

Agenda

Meeting: Transport, Economy and Environment
Overview & Scrutiny Committee

Venue: Grand Meeting Room, County Hall,
Northallerton, DL7 8AD
(see location plan overleaf)

Date: Wednesday 16 April 2014 at 10.00am

Business

1. Minutes of the meetings held on:-

- 22 January 2014 (Pages 1 to 10)
- 7 February 2014 (Pages 11 to 29)

2. Public Questions or Statements.

Members of the public may ask questions or make statements at this meeting if they have given notice to Jonathan Spencer of Policy & Partnerships (*contact details below*) no later than midday on Friday 11 April 2014, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

Suggested timings

3. **2020 North Yorkshire** – Oral report from the NYCC Corporate Director 10.05am -
– Strategic Resources. 10:30 am

Suggested timings

4. **Business & Environmental Services Directorate** – Oral report from the NYCC Corporate Director – Business & Environmental Services. 10.30 am – 10.55 am
5. **The Use and Management of Unsurfaced, Unclassified Roads (UURR)** – Oral Report of the Corporate Directors – Business & Environmental Services 10.55am - 11.20 am
6. **NYCC Representatives on Airport Consultative Committees -** Reports of County Councillors David Jeffels, Chris Pearson and Cliff Trotter. 11.20am - 11.45am
(Pages 30 to 36)
7. **Temporary Vehicle Activated Signs (interim update)** - Report of the NYCC Corporate Director – Business & Environmental Services 11.45am - 12.05 pm
(Report To Follow)
8. **Road Casualties – North Yorkshire** - Report of the NYCC Corporate Director Business & Environmental Services 12.05 pm - 12.30 pm
(Pages 37 to 58)
9. **Local Transport Plan 2011-16 Mid-Term Review** - Report of the NYCC Corporate Director – Business & Environmental Services 12.30pm – 12.50 pm
(Pages 59 to 106)
10. **Work Programme** – Report of the Scrutiny Team Leader. 12:50 pm– 12.55 pm
(Pages 107 to 111)
11. **Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.** 12.55pm

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

8 April 2014

NOTES:

- (a) Members are reminded of the need to consider whether they have any interests to declare on any of the items on this agenda and, if so, of the need to explain the reason(s) why they have any interest when making a declaration.

The relevant Corporate Development Officer or the Monitoring Officer will be pleased to advise on interest issues. Ideally their views should be sought as soon as possible and preferably prior to the day of the meeting, so that time is available to explore adequately any issues that might arise.

- (b) **Emergency Procedures For Meetings**

Fire

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Accident or Illness

First Aid treatment can be obtained by telephoning Extension 7575.

