housing, despite our acute needs, particularly affordable housing. Our housing headline is that we will – by unlocking major sites, investing in transport and through the specific housing measures set out below – **double the annual house building rate** (compared to 2012–14 build rates). Working with each of our local planning authorities and our Housing Board, we aim to deliver the maximum annual house building rate identified in the Local





Plans of each authority covered by this LEP.

The very strong appeal of our area and the quality of life offered by York, Harrogate, the Yorkshire Dales, Moors and coast has resulted in in-migration of well off, older households, plus longer distance commuters and those purchasing in the second and holiday home markets. These groups are out-competing indigenous, economically-active households, particularly given the low average wages in several parts of the LEP area. In some areas, house prices have risen to more than eight times annual earnings. Dual earner, middle-income households cannot afford to buy, even at entry-level prices in many areas. York is listed in the 'top 20 least affordable UK cities' in research by Lloyds Banking Group in February 2014 – the only Northern city in the list. Our high house prices and low average wages are compounded by a limited stock of affordable and private rented stock, particularly in our rural areas. We have a significant affordability gap and

therefore our second priority is to **triple affordable housing provision**. This further justifies our aim to double house building rates, with provision of market housing being our most effective way of delivering affordable housing (via S106).

The large proportion of older person households in the area (25% average) is leading to increasing care and support needs. Our existing housing stock is predominantly larger units, with a high proportion of detached homes. With limited downsizing options, older people remain in family homes, further limiting the supply for families, prices increase, the affordability gap widens and the lack of key workers to support communities continues. Our focus here is to support the provision of Extra Care facilities, to free up existing stock and to include housing for older people as a priority and as part of new Extra Care proposals to achieve additionality.

Although increasing housing supply, particularly of affordable

homes, dominates our housing challenge and our subsequent approach, we have additional challenges focussed on our coastal strip. Here are pockets of poorer quality housing and deprivation that require renewal and regeneration. We also have a specific challenge in our rural (off-gas) areas, with many households in fuel poverty in inefficient homes that they cannot afford to heat. This not only makes housing more unaffordable but occupies financial resources that could otherwise circulate in our economy.

The large proportion of older person households in the area (25% average) is leading to increasing care and support needs.



## Our Strategy

Investment in the key sites already described in this Plan is a central element of addressing the chronic shortage of housing and the resulting affordability gap. However, to further support housing activity and address other identified issues the LEP/ Housing Board has worked closely with the HCA, house builders and Registered Providers to design a package of measures to support planned investment and provide a platform for future housing growth. The initiatives are designed to address our significant affordability issues, meet the needs of older people and working age households, support rural economies and make best use of existing stock. They will be delivered by established mechanisms, including local authorities, Registered Providers, the Yorkshire Energy Partnership and My4Walls. Delivery of our housing initiatives, including accountability and partnership with the HCA, will be via our Housing

Board. This includes all our local authorities, plus representatives of house builders and Registered Providers, and has a strong track record of managing multi-million pound programmes with the HCA and monitoring their delivery.

## Freedoms and Flexibilities

The LEP/Housing Board is working with our partner Registered Providers to ensure that local bids to the '2015-18 Affordable Homes Programme' support the priorities of the LEP and the Housing Board. Given the scale and nature of our housing need we are seeking a ring fence and flexibility around funds from the HCA for this LEP area. We are seeking a **ring fence of £61m** for the York, North Yorkshire and East Riding local authority areas from the HCA Affordable Homes Programme 2015-18, with **associated flexibilities** to allow new provision to meet the needs of our communities.

Of this, **£50m** relates to delivery of new affordable homes, with a focus on supporting the key

housing growth investments set out in this Plan and ensuring that funding is targeted where communities need it most. The further **£11m** is required to deliver new housing via initiatives that seek to address key issues in the area:

- capitalising on the £38m Extra Care programme so that sites can provide accommodation which allows a wider group to access and support the extra care facilities and housing for key workers at the facilities and
- developing a 'Living Together' initiative to provide shared accommodation for younger working people in rural areas and Growth Towns
- addressing the investment needs in some of our housing markets (focussed on the Yorkshire coast) by combining purchase and repair and investment in existing properties
- Supporting rural housing growth.





Alongside investment in new homes, we are also seeking an additional **£9m via use of HCA capital receipts** (via recycling of loans – such as Get Britain Building – and from land sales in our LEP area) This will:

- provide equity loans for first time buyers to bridge the affordability gap, particularly in the second hand market
- enable more rural housing delivery across the LEP area
- provide affordable warmth measures for vulnerable households.

Our site-specific proposals to deliver housing almost all require LGF to overcome infrastructure issues that currently block their delivery. However, the Olympia Park site at Selby is flagged as opportunity to utilise the forthcoming round of Local Infrastructure Fund for medium sites. We seek allocation of £11m via LIF 2 to unlock the 844 homes on this site. We will also support other bids under the medium sites element of LIF2 that would assist delivery of the housing growth ambitions for this LEP area.

These are expected to include a bid for funding towards highway infrastructure to deliver Sowerby Gateway, a major housing site at Thirsk.

We also invite negotiations on:

- an amount of Care and Support Fund Round 2 to be allocated to the LEP area to address older persons housing needs in the private market
- maintaining the ability to request affordable housing provision on developments of 10 units or less, contrary to the Autumn 2013 proposal by Government. Our Housing Board is also responding to the consultation announced on 23/03/14. The level of need for affordable housing in this LEP area, combined with its rural nature and the regular occurrence of housing proposals with 10 units or less, justify an exemption from this national proposal.
- increasing borrowing capacity for local authority housing for 2015/16 and 2016/17 in partnership with the LEP. This would have a significant role to play in addressing housing shortages across the LEP area

and we will undertake discussions with each local authority on their capacity for borrowing within their long term business plans and any proposals to be put forward after the government has concluded on the process for bidding.

- ring-fencing of any funding to be recycled triggered by sales of existing stock by Registered Providers for future investment in new provision within the LEP area.

Given the potential for housing growth and the needs of this LEP area, we propose the initiatives and indicative costs set out in the table below. These seek to make most effective use of AHP and potential funding via the HCA within this LEP area (based on

latest estimates from 'HCA North East, Yorkshire and the Humber' regarding potential receipts expected in the next programme period). Each initiative is set out in more detail in Annex 1 within the 'Freedoms, Flexibilities and Collaborations' Chapter of this document.



#### Ask - 2015 to 18

£50 m ring fenced AHP for affordable housing in the LEP area via normal routes, with ability to flex allocations to meet identified needs.

+ £10 m additional AHP for initiatives (ave. £3.3m p.a. for 3 years of AHP)

+ £7 m in receipts from Get Britain Building (ave £2.3m p.a.) projected

+ C. £2 m in receipts from land sales (projected only)

#### Initiatives

C £11.1m from additional ring fenced AHP for initiatives (C. 2.5 m in Year 1)

C. £10m from ring fenced HCA receipts (C. £1.6 m in Year 1)

## Growth Deal Asks - Supporting Our Housing Markets & Communities – A 5 year Plan

Issue	Initiative	Description	Outputs and Funding					
			Outputs	Local Contribution	Funding Source	Profile of Funding		
						2015/16	2016/17	Future Years
						£	£	£
Rural Housing & Affordability	Rural Housing Enabling	Match funding for a dedicated, established Rural Housing Enabling Network to support housing growth in the rural economy.	90 new homes p.a.	Match funding from LAs and RPs	Ring Fenced HCA receipts & top up AHP for rural homes	£110,000 alongside C. £5k per unit rural top up from AHP	£110,000 alongside £5k per unit rural top up from AHP	£110,000 alongside £5k per unit rural top up from AHP
Affordability	First Home Yorkshire	Equity loans to bridge the affordability gap in the area, aimed at first time buyers for both the new and second hand markets across the LEP area.	30 completions p.a.	LA match funding + £160,000 receipts from previous initiative	Ring Fenced HCA receipts	£600,000 revolving fund	£600,000 revolving fund	£600,000 revolving fund
Existing Stock	Affordable Warmth	Initiative to reduce fuel poverty for vulnerable, low income households and off gas communities, including key workers and improve energy efficiency, especially in the private rented sector.	45 vulnerable households, 100 private landlords p.a.	LA funds which support Yorkshire Energy Partnership	Ring Fenced HCA receipts	£425,000 grants and revolving fund	£425,000 grants and revolving fund	£425,000 grants and revolving fund
Existing Stock	Yorkshire Interventions	Investment to rebalance housing markets, focussed on the Coast through physical regeneration and neighbourhood renewal to attract new, longer term investment in the private housing market	35 new homes via purchase & repair & investment in 50 properties p.a.	RP finance	Ring Fenced AHP (P&R) and HCA receipts	£1.5 m	£1.5 m	£1.5 m
Rural Housing Needs & Demography	Living Together	Improve housing choices for young people to support them in their housing and working lives through provision of good quality shared accommodation which is affordable on local incomes, focussed on rural areas and market towns.	15 property conversions = 45 – 60 sharers p.a.	Reinvest rental income from pilot following year 1	Ringfenced AHP	£1m	£900,000	£900,000
Demography & Affordability	Extra Care 'Plus'	Older persons and supported housing to use and sustain services offered by new extra care provision alongside local affordable housing aimed at extra care 'key workers' to reduce housing and travel costs for staff.	C. 10 homes around each facility for staff + C.30 new homes for older persons p.a.	NYCC resources and RP finance	Ringfenced AHP	£1.13m	£1.13m	£1.13m
	Totals							

## Governance, Prioritisation & Collaboration

The governance structures responsible for delivering the outcomes in the Strategic Economic Plan demonstrate genuine private sector leadership coupled with the public sector strength through accountability and transparency. The Strategic Economic Plan outlines the governance arrangements.

