

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

22 January 2014

Work Programme

1 Purpose of Report

1.1 This report asks the Committee to:

- a. Note the information in this report.
- b. Confirm, amend or add to the areas of work shown in the work programme schedule (**Annex A**).

2 Background

2.1 The scope of this Committee is defined as:

'Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.'

'Supporting business, helping people develop their skills, including lifelong learning.'

'Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.'

2.2 Review of local bus services: formation of a Task Group

The Committee agreed at its meeting on 19th December 2013 to conduct a review of how local bus services could be put on a more sustainable footing, including investigating alternative ways of running bus services suited to local needs.

The Committee is asked to form a Task Group to take forward the detail of this work. The draft scope of the review to be undertaken by the Task Group is attached in **Annex B**.

The timescale for the review is short in order for us to help inform the next round of bus subsidy reduction proposals. Consultation on these additional proposals is expected to be in the late summer, with the changes to take effect in 2015/16.

3 Recommendations

3.1 The Committee is asked to:

- a. Note the information in this report.
- b. Approve, comment or add to the areas of work listed in the Work Programme schedule.
- c. Approve the draft scope of the Local Bus Services Review.

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Date: 13 January 2014

Background Documents: None

Annex: Annex A – Work Programme
Annex B – Draft scope of review of local bus services

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Scope

‘Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.

Supporting business, helping people develop their skills, including lifelong learning.

Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.’

Meeting dates

Scheduled Committee Meetings Agenda briefings to be held immediately prior to Committee meeting. Attended by Group Spokespersons.	22 Jan 2014 10am	16 April 2014 10am	16 July 2014 10am	15 Oct 2014 10am	21 Jan 2015 10am	15 April 2015 10am
Scheduled Mid Cycle Attended by Group Spokespersons only.	19 March 2014 10am	12 May 2014 10am	12 Sept 2014 10am	2 Dec 2014 10am	3 March 2015 10am	

Overview Reports

Meeting	Subject	Aims/Terms of Reference	Action/By Whom
Consultation, progress and performance monitoring reports			
Each meeting as available	Corporate Director and / or Executive Member update	Regular update report as available each meeting	David Bowe/Executive Members

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Meeting	Subject	Aims/Terms of Reference	Action/By Whom
22 January 2014	Results of the public consultation on Household Waste Recycling Centres (HWRCs)	Results of the public consultation on HWRCs and make recommendations to the Executive	Ian Fielding
	Local Nature Partnership for North Yorkshire & York	Update on progress – draft strategy	Ian Fielding
	Ringway	To receive an update on actions being put in place by the highways maintenance & highways improvement contractor (Ringway) to improve performance and communications	Barrie Mason
16 April 2014	Local Transport Plan (LTP3) Mid Term Review	To receive the draft amendments to the LTP3 in respect of the Mid-Term Review (transport & public health, HS2, Local Growth Fund, Strategic Environmental Assessment)	Andrew Bainbridge
	2020 North Yorkshire	To receive an overview of 2020 North Yorkshire	Richard Flinton/Gary Fielding
16 July 2014	Ringway	To receive the annual report on actions being put in place by the highways maintenance & highways improvement contractor (Ringway) to improve performance and communications	Barrie Mason
	Highways Agency	Regular annual update	Roger Wantling
Items where dates have yet to be confirmed	Grass-cutting – biodiversity and the potential to make savings to the grass-cutting service <i>(16 April 2014 or 16 July 2014)</i>	Discussion of the benefits of promoting biodiversity in respect of grass-cutting and initial ideas as to where potential areas could be made to make savings in respect of the grass-cutting service more generally	Barrie Mason
	Airport Consultative Committee <i>(16 April 2014 or 16 July 2014)</i>	Annual report by the County Council's representatives on: Leeds/Bradford International Airport (Cllr Trotter) Durham and Tees Valley Airport (Cllr Jeffels) Robin Hood Airport (Cllr Pearson)	County Councillors David Jeffels, Cliff Trotter and Chris Pearson
	The use and management of Unsurfaced, Unclassified Roads (UUR) <i>(16 April 2014 or later)</i>	Feedback from pilot schemes	Doug Huzzard

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	Temporary Vehicle Activated Signs <i>(16 July 2014 or later)</i>	Feedback on the review to consider how the use of temporary vehicle activated signs has worked following the Committee's scrutiny review in September 2012	Allan McVeigh
	Economic Development <i>(16 July 2014 or later)</i>	Regular update	James Farrar
Member working groups			
	Working group on the Minerals and Waste Development Framework <i>(Introductory meeting held on 30th September 2013/next meeting due to be held in Spring 2014)</i>	To contribute to the preparation of new spatial planning policies for minerals and waste.	Rob Smith/Jonathan Spencer
Possible future overview reports and presentations from external partner organisations			
Meeting	Subject	Aims/Terms of Reference	Action/By Whom
	Finance Yorkshire	Finance Yorkshire offers 'seed corn' finance, business loans and equity-linked finance for businesses in or relocating to the Yorkshire and Humber region.	Jonathan Spencer
	Rail services	To give an update on current and planned rail services affecting North Yorkshire. Feedback from Rail User Group	Rail operating companies Rail User Group
	Promoting access to our heritage	To give an overview and promote discussion	English Heritage