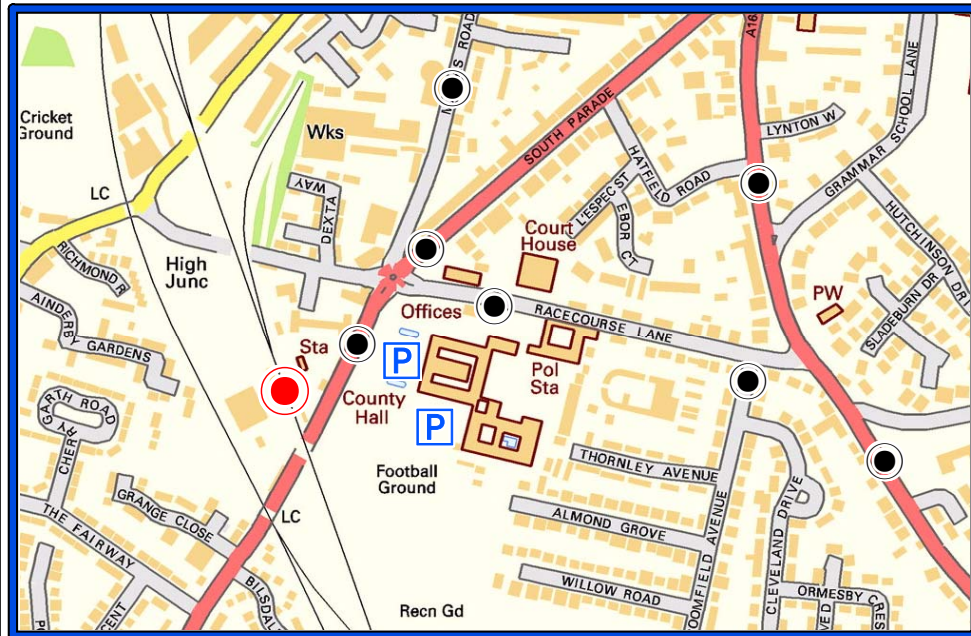
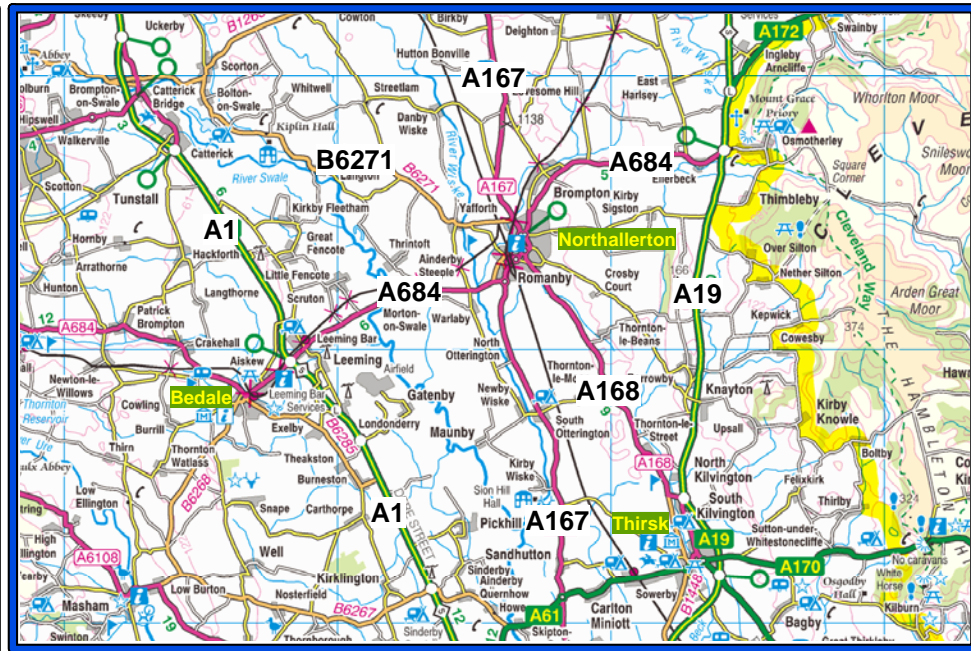
Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)							
	Councillors Name			Chairman/Vice Chairman	Political Party	Electoral Division	
1	ATKINSON, Margaret				Conservative		
2	BAKER, Robert				Conservative		
3	CHANCE, David				Conservative		
4	GOSS, Andrew				Liberal Democrat		
5	GRIFFITHS, Bryn				Liberal Democrat		
6	HESELTINE, Michael				Conservative		
7	HESELTINE, Robert				Independent		
8	HORTON, Peter				NY Independent		
9	JEFFELS, David			Chairman	Conservative		
10	MARSDEN, Penny				Conservative		
11	PACKHAM, Robert			Vice Chairman	Labour		
12	WELCH, Richard				Conservative		
13	WINDASS, Robert				Conservative		
Total Membership – (13)				Quorum – (4)			
Con	Lib Dem	NY Ind	Labour	Liberal	UKIP	Ind	Total
8	2	1	1	0	0	1	13

2. Substitute Members

Conservative		Liberal Democrat	
	Councillors Names		Councillors Names
1	PEARSON, Chris	1	HOULT, Bill
2	BATEMAN, Bernard MBE	2	De COURCEY-BAYLEY, Margaret-Ann
3	BLACKBURN, John	3	JONES, Anne
4	HARRISON, Michael	4	
5		5	
NY Independent		Labour	
	Councillors Names		Councillors Names
1	BARRETT, Philip	1	BROADBENT, Eric
2		2	
3		3	
4		4	
5		5	
Liberal			
	Councillors Names		
1			
2			
3			



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at County Hall



Northallerton National
Rail Station



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County Hall

Northallerton
North Yorkshire
DL7 8AD



North
Yorkshire County Council

Tel : 0845 8 72 73 74

North Yorkshire County Council
Transport, Economy and Environment
Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on Wednesday 22 January 2014 at 10.00 am.