- The Plan for Growth comprises a suite of three documents:
- In addition, a three-year business plan, updated annually, will identify key deliverables, outputs and outcomes. This plan will include allocation of resources and funding of a Local Growth Team, who will support delivery.
- The Business Plan will be approved by both the LEP Board and Local Government North Yorkshire & York Leaders Board.



■ As detailed earlier, the Plan for Growth includes three growth programmes. Business Growth, Skills and Infrastructure. The full LEP Board will approve investment funds at a strategic programme level with each of the three programmes being managed through a dedicated Programme Board. Each Programme Board will be chaired by a LEP Board Member.

Programme Boards will also provide the local approval structure for EU Structural & Investment Funds. This will ensure best possible alignment and leverage from both funding streams.



Programme Board	Responsibilities
Business Growth Programme Board	1. Successful, profitable SMEs 2. A Global leader in food, AgriTech and bio-renewables
Skills & Employability Programme Board	3. Inspired People
Infrastructure Programme Board	4. Successful, distinctive places 5. A well connected economy

The full LEP Board will approve investment funds at a strategic programme level with each of the three programmes being managed through a dedicated Programme Board



## Public – Private Partnership

Representation on all Boards will include both Public and Private Sectors. Local Government North Yorkshire & York Leaders Board will nominate the Public Sector representation on each Board.

To support the Programme Boards, a Local Growth Team will be established. The Local Growth Team will comprise the LEP Secretariat and key local delivery partners. These will include Senior Local Authority Economic Development Officers, together with the Managing Officers of established local delivery structures (such as the York and North Yorkshire Housing Board and the Devolved Local Transport Body). These local delivery structures, where there is considerable depth of knowledge in their specialist area, will support project identification and development and also management of delivery. They will make recommendations to their parent Programme Board (i.e. Infrastructure or Skills and Employment or Business Growth) on project appraisals and prioritisation.

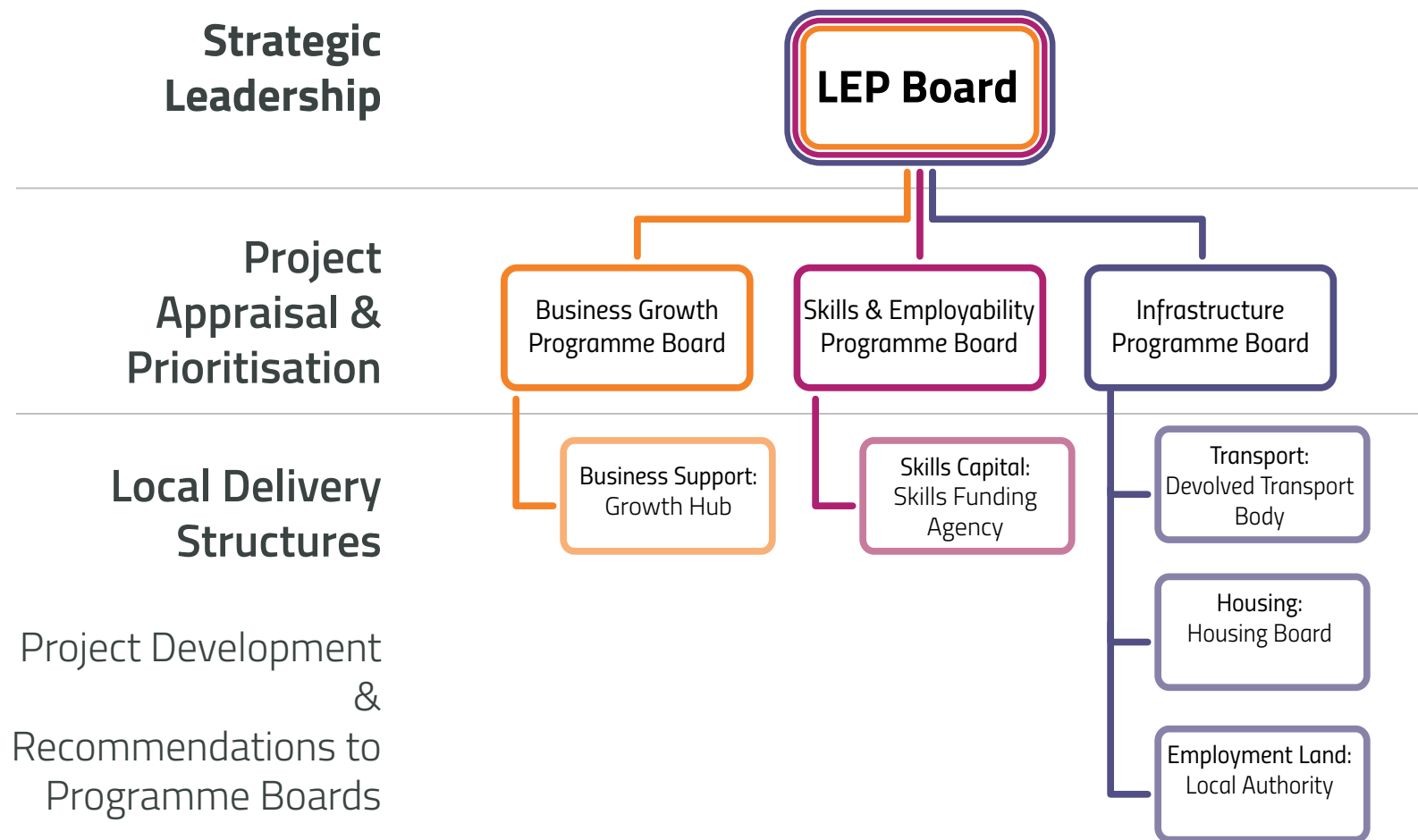
**The table below summarises the Local Delivery partners**

Local Delivery Structure	Expertise	Governance Status
Devolved Local Transport Body	Transport	Formal governance structure in place, which has been approved by the Department for Transport.
Housing Board	Housing	Formal governance structure in place and established history of working and delivering with HCA, including a £63m affordable housing programme.
Skills Funding Agency	Skills Capital	Government Agency, who currently manage skills capital investments. Agreement to manage investments based on LEP prioritisation.
Growth Hub	Business Support	A new structure Bringing together National & Local business support providers .

The role of the Local Growth Team will be to work in partnership with local partners to identify investments which will deliver greatest economic impact. They will then provide an independent Economic Impact appraisal before investments are submitted to the programme boards for prioritisation.

To support the Programme Boards, a Local Growth Team will be established. The Local Growth Team will comprise the LEP Secretariat and key local delivery partners

## Overview of responsibilities



## Collaboration

In delivering our ambitions we will work in collaboration with a range of key partners. To be effective we need to develop shared goals, to ringfence resource and invest where we can deliver greatest shared impact.

For many of these partnership we have already developed the relationships and are committed to joint delivery, we will continue with these; however in order to deliver our ambitious housing targets, we require intervention by government to enable the Homes & Communities Agency to ring-fence funding to support our plan.

Where promoters have submitted different elements of the same larger project to the YNYER and LCR LEPs, the two LEPs have had detailed discussions and confirmed there is no duplication, however there is some interdependence. The YNYER and LCR LEPs will work closely together to ensure scheme prioritisation and delivery of these projects is co-ordinated and complimentary.



Area of collaboration	Partners (additional to YNYER LEP)	Outcome	Ask of Govt
Housing Growth		See detail at Page 105 and Anne 2	Y
A64 Improvements	Scarborough Borough Council Ryedale District Council City of York Council North Yorkshire County Council Highways Agency	A memorandum of understanding has been signed to develop a shared long-term improvement strategy connecting City of York and the Yorkshire Coast	

Area of collaboration	Partners (additional to YNYER LEP)	Outcome	Ask of Govt
Growth in York	Leeds City Region LEP City of York Council	<p>York has ambitious plans for growth that need investment. The delivery of York's Local Plan proposals is essential to achieving this LEPs housing and growth targets. A collaborative approach between City of York, Leeds City Region and our LEP will maximise the investment delivered in York to support these plans.</p> <p>The city's ambitious ultra-fast broadband plans are set to make it the most digitally connected city in Europe, supporting York's position as one of Europe's favourite destinations to live, visit and do business.</p> <p>A range of growth driven investment opportunities covering strategic sites, transport and innovation assets have been developed and are being progressed by both LEPs. We are fully supportive of the proposals submitted through Leeds City Region for Investments in York. In particular, the following elements of the LCR Growth Plan are vital for the delivery of the ambitions and targets within the YNY&amp;ER LEP Growth Plan:</p> <p>BioVale BioHub – Joint Investment by both LEPs</p> <p>York Central – Leeds City Region Investment</p> <p>The major package of transport interventions:</p> <ul style="list-style-type: none"> <li>• A1237 – York Northern Outer Ring Road – Joint Investment by both LEPs, with the initial package (low intervention) of junction improvements being taken forward through LCR LEP and West Yorkshire + Transport Fund. The later package of dualling between junctions will be progressed by both LEPs as a 2017 onwards project.</li> <li>• Bus Network Improvements</li> <li>• York Cycle Package</li> <li>• Freight Consolidation Centre</li> <li>• Greening the bus fleet</li> <li>• Haxby Station</li> <li>• James Street Link Road Phase II</li> <li>• Local Sustainable Transport Fund Package</li> <li>• York Urban Principal Road Corridor Improvement Scheme</li> <li>• Public realm to support transport improvements</li> <li>• York Traffic Signal Upgrade</li> <li>• York Travel Plan Update</li> <li>• York Connectivity Package</li> <li>• Access York Phase II – A19 bus lanes and P&amp;R Priority Access</li> <li>• Access York Phase II – Clifton Moor P&amp;R</li> <li>• Access York Phase II – Public Transport Improvements 2</li> <li>• Access York Phase II – York Central Access.</li> </ul> <p>Without these inter-linked transport improvements it will not be possible to deliver the housing and employment proposals within the York Local Plan. The proposed growth at York is a key element of the housing and employment ambitions of this LEP and failure to invest in these transport measures will delivery of this growth.</p>	N



