



PART B:	RECOMMENDATIONS TO COUNCIL
REPORT TO:	POLICY AND RESOURCES COMMITTEE
DATE:	3 APRIL 2014
REPORT OF THE:	HEAD OF ECONOMY AND INFRASTRUCTURE JULIAN RUDD
TITLE OF REPORT:	RYEDALE DEVELOPMENT FUND – REMAINING MAJOR PROJECTS
WARDS AFFECTED:	ALL

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

- 1.1 To seek the allocation of the remaining £25,000 of Ryedale Development Fund (RDF) towards the cost of investigatory work and project development to advance major capital projects (with employment and economic benefits) to the point of construction.

2.0 RECOMMENDATIONS

- 2.1 That Council is recommended to approve funding from the RDF budget to each of the following initiatives:
- (i) £20,000 towards the progression of targeted A64 Improvements; and
 - (ii) £3,000 towards the progression of the Malton to Pickering Cycle Route.

3.0 REASON FOR RECOMMENDATIONS

- 3.1 The Major Projects element of the RDF was established to bring projects forward with necessary investigatory work and project development to advance major capital projects to the point of construction. £100K was earmarked for this fund, utilising New Homes Bonus (March 2013 Minute 220 refers). Of this, £75K has been previously approved by Council (June 2013 Minute 9 refers).

4.0 SIGNIFICANT RISKS

- 4.1 As the RDF is intended for investigatory works and project development, it is difficult to identify all the risks prior to technical studies being undertaken. However, the risks can be mitigated on the basis of the investigatory works planned and they do not therefore present an obstacle to project delivery.

5.0 POLICY CONTEXT AND CONSULTATION

- 5.1 The Council has a corporate aim of creating the conditions for economic success. This is detailed in the Ryedale Economic Action Plan 2012 – 2015. [http://www.ryedale.gov.uk/pdf/Ryedale Economic Action Plan Final web.pdf](http://www.ryedale.gov.uk/pdf/Ryedale_Economic_Action_Plan_Final_web.pdf). There are two objectives, of which the first is most relevant to this report: 'To have economic structures and supporting infrastructure in place'.
- 5.2 The York, North Yorkshire and East Riding Local Enterprise Partnership (LEP) has developed the Strategic Economic Plan. This document outlines the strategic priorities for the LEP area. <http://www.businessinspiredgrowth.com/media/143056/Strategy-Final-Draft-December-19.pdf>. There are 5 priorities, of which the fifth is the most relevant to this report: A well connected economy.

REPORT

6.0 REPORT DETAILS

- 6.1 The RDF Major Projects Fund is intended to provide necessary investigatory work and project development to advance major capital projects. This will enable RDC, working in partnership with other public and private sector organisations, to develop the projects with technical studies such as site investigation works, feasibility studies, transport and highways studies and design work for examples. 11 projects were presented to Members for RDF Major Projects funding in June 2013.
- 6.2 3 projects were approved for funding at this meeting; Milton Rooms Improvement, Malton Livestock Market and FERA's Applied Innovation Campus.
- 6.3 3 projects were not recommended to be investigated further: Malton and Norton Transport Interchange, Malton Public Realm Improvements and Derwent Park.
- 6.4 5 projects were deferred for further information.
- Employment Land at Pickering – This project is still out for market testing, to ascertain demand in the project.
 - Investigation into Kirkbymoorside Engineering Park – Discussions have been held with the major employers on site and the NYCC Highways. It is anticipated that this project will form part of the 'Rural Employment Sites' application to the Local Economic Partnership 'Single Local Growth Fund' bid.
 - High Speed Broadband to Rural Business Parks – NYCC has recently announced additional funding of over £8million will be available to extend the 'fibre to the cabinet' scheme to more premises in North Yorkshire. Once this second phase of the project is complete, 'Superfast North Yorkshire' (the delivery arm for high speed broadband projects) will be in a position to ascertain where the remaining gaps are.
 - Expansion of Derwent Training – The project will be the subject of a separate report to the Policy and Resources Committee.
 - Targeted A64 Improvements – Discussions between the A64 Authorities and the Highways Agency have lead to a phased approach to upgrading the A64, including the potential for improvements between the Hopgrove roundabout and junction improvements required for the expansion of the FERA site at Sand Hutton.

- 6.5 An additional project is also now proposed: Malton to Pickering Cycle route.
- 6.6 The LEP is currently developing the 'bidding document' to Government for major funding to deliver the Strategic Economic Plan. The capital element is the 'Single Local Growth Fund bid' (SLGF). RDC has submitted projects for inclusion in the bid (including some of those listed in 6.4 above). These comprise of short term detailed projects for 2015/16 delivery and funding requested for longer term projects up to 2021. Design and investigatory projects have not been accepted as part of this process, so this essential early phase in project development must be funded from RDC and partner resources.
- 6.7 Malton and Norton are presented in the Strategic Economic Plan as the key growth towns for the area between York and Scarborough. The SEP highlights improvements to East-West transport connections (including the A64 between York and Scarborough) as the headline transport priority for the LEP.