Present:

County Councillor David Jeffels in the Chair

County Councillors Robert Baker, Bernard Bateman (substitute for Margaret Atkinson), David Chance, Andrew Goss, Bryn Griffiths, Michael Heseltine, Robert Heseltine, Peter Horton, Penny Marsden, Bob Packham, Richard Welch and Robert Windass

Officers:

David Bowe, Corporate Director (BES), Ian Fielding, Assistant Director: Waste & Countryside Services (BES), Emma Hobbah, LNP Development Officer (BES), Andy Holmes, Service Improvement Officer (BES), Barrie Mason, Assistant Director Highways and Transportation (BES), Matt Millington, Projects & Partnerships Officer (BES), Richard Owens, Assistant Director for Integrated Passenger Transport (BES) and Jonathan Spencer, Corporate Development Officer (Central Services)

Present by Invitation:

Phil Jepps, Divisional Manager (Ringway) and John Nicolson, Regional Director (Ringway)

There were no members of the public present

Copies of all documents considered are in the Minute Book

23. Minutes

That the Minutes of the meeting held on 19 December 2013, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

24. Public Questions or Statements

It was noted that there were no general public questions or statements.

25. Business & Environmental Services Directorate

Considered –

The oral update from the NYCC Corporate Director - Business and Environmental Services highlighting some of the recent issues considered by the Executive since

the last meeting of the Committee and identifying some of the key issues and priorities for the coming months.

The key issues reported by David Bowe were as follows:

- The full range of bus subsidy reductions had been approved by the Executive at its meeting on 21 January. At the same meeting reference had been made to the implications of the County Council having to make an additional £77m in savings from 2015/16 to 2018/19. This would have a serious impact on all services. A review of winter maintenance would be undertaken to implement efficiencies and ensure uniformity of service across the county, including in terms of the provision of salt heaps and bins. The vast majority in the county would not notice a difference. A review of the grass-cutting service would also be undertaken, with a view to reducing the number of grass cuts per year in order to save in the region of £700,000. There was potential to mitigate the reduction in grass cuts through communities delivering grass-cutting through their own resources and funding. Where parish councils had taken over and contracted the grass cutting service the grass cut was generally done to a higher standard albeit at a higher cost.
- The road closures for the Yorkshire stage of the Tour de France had been published to ensure that businesses and residents could plan ahead. Affected roads would be closed for a minimum eight hours. If people travelled to the event a long time in advance there might be a need to close some roads earlier to the public apart from local residents.
- North Yorkshire's 4A and 4B category roads had deteriorated especially in the last two winters. Once weakened the structure of these roads was more easily undermined than higher category roads. This was due to them not having been engineered to the same degree as higher category roads. Mechanisms to gain investment to assist the Authority were being looked into by utilising its own resources to match-fund opportunities with the Department for Transport either directly or indirectly through the local growth fund money. Having a good road network was important to the county's economic development not just in terms of attracting new businesses but also in terms of protecting existing businesses.

Members made the following comments:

- The number of potholes on minor roads in the county was the number one complaint in rural areas. At the same time the County Council was not honouring insurance claims. David Bowe responded by noting that the County Council needed to be robust in its defence. When potholes were reported to the Authority an inspection was undertaken and if a repair was required then this would be undertaken. An issue was that some emergency repairs did not provide sufficient longevity especially during the winter months. Resource allocation meant that category 1 to 3 roads were given a higher priority for repairs. The state of the rural road network in the county was a cause of concern though. In terms of insurance claims the County Council had to demonstrate that it was not negligent and could show that it had a robust safety inspection regime in place. The vast majority of Category 4A and 4B roads were inspected once a year.
- The Chairman asked if due to the mild winter to date it would be possible to re-allocate some of the funding normally set aside to grit the roads to repair outstanding highways maintenance. David Bowe said that that was a debate for the Executive to have in how to utilise the central reserve. However spend on winter maintenance had been low and at the current rate would come under the projected budget by between £1m to £2m. However the months of February and March could bring wintry conditions. The high rainfall had

caused pothole damage. There could be an opportunity to put in a highways maintenance bid into the central reserve.