Area of collaboration	Partners (additional to YNYER LEP)	Outcome	Ask of Govt
BioVale	Leeds City Region LEP University of York City of York Council	As a collaborative initiative between ourselves and Leeds City Region LEPs, BioVale is proposed as an innovation cluster that will support the development and promotion of Yorkshire and Humber as an international hub for the knowledge-based bio-economy, focusing on high value chemicals, natural products, next generation biofuels and bio-wastes valorisation. Cross-LEP boundary collaboration will also serve to maximise the overall economic impact of investments at the proposed BioVale Open Access Hub, advancing local interventions through scalability	N
National AgriFood Innovation Campus	DEFRA Food & Environment Research Agency University of York Ryedale District Council	We have been working for two years with DEFRA to transform the Food & Environment Research Agency (FERA) into a national AgriFood Innovation Campus with FERA, an internationally renowned innovation facility, the core anchor tenant. This has now been achieved and a masterplan developed for this site. The LEP has already invested £2.3m Growing Places funds in delivering the masterplan and has further investments within its Business Growth Investment Plan. Parallel to this, DEFRA are currently procuring a commercial investor to work with FERA in increase its commercial activity and maximise its growth.	N
Growth in Selby	Leeds City Region LEP Selby District Council	Olympia Park is the key strategic site in Selby District. Both Leeds City Region and this LEP have identified this site as a priority and are working together to develop an investment package to deliver the site. This investment is included with both LEP Growth Plans	N
Growth in Skipton	Leeds City Region LEP Craven District Council	Horseclose is major housing site in Craven District. Delivery of this site is essential to achieve the housing targets for Craven DC and for this LEP. Investment to provide infrastructure to unlock this site is being progressed through the LCR Growth plan but this proposal is also supported by this LEP.	N
Rural Growth	Rural Payments Agency DEFRA Natural England Environment Agency National Parks Local Nature Partnerships	Rural growth and the relationship between the natural environment and the economy is complex with many stakeholders. We are undertaking the DEFRA developed Local Environment & Economic Development (LEED) toolkit to understand this relationship and to align environmental and economic growth spend in the most effective way. The outcome will be a shared rural growth plan. Additionally, we are working with the Rural Payments Agency, to develop a model of future working around Rural Development Funding which will act as a template for LEPs across the country.	N
Small Business Growth	BIS Business Networks including; FSB IOD NFU Chamber of Commerce	Our Growth Hub proposal targets supporting small business to grow. This has been developed with the key Business Networks in our area and the ongoing strategic direction, management and delivery of the growth hub will be via an active partnership.	N

## Annex 1 – Growth Deal Sheet

Summary of LGF (15/16)				Summary of LGF (Future Years)				
Outputs/Impact	Direct Outputs from 2015 investments	Area	"Total 15/16 LGF £m"	"16-17 £m"	"17-18 £m"	"18-19 £m"	"19-20 £m"	"20-21 £m"
Jobs	12257	Transport	19.79	14.70	9.22	22.10	65.60	43.70
Construction Jobs	6750	Skills Capital	8.35	8.68	8.00	8.00	8.00	8.00
Houses	5044.00	Housing & Employment Land	23.50	10.25	8.50	11.50	13.50	8.50
Private Investment	1000.90	Business Growth	11.65	4.50	4.50	10.50	4.50	1.00
Additional learner numbers	2720.00							
Additional Apprentices	782.00	Total	63.29	38.13	30.22	52.10	91.60	61.20
Increased employer engagement	528.00							

BUSINESS GROWTH PLAN																	
"Project or Programme Name & Brief Summary"	Theme of Project or Programme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between two or more LEPs	If so, who will lead Delivery
"Business Growth Hub New, innovative Business Growth Hub model to support business growth."	Business Growth	Pre-committed LGF								0.00	6	12	2219	0	50		
		Competitive LGF	Rev	0.35	0.50	0.50	0.50	0.50		2.35							
		LA Funding								0.00							
		Private Investment	Rev	6.00	11.00	11.00	11.00	11.00		50.00							
		Other								0.00							

BUSINESS GROWTH PLAN																	
"Project or Programme Name & Brief Summary"	Theme of Project or Programme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between two or more LEPs	If so, who will lead Delivery
"National AgriFood Innovation Campus. Investment to create a National AgriFood innovation campus near York."	Business Growth	Pre-committed LGF								0.00	14	14	800	0			
		Competitive LGF	Cap	2.30			6.00			8.30							
		LA Funding								0.00							
		Private Investment								0.00							
		Other - ERDF/ Defra	Cap	0.80	2.00	2.00	4.00			8.80							
"York BioHub. Development of a BioHub with the University of York that will drive the growth of the biorenewables and wider bioeconomy sector."	Business Growth	Pre-committed LGF								0.00	14	16	2000	0			
		Competitive LGF	Cap	6.00	1.00	1.00	1.00	1.00	1.00	11.00							
		Other - University	Cap							0.00							
		Other - LCR	Cap	3.00						3.00							
		Other ERDF	Cap		10.00					10.00							
		Other ERDF	Rev	2.00	2.00	2.00	2.00	2.00		10.00							
"Business Growth Grants. Extend the existing Business Grant Programme to support the growth aspirations of small businesses."	Business Growth	Pre-committed LGF								0.00	6	19	1500	0	60		
		Competitive LGF	Cap	3.00	3.00	3.00	3.00	3.00		15.00							
		LA Funding								0.00							
		Private Investment	Cap	12.00	12.00	12.00	12.00	12.00		60.00							
		EUSIF	Cap	1.00	1.00	1.00	1.00	1.00		5.00							

SKILLS CAPITAL PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Programme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Additional Learner Numbers	Additional Apprentices	Increased employer engagement	Is this a joint bid between two or more LEPs	If so, who will lead Delivery
"Harrogate College. New build and refurbishment of college campus."	Skills	Pre-committed LGF								0.00	22	24	735	150	50	Y - Leeds City Region	York, North Yorkshire, East Riding LEP
		Competitive LGF	Cap	4.00						4.00							
		LA Funding								0.00							
		Private Investment								0.00							
		Other - College	Cap	4.00						4.00							
"Yorkshire Coast College. create a new apprenticeship academy and up-grade campus "	Skills	Pre-committed LGF								0.00	22	25	1335	385	45		
		Competitive LGF	Cap	1.75	3.35					5.10							
		LA Funding								0.00							
		Private Investment								0.00							
		Other - College	Cap	3.50	6.70					10.20							
"Askham Bryan College - Agricultural Skills Building a world class AgriTech facility at Askham Bryan College."	Skills	Pre-committed LGF								0.00	22	28	200	75	150		
		Competitive LGF	Cap	1.00						1.00							
		LA Funding								0.00							
		Private Investment								0.00							
		Other - College	Cap	2.00						2.00							



SKILLS CAPITAL PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Programme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Additional Learner Numbers	Additional Appren-tices	Increased employer engage-ment	Is this a joint bid between wo or more LEPs	If so, who will lead Delivery
"Askham Bryan College -Engineering Centre. To build a new purpose built 1,250m2 building which will comprise industry standard workshops "	Skills	Pre-com-mitted LGF								0.00	22	26	310	50	190	Y - Leeds City Region	York, North Yorkshire, East Rid-ing LEP
		Competi-tive LGF	Cap	0.60						0.60							
		LA Fund-ing								0.00							
		Private Invest-ment								0.00							
		Other - College	Cap	1.20						1.20							
"East Riding College - Bridlington Campus The building of a two-storey extension to existing Engi-neering and Construction workshops at the College's Bridlington campus "	Skills	Pre-com-mitted LGF								0.00	22	27	140	122	93		
		Competi-tive LGF	Cap	1.00						1.00							
		LA Fund-ing								0.00							
		Private Invest-ment								0.00							
		Other - College	Cap	0.50						0.50							
Skills Capital Programme - Future Years	Skills	Pre-com-mitted LGF								0.00	22	-					
		Competi-tive LGF	Cap		5.33	8.00	8.00	8.00	8.00	37.33							
		LA Fund-ing								0.00							
		Private Invest-ment								0.00							
		Other - College	Cap		10.67	16.00	16.00	16.00	16.00	74.67							

INFRASTRUCTURE PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Programme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between two or more LEPs	If so, who will lead Delivery
Investing along the A1-A19 Corridor – our 'Growth corridor'																	
"Housing and Employment Growth Site at Selby. Investment at Selby Olympia Park will address some exceptional costs in remediating the land and the need to build a bridge over a railway as part of the site access requirements."	Housing & Employment Land	Pre-com-mitted LGF								0.00	29	37	2000	844	110	Y - Leeds City Region	York, North Yorkshire, East Riding LEP
		Competitive LGF	Cap	11.50						11.50							
		LA Funding								0.00							
		Private Investment	Cap	2.19	13.31					15.50							
		Other LCR LGF	Cap	5.00						5.00							
"Employment Growth Site at Sherburn in Elmet. Investment in a bridge and access road to open up a new employment site. Potential for investment to be recoverable."	Housing & Employment Land	Pre-com-mitted LGF								0.00	29	41	250	0	57		
		Competitive LGF	Cap	2.95						2.95							
		LA Funding								0.00							
		Private Investment								0.00							
		Other								0.00							
"Housing and employment growth at Northallerton. Investment in infrastructure including a link road and bridge to unlock a strategic housing growth site."	Housing & Employment Land	Pre-com-mitted LGF								0.00	29	35	600	950	320		
		Competitive LGF	Cap	1.00	5.00					6.00							
		LA Funding								0.00							
		Private Investment	Cap	1.00	5.00					6.00							
		Other								0.00							