In-depth Scrutiny Projects/Reviews

Subject	Aims/Terms of Reference	Action/By Whom	Timescales
Review of local bus services	To establish the ways in which local bus services could be put on a more sustainable footing, including investigating alternative ways of running bus services suited to local needs.	Task Group Members/Jonathan Spencer	February to May 2014

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

Transport, Economy and Environment Overview & Scrutiny Committee

Plan of Scrutiny Review

TOPIC	Local bus services	
OBJECTIVE	To examine the ways in which local bus services could be put on a more sustainable footing, including alternative ways of running bus services suited to local needs. This will also include looking at access to services.	
REASONS FOR REVIEW	<p>As part of its commitment to save £94m from 2011/12 to 2014/15, the County Council has consulted on proposals to reduce the level of its public transport subsidy by £1.1m per annum. Following announcements by the Government over future funding for local government, including most recently the Provisional Local Government Finance Settlement for 2014/15 and 2015/16, the Council now needs to find further savings of between £74m to £75m from 2015/16 to 2018/19. Resulting from this the County Council will be considering reducing its public transport subsidy further from 2015.</p> <p>Communities will no longer be able to rely upon the County Council funding the gaps left by market failures in commercial bus service provision. Alternative, community-led solutions will need to be found to access services in those areas where the bus subsidy is withdrawn and commercially-run bus services cannot be provided.</p> <p>The remit of the Transport, Economy and Environment Overview and Scrutiny Committee, (which includes transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met), means that it is the appropriate overview and scrutiny committee to undertake this review.</p>	
CORPORATE OBJECTIVES (tick most appropriate)	To ensure good access for all	√
	To help people to live in safe communities	
	To help all children and young people to develop their full potential	
	To promote a flourishing economy	
	To maintain and enhance our environment and heritage	
	To improve health and wellbeing and give people effective support when they need it	

TASK GROUP MEMBERS	To be determined by the Committee (22 January 2014).
PARTICIPANTS / CONSULTEES	<ul style="list-style-type: none"> • NYCC Integrated Passenger Transport Unit • Voluntary and community sector (transport providers and infrastructure organisations) • Passenger transport user groups • A neighbouring shire county (to ascertain the approach being taken there in response to reductions in the bus subsidy) • Rural Transport partnerships • Commercial bus providers • Parish councils
METHOD	<p>Officer briefing on options for change and level of subsidy.</p> <p>Visit to a neighbouring shire local transport authority (e.g. Cumbria County Council, which is proposing to cut its entire budget for contracted bus services and planning to put in its place community-transport solutions).</p> <p>Meeting/s with representatives of best practice community-led transport solutions in the county or elsewhere (community transport, volunteer car schemes, parish councils that have raised the precept to fund services).</p> <p>Round the table discussion with representatives from Rural Transport partnerships, voluntary sector infrastructure organisations (NYFVO), passenger transport user groups and commercial bus providers.</p> <p>Consult with passenger user groups and parish councils, and utilise the public responses from the recent consultation exercise, to ascertain what communities need in order to be able to access services.</p>
ISSUES	<ol style="list-style-type: none"> 1) How passenger transport provision would look like in the county if we were starting from scratch. 2) Maintaining access to services for communities whilst at the same time reducing the bus subsidy. 3) The options available to get to a minimum level of subsidy whilst still maintaining a viable bus network across the county, and what communities could deliver. 4) There will be no one size fits all solution to local bus provision in

	<p>the county; there will need to be different solutions in different areas. A parochial approach however will not create economies of scale. What is the willingness of delivery organisations to join up and share resources (e.g. volunteer car schemes/community transport). Why have some Community Transport schemes failed in the past and how can new schemes be designed so that they do not replicate these mistakes?</p> <p>5) The reductions in bus subsidy will be felt most by people who do not own a car but who live and work in areas of the county where historically there has been a reliance on contracted bus services. These areas might need to develop community-led solutions in order to access services in the future. Such initiatives might involve reducing the need to travel i.e. by bringing services to local communities (e.g. community-hub type approach for purchasing goods and services). Alternative sources of funding for transport provision/access to services in these areas will need to be sought.</p> <p>6) The level of support, if any, that the County Council and VCS infrastructure organisations could provide to help kick-start community-led solutions to accessing services in areas where there is the appetite to do so.</p> <p>7) Where formerly contracted bus services become commercially-run (e.g. town services), the challenge will be for them to remain profitable in the absence of public subsidy. Are there ways in which commercial bus providers could increase passenger demand e.g. through targeted marketing & promotion; ensuring greater connectivity with other forms of passenger transport; modifying bus times or re-routing services; introducing season/carnet tickets; making greater use of technology (smartcards) etc.?</p>
<p>WORK PROGRAMME</p>	<ul style="list-style-type: none"> ▪ 22 January 2014 – report to TEE O&S Committee to agree outline remit of the review and to nominate Members to the task group ▪ February to April 2014 – Desk research, officer meetings, Task Group meetings, visit to another local authority and consultation with other participants/consultees ▪ May 2014 – Draw together findings and recommendations ▪ 16 July 2014 – Recommendations considered by TEE O&S Committee ▪ July/August 2014 – Recommendations considered by the Executive

SUCCESS INDICATORS	Recommendations to the Executive regarding the ways in which local bus services could be put on a more sustainable footing, including alternative ways of running bus services suited to local needs.