- The cost of bringing the road network up to a good standard. David Bowe responded by saying that the financial figures relating to the condition of the road network frequently changed and so it was difficult to take a view precisely about the level of investment that was needed. However it would cost between £250m and £400m to carry out the structural repairs needed to bring the road network into a good condition. To then maintain the roads in order to stop on-going deterioration would be a further £50m to £60m per annum. The County Council currently prioritised its road maintenance programme to ensure that there were as many safe routes available as possible within the current budget constraints.
- A number of bus service issues were raised chiefly relating to bus services in Scarborough district. A Member suggested re-routing a commercial service in Scarborough to cover an area left by the withdrawal of the Number 4 bus service. This would help to ensure better value for money. Another Member noted that two estates in his Division were now without access to a bus service, which was of particular concern to elderly residents. David Bowe said that the County Council would continue to negotiate with commercial bus providers to get the best service and it was sometimes the case that commercial providers did not spot the opportunities. Ultimately however it was down to the commercial operator to decide whether to divert a route. The Authority would look to provide mitigating solutions via a community-enhancement approach in areas not covered by regular bus services. He said that he would welcome Members continuing to bring to the Authority's attention area-specific concerns so that it could see what alternative solutions could be put in place.
- The future plans for community-run transport solutions such as the Little White Bus to enable people without access to a car living in rural areas to be able to access services. David Bowe noted that the aspiration was to try to ensure that rural communities had access to service hubs via a community-led transport approach. This would help reduce the risk of those without access to a car from being isolated, particularly for older people. This could be for example via the provision of a volunteer car scheme or dial a ride service.
- Safety issues if the number of grass-cuts were reduced or removed entirely. David Bowe said that the County Council would continue to ensure that grass was cut where there were safety issues, notably at roads junctions. The Chairman noted that an item on grass-cutting would be brought to a future meeting.

Resolved –

That the oral update from the NYCC Corporate Director - Business and Environmental Services be noted.

26. Household Waste Recycling Centre Savings - Consultation

Considered –

The report of the Corporate Director – Business and Environmental Services, to inform the Committee of the outcome of the recent consultation on proposals relating to savings in the provision of the Household Waste Recycling Centre (HWRC) service.

Ian Fielding introduced the report. He also referred to the report on this issue going to the Executive in February, which provided more details about the results of the consultation exercise. The savings were part of the overall Council budget that had to be made up to and including 2014/15. The Council's current HWRC policies were adopted in 2005. In 2008 the Council published guidance in relation to these policies. The guidance limited the largest type of construction and demolition waste being disposed of at HWRCs. Residents could deliver the equivalent of two car boot loads of soil and rubble free of charge each month. The cost of the receipt and disposal of inert non-household waste was £240,000 per annum. A 10 week consultation exercise was carried out between October and December 2013. The primary purpose of the consultation was to seek views on the disposal of soil and rubble and other similar materials such as plasterboard at HWRCs. However the opportunity was taken to consult on other areas of the HWRC service at the same time. 1126 responses were received. Most respondents agreed that the County Council should continue to accept soil, rubble and plasterboard at HWRCs but there was not overwhelming support to charge. Concerns included fly-tipping of soil and rubble if a charging regime was introduced.

Ian Fielding went on to note that fly-tipping had not increased in 2008 when the amount of soil and rubble that could be disposed of without charge was reduced. Fly-tipping had also not increased when the opening hours were restricted at the county's HWRCs. The County Council worked with the Environment Agency and district councils to tackle fly-tipping. The recommendation in the report was to introduce a charging regime for soil and rubble and plasterboard. If the County Council could not reach an agreement with its contractors to charge then it would have to stop taking soil and rubble and plasterboard at HWRCs.