INFRASTRUCUTRE PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Pro-gramme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between wo or more LEPs	If so, who will lead Delivery
"Growth at Catterick Garrison. Investment in junction improvements and flood al-leviation that will assist the major growth of Catterick Garrison and unlock housing and employment."	Housing & Employ-ment Land	Pre-com-mitted LGF								0.00	29	39	200	1900	25		
		Competi-tive LGF	Cap	1.20						1.20							
		LA Fund-ing							0.00								
		Private Invest-ment	Cap	0.6					0.6								
		Public	Cap	3.2	0.6				3.8								
"A1/A19 Future Growth Programme. Targeted schemes in our growth towns of York, Northallerton, Selby, Malton and key employment sites along the A1."	Housing & Employ-ment Land	Pre-com-mitted LGF								0.00	29	-	Tbc	Tbc	Tbc		
		Competi-tive LGF	Cap			2.50	2.50	2.50	2.50	10.00							
		LA Fund-ing	Cap			1.00	1.00	1.00	1.00	4.00							
		Private Invest-ment	Cap			2.00	2.00	2.00	2.00	8.00							
		Other	Cap			2.00	2.00	2.00	2.00	8.00							
Investing in a strong and growing Yorkshire Coast economy – our 'Opportunity Coast'																	
"Housing growth at Scar-borough. Investment in access road to unlock a major strategic housing growth site at Mid-dle-Deepdale, Scarborough."	Housing & Employ-ment Land	Pre-com-mitted LGF								0.00	29	46	0	1350	238		
		Competi-tive LGF	Cap	2.30						2.30							
		LA Fund-ing	Cap	0.94						0.94							
		Private Invest-ment	Cap	7.10	7.10					14.20							
		Other	Cap	3.50	2.40					5.90							

INFRASTRUCUTRE PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Pro-gramme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between wo or more LEPs	If so, who will lead Delivery
"Supporting new coastal growth opportunities. Development of a Whitby Offshore Industries Hub providing new facilities at Whitby harbour to accom- modate off shore wind supply chain facilities."	Housing & Employ- ment Land	Pre-com- mitted LGF								0.00	29	48	100	0	2		
		Competi- tive LGF	Cap	0.00	2.00					2.00							
		LA Fund- ing	Land	Land	0.16					0.16							
		Private Invest- ment	Cap	0.00	2.00					2.00							
		Other								0.00							
"Yorkshire Coast - Opportu- nity Coast Programme. Future investment pro- gramme to unlock growth on the coast including major redevelopment of Bridling- ton (including a new Marina) and Scarborough."	Housing & Employ- ment Land	Pre-com- mitted LGF								0.00	29	-				Y - Hum- ber LEP	Future years, TBC
		Competi- tive LGF				5.00	5.00	10.00	5.00	25.00							
		LA Fund- ing								0.00							
		Private Invest- ment								0.00							
		Other				10.00	10.00	20.00	10.00	50.00							
Dales, Moors and Wolds – our 'Outstanding Rural Economy'																	
"Rural Business Led Growth Scheme. Programme of capital investment to enable local rural employment sites and business expansion. First two years package includes - Agri-business Park at Malton, Employment site expansion at Kirkbymoorside and Bentham, and extension of a rural business park at Broughton Hall near Skipton."	Housing & Employ- ment Land	Pre-com- mitted LGF								0.00	29	53	1025	0	32.9		
		Competi- tive LGF	Cap	3.05	1.00	1.00	1.00	1.00	1.00	8.05							
		LA Fund- ing	Cap	0.20						0.20							
		Private Invest- ment	Cap	6.05	7.85	7.00	4.00	4.00	4.00	32.90							
		Other								0.00							



INFRASTRUCUTRE PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Pro-gramme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between wo or more LEPs	If so, who will lead Delivery
The growth of our towns linked to neighbouring cities																	
"Major Employment Growth in Skipton. Investing in site infrastruc-ture to unlock the potential growth of a major employ-ment site know as the South Skipton Employment Zone."	Housing & Employ-ment Land	Pre-com-mitted LGF								0.00	29	59	1563	0	106		
		Competi-tive LGF	Cap	1.50	2.00					3.50							
		LA Fund-ing		0.19						0.19							
		Private Invest-ment	Cap	5.50	5.53					11.03							
		Other								0.00							
"City Links Future Growth Programme. Future investments to sup-port the growth ambitions within our Growth Towns."	Housing & Employ-ment Land	Pre-com-mitted LGF								0.00	29	-					
		Competi-tive LGF	Cap			1.50	1.50	1.50	1.50	6.00							
		LA Fund-ing								0.00							
		Private Invest-ment								0.00							
		Other	Cap			3.00	3.00	3.00	3.00	12.00							
Strategic Transport																	
"Harrogate Integrated Growth Package. This includes the Devolved LTB Commitment to line improvements in addition to improvenments to station access and Harrogate bus/ rail interchange. "	Transport	Pre-com-mitted LGF	Cap				9.60			9.60	39	67					
		Competi-tive LGF	Cap	1.00	0.50		4.50			6.00							
		LA Fund-ing	Cap	0.25	0.25		3.00			3.50							
		Private Invest-ment							0.00								
		Other							0.00								

INFRASTRUCTURE PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Programme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between two or more LEPs	If so, who will lead Delivery
"A1079 York - Hull Package."	Transport	Pre-committed LGF								0.00	39	70					
		Competitive LGF	Cap	6.34	5.50	0.22				12.06							
		LA Funding		1.34						1.34							
		Private Investment								0.00							
		Other								0.00							
Harrogate A1/A59 Junction	Transport	Pre-committed LGF								0.00	39	72					
		Competitive LGF	Cap	3.00						3.00							
		LA Funding								0.00							
		Private Investment								0.00							
		Other								0.00							
"Newlands Bridge Drax-M62"	Transport	Pre-committed LGF								0.00	39	74					
		Competitive LGF	Cap	1.45						1.45							
		LA Funding								0.00							
		Private Investment								0.00							
		Other								0.00							

INFRASTRUCTURE PROGRAMME																	
"Project or Programme Name & Brief Summary"	Theme of Project or Programme	Sources of Funding	Funding Type	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total	Further Info on project (SEP page reference)	Project Deal Sheet Page	Jobs	Houses	"Private Sector Levered £m"	Is this a joint bid between two or more LEPs	If so, who will lead Delivery
Maintain category 4 Roads serving North Yorkshire Growth Towns	Transport	Pre-committed LGF								0.00	39	76					
		Competitive LGF	Cap	5.00	5.00	5.00	5.00	4.00		24.00							
		LA Funding		5.00	5.00	5.00	5.00	4.00		24.00							
		Private Investment								0.00							
		Other								0.00							
East Riding Road Maintenance Scheme	Transport	Pre-committed LGF								0.00	39	78					
		Competitive LGF	Cap	3.00	3.00	3.00	3.00	3.00	1.70	16.70							
		LA Funding		1.20	1.20	1.20	1.20	1.20	1.20	7.20							
		Private Investment								0.00							
		Other								0.00							
"Future Investment in the East-West Connection. Investment in our major East West routes including:- - A1237 York Outer Ring Road - A64 York to Scarborough - Junction improvements in Harrogate and Knaresborough - A64/A162 Tadcaster Junction - A59 Harrogate to Skipton"	Transport	Pre-committed LGF								0.00	39	80					
		Competitive LGF			0.70	1.00		58.60	42.00	102.30							
		LA Funding								0.00							
		Private Investment						5.00	5.00	10.00							
		Other (WYTF/ LCR LGF)	Cap	4.50	8.50	8.00	8.00	8.30		37.30							

## Annex 2 – Housing Measures - Business Case for the Homes & Communities Agency

### Enabling Rural Housing

Issue	<p>Issues of affordability, plus the need to retain our working age population and address local housing need, are particularly pressing in the extensive rural areas of this LEP. In addition, development costs in rural areas and national parks are higher, land supply is limited and local incomes are lower. New housing supply is reliant on smaller developers and Registered Providers developing smaller sites. We need to work harder in rural areas, alongside local communities, to enable the development of a range of new homes to meet local circumstances. Currently, support for rural housing growth is delivered via the North Yorkshire Rural Housing Enabler Network. This is a:</p> <ul style="list-style-type: none"> <li>▪ Four year programme supported by mixed funding with all partners making a contribution, funded to the end of 14/15.</li> <li>▪ Widely supported approach with political and professional buy in</li> <li>▪ Genuine partnership with stakeholders and communities, including parish councils, landowners, local employers, RPs, National Parks and developers</li> <li>▪ Recognised National Exemplar – we have worked closely with other councils and the HCA Rural Housing Advisory Group (RHAG) to share best practice</li> <li>▪ Programme which delivers - 197 homes in the first two years of the programme and on track to deliver over 200 homes in the final 2 years. 397 homes against a target of 300.</li> </ul>
Aims	<p>To support and increase the supply of new rural affordable housing in 2015-18:</p> <ul style="list-style-type: none"> <li>▪ Deliver the homes currently in the planning pipeline – C. 270 homes post 14/15 which may not come to fruition if the RHE Network is not supported</li> <li>▪ Extend the service to provide much needed support across East Riding (an additional 1.5 FTE Enablers)</li> <li>▪ Provide enhanced funding for rural housing via the Affordable Homes Programme to enhance viability, particularly in the National Parks where development costs can be 10% higher than in other rural areas</li> <li>▪ Support small/medium sized local developers to provide a range of new rural housing on allocated sites (to support the recent budget announcement).</li> </ul>
Outputs	<p>The current target in the York and North Yorkshire Housing Strategy is 75 new rural affordable homes per year. With a similar target in East Riding this gives a target of 90 new affordable homes per year or 270 over 3 years via a combination of Rural Exception and windfall and allocated sites. There are currently 270 new rural homes in the pipeline for development post 14/15 (125 in 15/16 and 145 in 16/17 and 17/18) and more in the early stages of negotiation. Therefore the intended outputs are:</p> <ul style="list-style-type: none"> <li>▪ A minimum of 90 new rural affordable homes per year, which have the support of local communities and to meet a range of local needs and for people on local incomes</li> <li>▪ A range of training and support for local people to support the development of a range of new homes for their community</li> <li>▪ A continued strong relationship between local landowners, developers, RPs and planning and housing authorities to support future growth</li> <li>▪ A supply of new homes via other mechanisms, including CLTs, Self Build etc where appropriate.</li> </ul> <p>NB The above will supplement the mainstream supply of affordable housing via S106 on market housing sites across the LEP area.</p>