Further A64 Improvements

- 6.8 In summary, the A64 Authorities are working together, in partnership with the Highways Agency to identify route improvements and bring forward construction-ready schemes for the York to Scarborough section.
- 6.9 As part of a package of wider scheme development studies across Yorkshire and the North East, the Highways Agency is now planning to take forward a feasibility study of options for upgrading the length of the A64 between Hopgrove Roundabout and the dual carriageway near the Jinnah Restaurant. The study will consider upgrading this section to dual carriageway standard and options for junctions from Hopgrove to the FERA site at Sand Hutton, which is to become the National Agri Food Innovation Campus and is (subject to appropriate highway improvements) a focus for growth with this sector. The Highways Agency study is currently expected to be undertaken between July 2014 and May 2015.
- 6.10 Officers from Ryedale, Scarborough and North Yorkshire Councils propose that a similar (but less detailed) study be undertaken of those remaining sections of the A64 to the east where dualling has not been undertaken:
- Crambeck to Musley Bank junction. south west of Malton
 - Brambling Fields to Staxton Roundabout, east of Norton
- 6.11 The Highways Agency would support the Study through information provision. The Study would:
- identify schemes for inclusion in potential future funding bids. Construction is not likely ahead of 2021 due to funding and / or scheme delivery issues
 - cost in excess of £50k based on experience of the costs of previous works
 - identify options considering:
 - § Contribution towards economic growth from journey time savings and improved journey time reliability
 - § Road safety benefits.
 - Options are likely to include a review of Rillington Bypass and identification of potential routes for a bypass of Sherburn.
 - Options east of Malton and Norton are likely to be single carriageway as traffic flows are unlikely to justify dual carriageway. For Crambeck to Musley Bank it is anticipated that the commission will identify an indicative alignment for upgrading to dual carriageway.
 - identify specific route options together with a robust cost estimate and BCR for each option.

- include an initial assessment of environmental constraints (based on existing data)
- 6.12 This Study is the next step in the 'normal' development of any major transport scheme and should identify a number of feasible improvement options. The following step in the process will be to identify 'preferred routes' for each option. This would require more detailed design work and a much more detailed environmental assessment and public consultation. This is outside of the scope (or affordability) of this current commission.
- 6.13 NYCC has identified funding of up to £20,000 subject to funding from other sources and initial indications are positive from Scarborough Council. On this basis, the report recommends that £20K be allocated by this Council towards this work, utilising the Major Projects fund of the RDF.

Malton to Pickering Cycle Route

- 6.14 The project aims to connect the market towns of Norton, Malton and Pickering with a safe cycle route, predominantly off the A169 and linking significant employment sites between the towns; Flamingo Land and the Ryedale Exhibition and Leisure Village and maximising linkages to potential employment development sites in the future. RDF funding of £3K is sought to commission the necessary studies to progress this project. The total project cost is estimated at £22K.
- 6.15 This project was originally identified in 2013 in a collaborative bid to Government to support cycling infrastructure. The bid was led by the North York Moors National Park Authority and included a cycle route from Malton to join the Sustrans national cycle network and to link significant employment sites. This bid to the DfT was not successful but elements are now being taken forward to other funding schemes with a view to delivery. The project was also highlighted by the 'Raising Cycling in Ryedale Group' and the 'Ryedale Market Towns Promotion' group to develop a safe cycle link between the 5 market towns, contributing to the visitor economy and the growth in cycle touring.

7.0 IMPLICATIONS

- 7.1 The following implications have been identified:
- a) Financial
This proposal implements the decision by Council on 7 March 2013 to allocate £100K of New Homes Bonus funding to progress major projects, as part of the Ryedale Development Fund.
 - b) Legal
Allocations will need to be in accordance with state aid regulations. An 'offer letter' detailing the terms and conditions of the investment will be made to the lead partner.
 - c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)
These initiatives seek to enhance economic activity in Ryedale to the benefit of both Ryedale residents and businesses.

8.0 NEXT STEPS

- 8.1 The importance of getting projects through the development phase has been

highlighted during the LEP 'Plan for Growth' submission process. Projects which are ready for development (with risks identified and mitigated and permissions in place) and can deliver timely outputs (in terms of economic growth) have clear priority in the Plan for Growth and the LEP's bid for competitive Government funding. Consequently, it is likely that further allocation of resource to the Ryedale Development Fund will be necessary to ensure projects in Ryedale are investment ready.

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Background Papers:
None.