## Enabling Rural Housing

The Proposal	<p>The North Yorkshire Strategic Housing Partnership currently supports a Rural Housing Enabler Network. We propose is to continue and enhance the Network for a further 3 years and expand provision to the rural areas of East Riding. The core team would consist of 5 (FTE) Rural Housing Enablers, managed by the Housing Strategy Manager and reporting to the Housing Board. The required governance structures are already in place.</p> <p>The team will support delivery and allocations through a variety of mechanisms including rural exception sites, mixed market developments and 100% affordable housing to deliver over 270 new rural homes over 3 years, working with a range of housing developers, landowners, RP, communities and agents. They will also build community capacity and act as catalysts to facilitate the development of Village Plans and Community Land Trusts where appropriate.</p> <p>An enhanced grant rate for rural affordable housing from the ring fenced AHP for the LEP area will support viability, quality and type of housing.</p>		
Timing	Yr1 – 15/16 90 new rural homes completed	Yr 2 – 16/17 90 homes	Yr 3 – 17/18 90 homes
Required Resources	<p>Context</p> <ul style="list-style-type: none"> <li>▪ Current upfront contributions from NYCC (LAA performance grant) and Leeds City Region (“mentoring premium”) will not be available for a renewed 3 year programme</li> <li>▪ The programme is heavily reliant on LA and RP contributions but there is a need to cap these at current levels due to increasing financial pressures being felt by both</li> <li>▪ Extending into East Riding increases costs (1.5 additional RHEs)</li> </ul> <p>Resources:</p> <ul style="list-style-type: none"> <li>▪ £110,000 per year over 3 year period - £345,000 in total from the ring fence of HCA receipts. This will support the programme alongside contributions from Local Authorities and RPs across the Affordable Homes Programme (15-18).</li> <li>▪ An enhanced grant rate in the region of £5,000 to £10,000 per affordable rural unit (dependant on the site/rurality) to support viability and mixed market developments.</li> </ul>		



## First Home Yorkshire

Issue	<p>At the time of the North Yorkshire Strategic Housing Market Assessment (SHMA) 2011, lower quartile house prices ranged from £112,375 in Scarborough to £155,000 in Harrogate. Over two thirds of households had incomes below £31,200. Assuming borrowing three times annual income, households earning £31,200 would be able to borrow C.£109,000 but would also need a deposit of £25,000 to access houses at lower quartile prices. If households saved 10% of their income, it would take around 8 years to save the required deposit to access home ownership.</p> <p>The SHMA also showed that, of the 2,808 households in housing need, 8% (224 households) could afford an equity share of £100,000, with larger percentages being able to afford smaller shares, with up to 71% (1,994 households) being able to afford an equity share of £40,000. Helping households access owner occupation will reduce the overall need for affordable housing in the area and support new entrants into the housing market.</p> <p>Take up of the national Help to Buy scheme has been lower than anticipated in York, North Yorkshire and East Riding, with 33 completions forecast over 19 developments during 2013/14 (at an average grant of £35,580 per property). This is partly due to a limited supply of new build homes overall, a smaller number of larger schemes less new build in rural areas and the size of the affordability gap in the LEP area</p>
Aims	<p>We want to deliver an equity loan scheme to</p> <ul style="list-style-type: none"><li>▪ Help first time buyers in this high value, high demand market</li><li>▪ Allow first time buyers to access homeownership in the new and second hand markets</li><li>▪ Allow first time buyers to access rural housing markets</li><li>▪ Support smaller house builders</li><li>▪ Provide a 'bridge' in the affordability gap in the LEP area</li><li>▪ Meet a portion of our identified housing need in the owner occupied sector</li><li>▪ Create income/returns back into the initiative to reinvest in further loans</li></ul>
Outputs	<p>We want to deliver an equity loan scheme to</p> <ul style="list-style-type: none"><li>▪ Help first time buyers in this high value, high demand market</li><li>▪ Allow first time buyers to access homeownership in the new and second hand markets</li><li>▪ Allow first time buyers to access rural housing markets</li><li>▪ Support smaller house builders</li><li>▪ Provide a 'bridge' in the affordability gap in the LEP area</li><li>▪ Meet a portion of our identified housing need in the owner occupied sector</li><li>▪ Create income/returns back into the initiative to reinvest in further loans</li></ul>

## First Home Yorkshire

The Proposal	<p>To re-introduce an equity loan scheme (First Home Yorkshire) targeted at first time buyers, with qualification criteria based on local connection through residence/employment. The property value would be set at the local average house price. Funding through the LEP would be match funded by local authorities (through the reinvestment of receipts from the former programme totalling approx £160k plus funding held at the local authorities from commuted sums and/or New Homes Bonus allocations) and/or through local Registered Provider investment, with a risk-sharing agreement in place to determine with whom the risk of future shortfalls rests. This investment would lever in the remainder of the purchase price as private investment by the recipient of the equity loan.</p> <p>This model has previously been tried and tested in Harrogate and York via the Golden Triangle Housing Partnership. The relevant approval procedures and legal documents are already available so that, if funding is awarded, it could be launched almost immediately. We will work with My 4 Walls, the Government's Help to Buy agent for the area, to administer the scheme. They are a one-stop shop for information and applications for low-cost home-ownership schemes and also provide a Mortgage Rescue service. Their work is on behalf of the Homes and Communities Agency and they are part of Yorkshire Housing, the largest provider of social housing in the county. We have agreed with them the use of existing procedures and documentation and the practicalities of delivering a service starting in 2015/16.</p>				
Timing	Yr1 30 households	Yr 2 30 households	Yr 3 30 households	Yr 4 30 households	Yr 5 30 households
Funding	<p>£20,000 per unit average £600,000 in year 1 and £3m total investment</p>				

## Affordable Warmth

Issue	The proportion of households in fuel poverty within the LEP area is above the national average. A key reason for this is that much of the area is rural with many settlements unable to access mains gas, therefore relying on expensive alternatives. Poor energy efficiency in the private rented sector is also a concern, leaving many vulnerable and low income households unable to afford to heat their homes to a reasonable level. Households living without suitable heat are at greater risk of a range of conditions such as mental health problems, respiratory issues, heart attack and stroke. Spending on energy not only exacerbates housing affordability barriers but also reduces spending levels within the economy of LEP area, particularly the remoter rural areas.
Aims	<p>Affordable warmth measures will have a significant, positive impact on quality of life and provide household savings and reduced health care costs. The measures will also create jobs, skills and training, including apprenticeships and resulting increased disposable household incomes. The project aims to:</p> <ul style="list-style-type: none"> <li>▪ Reduce fuel poverty for vulnerable and low income households, including key workers, thereby releasing funding into our local economy</li> <li>▪ Improve energy efficiency, especially in the private rented sector, and increasing the affordability of housing</li> <li>▪ Install renewable energy systems in rural off gas communities</li> <li>▪ Improve education on fuel poverty and energy efficiency</li> <li>▪ Provide specialist training for local businesses</li> <li>▪ Create additional 'green' jobs, skills and training</li> </ul>
Outputs	<ul style="list-style-type: none"> <li>▪ Installation of Air/Ground Source Heat Pumps, with replacement radiators where required, in off-gas properties for vulnerable and low income households (including key workers)</li> <li>▪ Work with private sector landlords (including estates) to increase energy efficiency in properties let to vulnerable and low income tenants through the provision of measures to complement Green Deal / ECO measures.</li> <li>▪ Delivery of improved education on mitigating fuel poverty and increasing energy efficiency, focusing on communities with fuel poor residents, but also linking with existing initiatives such as Making Every Contact Count, Health Through Warmth and working with Health Watch.</li> <li>▪ Training for local companies on servicing and maintaining renewable technology, as well as training for local groups and relevant staff to raise awareness of the technologies and offer support to residents.</li> </ul>
The Proposal	<ul style="list-style-type: none"> <li>▪ Air/Ground Source Heat Pumps provided to vulnerable and low income, off-gas households. They would be funded through a combination of grant and recyclable loan (the latter through a credit union or charge on the property). Potentially the RHI could be claimed, although this would be subject to DECC agreement. Mechanisms are already in place to enable the scheme to start in 2015-16. Where renewable energy is not appropriate, assistance would be given with fuel switching advice.</li> <li>▪ Private landlords with vulnerable/low income tenants would be offered a free Green Deal assessment. If this was found to be F rated or below then, on the proviso they agree to Green Deal / ECO works, they would be offered a package of complementary non-Green Deal/ECO measures.</li> <li>▪ Energy efficiency advice and training would be delivered at community and household level. It would be targeted at settlements with a high proportion of fuel poor households in a range of ways, including parish council meetings and community road shows.</li> <li>▪ Two training sessions would be provided per annum for companies who install, maintain and service renewable technology as well as an additional session for support workers.</li> </ul> <p>Delivery of the proposals will be co-ordinated and monitored by the Housing Board. Local authorities will utilise existing arrangements for the delivery of as appropriate, for example, Yorkshire Energy Partnership (City of York and North Yorkshire District Councils), Community Energy Solutions (East Riding of Yorkshire Council), Choices 4 Energy (Scarborough Borough Council) and the Humber and Wolds Rural Community Council.</p>

Affordable Warmth									
Timing	Yr1			Yr 2			Yr 3		
	A/GSHP			A/GSHP			A/GSHP		
	PL			PL			PL		
	Training 3			Training 3			Training 3		
Required Resources	A/GS Heat Pumps			£360k per annum via ring fenced HCA receipts					
	Private Landlords			£60k per annum ring fenced HCA receipts					
	EE Advice			Via match funding (officer time) from LAs/Yorkshire Energy Partnership					
	Training			£5k per annum ring fenced HCA receipts					
	Total			£425k per annum (£2.125m over five years)					

## Yorkshire Interventions

Need/Issue within LEP area	<p>Towns such as Scarborough, Bridlington and Withernsea have concentrations of poor condition and poorly managed private housing. These properties tend to be located in deprived neighbourhoods, characterised by high levels of:</p> <ul style="list-style-type: none"> <li>▪ houses in multiple occupation (HMOs);</li> <li>▪ low income households in the private rented homes</li> <li>▪ crime and anti-social behaviour</li> <li>▪ benefit dependency</li> <li>▪ fuel poverty</li> <li>▪ empty commercial units.</li> </ul> <p>A key issue for these areas is the unwillingness/inability of the private sector to invest resulting in a vicious circle of reducing confidence and increased social issues. Access to affordable finance is also a real problem, as lenders are unwilling to provide finance in areas with low rental and capital values and no other investment is available to reverse this trend. Market intervention in specific residential streets to complement existing economic development strategies and area action plans (market towns and renaissance) would ensure that these towns improve and flourish as tourist destinations, whilst at the same time encourage new housing which attracts households on a range of incomes to invest in the area.</p> <p>Although new build is often seen as the only way of providing new affordable housing, purchase and repair/rehabilitation of private sector and empty homes/former commercial premises and letting as intermediate /affordable housing will contribute to meeting housing need as well as tackling empty homes and addressing wider regeneration needs.</p>
Aims	<p>To develop a Market Intervention Project which will:</p> <ul style="list-style-type: none"> <li>▪ Regenerate and rebalance local housing markets focussed on Scarborough, Bridlington and Withernsea through physical regeneration and support for wider neighbourhood renewal activities.</li> <li>▪ Reinvigorate the local housing market and attract new and longer term investment in the private housing market</li> <li>▪ De-risk future investment in the residential and commercial sectors and key regeneration projects</li> <li>▪ Improve energy efficiency and address fuel poverty issues</li> <li>▪ Create additional local jobs, skills and training</li> <li>▪ Provide new private and affordable homes by tackling empty properties.</li> </ul>



## Yorkshire Interventions

<p>What do we want to deliver? – Outputs</p>	<p>Development of a targeted programme of purchase, repair and conversion of HMOs, empty buildings or redundant commercial units into homes: This will be the main thrust of the programme and will require the greater proportion of capital investment. It is proposed to work with a Registered Provider(s) who will acquire properties in the private market and undertake high quality conversions into properties for private/intermediate rent in order to attract new markets with the intention of uplifting the local housing market. Additionally, some units will be converted into affordable housing within a local lettings initiative, which would give priority to people in employment to help to rebalance the local housing market.</p> <p>Targeted programme of improvements to external appearance of residential and commercial properties: Along with the conversion programme, there is also a need for lower level improvements to both residential and commercial properties in the area in order to improve their physical appearance to support wider investment. Improving the physical appearance of areas is one of the main priorities of the overall programme.</p> <p>Delivery of small scale, area based renewal in specific areas of the three towns: This will involve face-lifting and property enveloping, using external solid wall insulation where appropriate, and will also look to improve the street scene of the areas through improvements to boundaries, street furniture, footways and street lighting where possible.</p> <p>Over 2015-20 we aim to deliver 175 new homes through the targeted P &amp; R programme. The package of interventions will support additional, larger scale investment in the three towns such as the Futurist and Market redevelopments in Scarborough, Bridlington Renaissance and Area Action Plan and Withernsea Renaissance. This will help de-risk future private sector investment in the areas across the residential, commercial, retail and leisure and will improve economic viability of the areas.</p> <p>The CBI report 'Locally Grown – Unlocking business potential through regeneration' sets out that every £1 spent on regeneration projects generates £2.84 in total economic activity. The provision of the above market interventions will also benefit the economy in a number of ways:</p> <ul style="list-style-type: none"> <li>▪ jobs, skills and training, including apprenticeships;</li> <li>▪ private developers have more confidence in the housing market and therefore will invest; and</li> <li>▪ affordable, more energy efficient housing meaning that residents have more disposable income.</li> </ul>
<p>How will this be delivered – 'The Proposal'?</p>	<p>The Yorkshire Interventions Project will be delivered through the appointment of a delivery partner(s), so that the scheme can be implemented in phases. Delivery would require a coordinated approach between the delivery partner and the relevant local authority. The proposal is based on the Coastal Space project currently being delivered in Hastings. This is a partnership of Hastings Council and Amicus Horizon, a major RP, to acquire and convert 51 units in the private sector into affordable housing. The project is concentrated in an area of Hastings which has a high concentration of HMOs and poor private sector stock, deprivation, significant problem with transient households and pressure from the London housing market.</p> <p>Given the uncertainties and risks surrounding the AHP 2015-18, it is requested that a grant be provided to an RP or RPs to deliver the targeted P&amp;R scheme, the RP and Local Authorities would provide match funding.</p>

## Yorkshire Interventions

When will this be delivered	Yr1	Yr 2	Yr 3	Yr 4	Yr 5
	CT 50	CT 80	CT 100	CT 100	CT 100
	P&R 35	P&R 35	P&R 35	P&R 35	P&R 35
Required Resources	Coastal Towns Regeneration:		£9k per unit		
	Purchase & Repair:		£30k per unit		
	Staffing:		Via match funding from LAs / RPs		
	Total:		£1.5m in 2015-16 (£9.12m over five years)		

## Living Together

Issue	<p>Outside of York, there is shortage of suitable and affordable accommodation for young people who wish to live independently, particularly in the rural areas and Growth Towns. Not having a suitable place to live which they can afford can affect a young person's ability to gain or sustain work locally or remain in study. Very many young people are unable to afford to access home ownership and are not likely to qualify for affordable housing. Therefore, if they wish to live independently, private renting is their main option. Outside of York, private rented accommodation is often unsuitable for young single people and can be expensive and poor quality/dated or provided by large estates for their workers. This means that young people must continue to live with their families or leave their area to find suitable and affordable accommodation. As a consequence, communities are becoming unbalanced and local employers struggle to retain / attract a younger workforce.</p>
Aims	<p>To address the independent accommodation needs of young people, we need to make shared housing attractive by providing modern accommodation with good facilities to enable young people to live and work in more rural locations. We propose to do this to:</p> <ul style="list-style-type: none"><li>▪ Improve housing choices for younger people across the LEP area to support them in their housing and working lives</li><li>▪ Increase the provision of good quality accommodation for single people which is affordable on local incomes</li><li>▪ Increase the provision of good quality shared housing thereby providing an attractive, affordable housing option that young people want to take up.</li></ul> <p>Good quality shared housing has many advantages. For the tenant it is:</p> <ul style="list-style-type: none"><li>▪ Inexpensive</li><li>▪ Easy to budget money as one monthly payment</li><li>▪ A chance to save for the future</li><li>▪ A chance to meet people and make friends</li><li>▪ Easier to access than social housing, general private rental or home ownership</li><li>▪ Energy efficient – as heating bills shared and not heating a large property for one person</li><li>▪ Independent from parents</li><li>▪ A good solution for people suffering relationship breakdown</li><li>▪ Lower deposit usually required so less up front costs</li><li>▪ Consistent with changes to housing benefit for the under 35s.</li></ul>
Outputs	<ul style="list-style-type: none"><li>▪ More shared housing in rural areas and growth towns for young people</li><li>▪ An assisted management scheme for landlords (RPs and private sector)</li><li>▪ A leasing scheme for all landlords</li><li>▪ Loans to landlords for conversion to shared accommodation</li><li>▪ Financial assistance to landlords to upgrade potential properties to shared accommodation</li><li>▪ A pilot scheme in 15/16 in Ryedale District to provide a minimum of 15 good quality, affordable shared rooms for young people</li></ul>

## The Proposal

Living Together is a rural sharing solutions scheme, primarily based on the Crisis model, with financial support from ring fenced HCA AHP to deliver:

- A leasing/management scheme to landlords to encourage them to use properties for shared housing
- Support to RPs in converting hard to let larger family housing into shared housing for young people
- Loans to private landlords to convert family housing into shared housing
- Finance to private landlords, local authorities and RPs to upgrade properties to attract young sharers

This will be delivered in areas outside of York for young people on low incomes who are unable to access the housing market. The proposal will only work if incentives for landlords are provided and Local Authorities have the capacity to develop them fully. It is important that local authorities

- Have a thorough understanding of their local market
- Provide specific landlord incentives
- Build relationships with landlords and support them throughout the process
- Provide advice and support for landlords
- Match young people to properties
- Monitor success
- Market the schemes by using the private sector, social media etc
- Provide professional services, access to required documentation
- Provide details on licensing requirements

Publicity material for landlords is currently been developed and funded through York and North Yorkshire Single Homelessness Strategy.

We consider there are 3 options for delivering the proposal:

Option 1-Management Service - The ownership remains with the landlord. Provide grant of up to £15K for conversion to shared housing, nominations from the local authority

- Provide tenant referencing and finding service
- Assist with sign up of tenants and rent collectionProvide bond and rent in advance
- Provide contact to deal with tenancy issues
- Fast track Housing Benefit
- Fee charged to the landlord for this service
- Match tenants to properties
- Provide minimum property standards

Option 2 - Leasing scheme - The Local Authority or RP will lease the property from the landlord and provide a loan of up to £15,000 for conversion with HMO and/or Upgrade the property to improve facilities up to a maximum of £10,000

- Landlord to accept annual rent, reduced level due to no void liability
- Small repairs undertaken by LA /RP
- Provide one off bond for the property
- Named contact responsible for the scheme within LA
- Fast track Housing Benefit
- Provide Bonds and Rent in advance
- Match tenants to properties

The Proposal (cont)	<p>Option 3 - Section 106 negotiations.</p> <p>Local Authorities to seek to negotiate provision for shared housing in their discussions with developers. The provision of a large 4 bed house within a development could provide accommodation for up to 4 sharers. This could be owned by an RP and managed through the Living Together scheme as described above. Additional requirements for a shared house can be agreed at time of build with additional monies for this paid for via the scheme.</p>		
Timescale	<p>Yr1 - 15/16</p> <p>Pilot scheme in Ryedale</p> <p>3 properties</p> <p>Potential 15 rooms/tenants</p> <p>Cost in 2015/16</p> <p>£70k via ring fenced AHP</p> <p>£20k LA Funding</p>	<p>Yr 2 - 16/17</p> <p>Rural areas of the LEP</p> <p>15 Properties</p> <p>Potential 75 rooms/tenants</p> <p>Cost in 2016/17</p> <p>£350K via LEP</p> <p>£100 LA Funding</p>	<p>Yr 3 - 17/18</p> <p>Rural areas of the LEP</p> <p>15 Properties</p> <p>Potential 75 rooms/tenants</p> <p>Cost in 2016/17</p> <p>£350K via LEP</p> <p>£100 LA Funding</p>
Resources	<p>£15,000 per property for conversion</p> <p>£10,000 for upgrade if leasing</p> <p>Bonds for LAs to reduce risk relating to void liability when leasing, up to a maximum of £5,000 returnable per property.</p> <p>Potential 2015/16 total:</p> <p>£45,000 in loans for private landlords, grants to RPs for conversion to shared accommodation</p> <p>£30,000 for upgrading</p> <p>£15,000 bonds for local authority (only when leasing)</p> <p>These are maximum costs, there may not be the requirement for all of the above as properties may not need upgrading or converting and the bonds are a guarantee that may not be needed by the LA.</p> <p>If the private landlord receives a loan then a charge will be put on the property.</p> <p>Staffing and other support</p> <p>Staffing requirement of 3 FTE posts would require funding.</p> <p>Potential cost for 2015/16</p> <p>Pilot £12,000 LEP Funding</p> <p>Potential funding in years 2016/17 onwards £80,000 for a wider programme.</p>		



## Extra Care 'Plus'

Issue	<p>On average across the LEP area, older people make up over one quarter of the population. Households are attracted to the area to retire and our rural areas house many older households. However, there is a significant shortage of suitable accommodation across all tenures – the majority of our housing stock is detached and semi detached family homes which ageing households may struggle to manage. The working age population is also decreasing, due to a shortage of affordable family homes close to employment and family networks.</p>
	<p>Specific investment to provide Extra Care Housing is being made across the LEP area in over 30 locations totalling over £38m over three years for new older people's accommodation. Alongside this, there is a need for:</p> <ul style="list-style-type: none"> <li>▪ Accommodation for older people with physical and low dependency need alongside Extra Care schemes who will be able access and support the services and facilities provided by the scheme.</li> <li>▪ Supported housing for people with learning disabilities and/or complex needs alongside Extra Care housing schemes who will be able to access services and facilities within the Extra Care Scheme</li> <li>▪ Affordable/key worker housing close to Extra Care housing for people employed in lower income roles in the schemes.</li> </ul>
Aims	<ul style="list-style-type: none"> <li>▪ Replace outdated Elderly Persons' Homes as well as to meet growing demand for the accommodation with care needs of the older population</li> <li>▪ Offer purpose-built, appropriately designed accommodation to people with a physical disability and enable them to access support and care services from the adjacent extra care housing scheme</li> <li>▪ Offer purpose-built, appropriately designed accommodation to people with a learning disability and/or complex needs and enable them to access support and care services from an Extra Care housing scheme</li> <li>▪ Enable younger people and families to access affordable housing close to the new Extra Care schemes to provide services to residents and to reduce the pattern of younger outward migration and long commute times.</li> </ul>
Outputs	<ul style="list-style-type: none"> <li>▪ Modern, purpose-built, appropriately designed, affordable and market homes with care and support tailored to individual needs that enables people to live as independently as possible but with the reassurance of having professional and high-quality care and support services close by.</li> <li>▪ To give people choice and control over their life decisions.</li> <li>▪ A reduction in outward migration of young people and families who struggle to access appropriate, sustainable, quality but affordable housing in their own community or in the area in which they wish to work.</li> </ul>
The Proposal	<p>The development of housing to support the planned Extra Care provision will be mainly supported by North Yorkshire County Council's Extra Care Housing &amp; Regeneration Programme that is seeking a partner/s to enable the development of Extra Care housing and associated facilities and services on a large scale across the County.</p> <p>The procurement process is structured in a way that enables partnerships with District and Borough Councils, Health Trusts and other public sector organisations.</p> <p>The County Council's Extra Care Team will manage the project to ensure timely, efficient and appropriate delivery of the product within budget and timescale. As an example, we are currently engaged with the final stages of the detailed masterplan development for North Northallerton, which will include an Extra Care Facility. The planning application is due to be submitted in June 2014 and we are currently working with the housing developers and Registered Providers to ensure a proportion of bungalows on the site, close to the extra care development via a bid to the HCA's Affordable Homes Programme. If possible, we also hope to access a proportion of the Care and Support Round 2 funds to support the provision of older persons accommodation to link with locations where Extra Care is planned.</p>

Timescale	Yr1 2015/2016	Yr 2 2016/2017	Yr 3 2017/2018	22. Reeth
	1. Sowerby	6. East Riding	12. Grassington	23. Malton
	2. Helmsley	7. Whitby	13. Bedale	24. Catterick
	3. Skipton	8. Ripon	14. Northallerton	25. Kirkbymoorside
	4. Ingleton & Bentham	9. Filey	15. Gargrave	26. Thorpe Willoughby
	5. Scarborough	10. Pateley Bridge	16. Sutton in Craven	27. Selby
		11. Hawes	17. Easingwold	28. Tadcaster
			18. Masham	29. Riccall
			19. Richmond	30. Sherburn in Elmet
			20. Boroughbridge	31. Eggborough
			21. Knaresborough	
Resources	<p>Extra Care Housing:-£25k per unit</p> <p>£38,750,000 total – bids to be made for AHP in the current round and through CME</p> <p>Supported Housing of approximately 100 units:-To be delivered within this programme but requires £2,500,000</p> <p>General needs affordable housing for ECH workers of approximately 100 units:-To be delivered within this programme but requires £2,000,000</p> <p>Staffing and other support costs would be met via housing provider and residents' service charge or care and support contribution.</p>			

# Annex 3 – Memorandum of Understanding for A64 Trunk Road

## Memorandum of Understanding for A64 Trunk Road York - Scarborough Improvement Strategy

### 1. Parties

Highways Agency  
City of York Council  
North Yorkshire County Council  
Ryedale District Council  
Scarborough Borough Council  
York, North Yorkshire and East Riding Local Enterprise Partnership  
North Yorkshire Local Transport Body

- 1.1. **The Highways Agency (HA)** is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving England's strategic road network (SRN), including the A64 trunk road<sup>1</sup>. The strategic road network is a nationally significant asset and its safe and effective operation facilitates economic growth. The HA has a major role in delivering the Government's policy for investment in the English road network as set out in the command paper 'Action for roads: a network for the 21st century' and is actively developing future investment strategies for the SRN through a series of route based strategies.
- 1.2. **City of York Council (CoYC)** is a Unitary Authority. It is the Planning Authority and the Highway Authority for its respective geographical area. Although it has authority over local road networks, it does not, have any authority over the operation and maintenance of and improvements to the A64 trunk road<sup>2</sup>. As the Planning and Highway authority it has responsibility for consideration of development proposals that have consequences for travel on the local transport network and managing the impacts on the network.
- 1.3. **North Yorkshire County Council (NYCC)** is an 'Upper Tier' local authority which covers, geographically, the 'Lower Tier' local authorities of Craven District Council, Hambleton District Council, Harrogate Borough Council, Richmondshire District Council, Ryedale District Council, Scarborough Borough Council and Selby District Council. It is the Highway Authority for its geographic area, but is not the Planning Authority (other than for minerals and waste development and certain other county matters). Like CoYC, it has authority over its local road network, but does not have any authority over the operation and maintenance of and improvements to the A64 trunk road<sup>3</sup>.

<sup>1</sup> Includes slip roads and elements of some junctions, but the extent of these elements varies.

<sup>2</sup> It may have some authority and responsibilities for elements of some junctions, but the extent of these elements varies.

<sup>3</sup> See note 2

## Memorandum of Understanding for A64 Trunk Road York - Scarborough Improvement Strategy

- 1.4. **Ryedale District Council and Scarborough Borough Council** are 'Lower Tier' local authorities. They are the planning authorities, but are not the highway authorities for their respective areas. The highway authorities for local roads and the SRN, respectively, are NYCC and the HA.
- 1.5. **The York, North Yorkshire and East Riding Local Enterprise Partnership (LEP)** is a business-led partnership with the public sector to help businesses in York, North Yorkshire and the East Riding improve and grow. LEPs are intended to grow the economy and create good quality local jobs. This includes ensuring that businesses are well connected to their customers, markets and workforce and that transport, mobile and broadband networks do not act as a barrier to growth but instead enable thriving, prosperous places where businesses are able to grow. The York, North Yorkshire and East Riding LEP identified improving east-west connections, including the A64 trunk road, as a strategic infrastructure priority for the whole LEP area. Improvement of the A64 trunk road is highlighted as a priority in the LEPs draft Growth Deal Implementation Plan, which was submitted to Government in December 2013 and will be finalised in March 2014.
- 1.6. **The North Yorkshire Local Transport Body (LTB)** is a partnership of transport providers and local authorities that is responsible for the management of major transport schemes delivered using devolved funding from the Department for Transport. The LEP has also agreed that the LTB will take the lead role on transport issues and schemes that are included in the SEP.

### 2. Purpose

- 2.1. The purpose of this Memorandum is to establish a framework for effective co-operation to enable the development and implementation of a long term programme of improvements for the A64 trunk road between York and Scarborough. The improvements will support growth focussed on York, Malton and Scarborough, whilst addressing safety concerns and taking account of sustainability and environmental issues. The programme of improvements will be based on an understanding of individual partners' aspirations and objectives and areas of mutual interest.

### 3. Background

- 3.1. All local authorities through which this section of the A64 trunk road passes have for many years had a desire to see it upgraded to improve access to / from the eastern areas of North Yorkshire and the Yorkshire coast as well as to improve road safety. It has long been recognised that the relatively low standard of this section of the A64 trunk road is a significant constraint on the economies of the eastern areas of North Yorkshire and the local authorities have previously co-operated to help build the case for improvement. This is reflected in the LEP identifying the

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improvement of east-west connections, in particular the A64 trunk road between York and the Yorkshire coast, as a strategic priority for the area in the Strategic Economic Plan.

- 3.2. In late 2012 the Government announced the Local Growth Fund which is aimed at funding initiatives to help enable local economic growth. As part of the York, North Yorkshire and East Riding LEP's Strategic Economic Plan the above, partners co-operated in preparing details of a bid for c£50m of funding to provide targeted improvements to the A64 between York and Scarborough.
- 3.3. The A64 trunk road is part of the strategic road network and the Highways Agency is therefore responsible for its operation, maintenance and improvement. As such the Local Enterprise Partnership, the local authorities, the Local Transport Board and the Highways Agency are co-operating on the development of these proposals. In particular, the other partners continue to work with the Highway Agency on the development and implementation of the route based strategy covering the A64. The local authority partners and LTB will work with the LEP and the Highways Agency to combine use of Local Growth Fund and investment identified through the route based strategy to optimum effect to deliver an agreed programme of improvements to this section of the A64 trunk road.
- 3.4. The A64 also extends westward beyond York, providing a vital connection with the A1, M1 and Leeds, and, therefore, forms part of the strategic road network within the Leeds City Region (LCR). The partners within this MoU will liaise with the LCR LEP to identify and implement, where possible, improvements to the A64 trunk road that will bring mutual benefits to both LEPs and their constituent organisations.

### 4. Status

- 4.1. This Memorandum relates to co-operation on the development of schemes and proposals for the improvement of the A64 trunk road between York and Scarborough. The strong focus will be on that specific section of the A64 trunk road between the Hopgrove roundabout<sup>4</sup> north east of York and the Musham Bank roundabout south west of Scarborough. However, in order to meet the growth needs of York and fulfil the LEP Growth Plan, the co-signees to this Memorandum will seek to facilitate upgrading of adjacent sections of the A1237 and A1079, which link with the A64 to the east of York. All reference to the A64 trunk road in this MoU relate solely to the section described above.

<sup>4</sup> Including Hopgrove Roundabout

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- 4.2. It is however recognised that there is other co-operative working between the authorities and the Highways Agency being undertaken especially under the duty to co-operate in the development of local planning proposals. Work carried out in the context of this MoU will have due regards to all other joint working on matters relating to the A64 trunk road.
- 4.3. This Memorandum does not and is not intended to create any legal relationship between the Partners. All matters described in this Memorandum are subject to appropriate corporate and regulatory authorisation and, where appropriate, formal agreement.
- 4.4. Nothing in this Memorandum shall affect the statutory or regulatory duties or responsibilities of any Party and its existence does not preclude the taking of independent actions by the respective local authorities or the HA where any party considers it is appropriate to do so.
- 4.5. Although the Partners agree in good faith to deliver against the agreed work areas subject to their other duties and the corporate framework within which they operate (including exploring opportunities for joint funding and other resources), this Memorandum does not commit any Party to the allocation of funds or other resources.

## 5. Aims

- 5.1. The shared aims of the Parties agreeing to this MoU are:
- To develop and implement proposals for improvements to the A64 trunk road to support economic growth focussed on York, Malton and Scarborough, whilst addressing safety issues.
  - To develop short to medium term (to 2021) improvement plans on the A64 trunk road to an appropriate level for inclusion in bids for any funding opportunities including, but not limited to, the Local Growth Fund, the Highways Agency's route based strategies and future road improvement funding opportunities.
  - Subject to the availability of appropriate funding, to co-operate on the details of design and delivery of improvement schemes on the A64 trunk road.
  - To identify and develop (including scheme design work) longer term improvements (post 2021) to the A64 trunk road including for village bypasses east of Malton
  - To co-ordinate potential improvements and the different funding opportunities available to the LEP, the local authorities, the LTB and the Highways Agency.

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- To support local authority partners and the LEP in presenting a single 'local authority and LEP' voice in lobbying Government with regards to the strategic importance of the A64 trunk road and the need for improvements in the context of regional economic growth.

## 6. Objectives

- 6.1. This Memorandum of Understanding is intended to:
- To promote closer working relationships between the LEP, the local authorities, the LTB and the Highways Agency on matters relating to the A64 trunk road.
  - To encourage more effective communication between the Partners with regards to the improvement of the A64 trunk road.
  - Develop an agreed, prioritised programme of schemes that can form the basis for current and future bids for funding to Government.
  - Provide the basis for potential future joint working on the design and delivery of improvement schemes<sup>5</sup>.
  - Wherever possible, agree a joint position, including communications, regarding the need for improvements to the A64 trunk road and the process of promoting and developing improvement schemes.
  - Provide input into the Highways Agency route based strategies and other consultations to deliver co-ordinated and optimised local benefits from the strategy and funding allocated to the LEP through the Local Growth Fund.
  - To co-ordinate bids for funding opportunities available to the LEP, the Local Authorities, the LTB and the Highways Agency in order to optimise delivery of improvements to the A64 trunk road and ensure that best Value for Money is achieved.

## 7. Deliverables

- 7.1. The partnership aims (subject to funding constraints) to deliver the following:
- A prioritised list of the schemes for inclusion in the c£50m bid (through the SEP) to Local Growth Fund (deliverable by 2021) and for potential inclusion in future funding bids available to both the LEP, the local authorities and the Highways Agency (deliverable by 2021).
  - An appropriate level of advanced justification, development and designs on the schemes included in the lists above to allow the submission of funding bids at short (12 week) notice.

<sup>5</sup>Including the provision/maintenance of suitable safe crossings of the trunk road for cyclists and other users.

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- Identification and advanced design on potential future improvement schemes (deliverable post 2021) with a view to being able to submit future funding bids.
- Agreement of a long-term vision for improvement of the A64 between York and Scarborough to support growth, address safety issues and enhance the accessibility of the Yorkshire coast.

## 8. Statutory obligations and confidentiality provisions

- 8.1. This MoU does not supersede, eradicate or alter the need of any Party to meet their statutory obligations; nor should it be implied that the Parties are obligated to agree on the outcomes or deliverables identified above.
- 8.2. Subject to any statutory and regulatory requirements any Party may request that commercially confidential information provided in connection with this Memorandum should not be disclosed. Any information regarded by any party as commercially confidential may be provided separately, so as not to inhibit the disclosure of other information.
- 8.3. If the HA or any local authority (as a public authority) receives a request, under the Freedom of Information Act 2000, for information relating to activities undertaken under this Memorandum, it shall inform the other Parties of the request as soon as possible and discuss as to the potential application for any exemption. For the purposes of section 43(2) of the Act, the Parties acknowledge and agree that the disclosure of any commercially sensitive information relating to the activities undertaken under this Memorandum is likely to prejudice the commercial interests of the Parties.

## 9. Joint review

- 9.1. The MoU shall be reviewed annually to ensure that it is fulfilling its purpose and to make any revisions that may be agreed as necessary to ensure such is the case. Any party may withdraw from this MoU by giving one month's written notice, so long as reasoned justification is provided.

## Memorandum of Understanding for A64 Trunk Road York - Scarborough Improvement Strategy

### 10. Signatories

The signatories to this MoU on behalf of the Highways Agency, the LEP, the LTB and the constituent core local authorities:

For Highways Agency

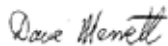


Person Antony Firth

Post Asset Development Team Leader

Date 27.03.2014

For City of York Council



Person Cllr. Dave Merrett

Post Cabinet Member Transport,  
Planning & Sustainability

Date 27.03.2014

For North Yorkshire County Council

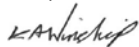


Person David Bowe

Post Director – Business & Environmental  
Services, NYCC

Date 27.03.2014

For Ryedale District Council



Person Anthony Winship

Post Council Solicitor

Date 27.03.2014

For Scarborough Borough Council



Person Lisa Dixon

Post Director of Democratic and Legal  
Services

Date 26.03.2014

For York, North Yorkshire and East  
Riding Local Economic Partnership



Person Barry Dodd

Post Chairman of York, North Yorkshire  
and East Riding LEP

Date 28.03.2014

For North Yorkshire Local  
Transport Body



Person Cllr Gareth Dadd

Post Executive Members & Portfolio  
Holder

Date 27.03.2014