Members made the following key comments:

- Isolated cases of fly-tipping had occurred recently with builders rubble tipped on a car park. The offender had been traced. Councils should be more proactive in fining people especially as fly-tipping is likely to increase when the charging regime is brought in. Ian Fielding replied that the enforcement agency was the Environment Agency. The district councils also had some powers in this regard. The County Council did not have the power to fine. He said that there was a need to be diligent particularly with regards to fly-tipping in the immediate vicinity of HWRCs. However such incidents tended to be local to a specific HWRC and work was done with the local parish council and Environment Agency to gather evidence for prosecution.
- Cross-border issues of people living outside the county being in the habit of travelling into North Yorkshire to use the HWRCs. There was the danger that those same journeys would continue but the waste would be dumped illegally. Ian Fielding said that in order to reduce the risk of fly-tipping the County Council would be negotiating with contractors to ensure that a fair charging regime was put into place based upon the amount of waste that individual customers were intending to dispose of at a HWRC.
- Referring to paragraph 7.2 of the report a Member noted the risk that in the event that the HWRC operating contractors did not agree to take responsibility for charging for soil and rubble etc., the County Council would have to stop taking soil and rubble at HWRC. He expressed concern that this could result in different levels of service provision across the county. Ian Fielding replied that there were two operating contracts in place in the county. Whilst he could not guarantee the same agreement for both, the County Council could influence Yorwaste as it was the majority shareholder of the

company. He anticipated that agreement to introduce the same charging regime would be reached with both contractors in due course.

- The questions in the consultation were targeted on the savings up until the end of 2014/15. In terms of people's responses to the other areas of the HWRC service that were consulted upon, how useful had this information been in view of the fact that respondents would not have been aware at that point of the additional savings required across the Council from 2015/16? Ian Fielding replied that there had been a number of useful suggestions but there would likely be a future consultation on any specific proposals.
- A Member commented that the previous change to the service to close one day a week had not enlisted a high number of complaints received and reducing the opening hours further could be another way to make savings.
- A question was asked about the practicalities of charging customers for delivering soil and rubble at HWRCs when they had mixed these with other materials that were not chargeable. Ian Fielding replied that the County Council would be working through different scenarios with the contractors. The HWRC operators would need to be reasonable in the way in which they applied the charging regime especially if customers brought only small amounts of non-household waste.
- The need to restrict the size of vehicle using facilities. Andy Holmes replied that the current policy did provide restricted vehicle access. The vehicle limit was 3.5 tonnes. In the past restrictions had been placed on trailers but these had been suspended. This could be re-introduced in the future as part of further savings.

Resolved –

- a) That the Committee notes the report.
- b) That the Committee recommends that the Executive agrees the changes to HWRC operating contracts that:
 - enable the continued receipt of soil and rubble, and plasterboard at all HWRCs at no cost to the Council (including allowing operating contractors to charge for this waste) from 1 April 2014 or as soon as practicable thereafter or,
 - in the event that agreements with the HWRC operating contractors cannot be completed by 1 April 2014, make the necessary arrangements such that the Council shall stop accepting soil and rubble and plasterboard at the appropriate HWRCs from that date.

27. North Yorkshire and York Local Nature Partnership

Considered –

The report of the NYCC Corporate Director – Business and Environmental Services, to update Members on the progress of the North Yorkshire & York Local Nature Partnership and to provide Members with the opportunity to comment on the draft LNP Strategy.

Ian Fielding introduced the report. He explained that Local Nature Partnerships were designed to help their local area manage the natural environment effectively and embed the environment within local decisions for the benefit of nature, people and the economy. North Yorkshire and York successfully applied to be a LNP, achieving official status from the government in July 2012. The North Yorkshire & York LNP covered the sub-region excluding the Yorkshire Dales National Park and Nidderdale Area of Outstanding Natural Beauty. A shadow board was in place. Referring to section 3 of the report Ian Fielding went on to refer to the benefits that the LNP would bring to North Yorkshire. He also referred to section 4 of the report relating to the strategy document. Although the LNP would have no additional funding it would provide the platform to lever in funding and inform future funding bids. The vision integrated aspects of nature conservation. The four key themes in the strategy were: nature; people and communities; economy; and climate change. Specific geographical areas had been identified as priority areas: seven rural areas and two urban areas. The strategy was currently out to consultation and would be finalised in the summer. The strategy would be reviewed after five years.

Members made the following key comments:

- The Chairman asked if the LNP Shadow Board had involved the Howardian Hills AONB and Welcome to Yorkshire. Ian Fielding replied that Howardian Hills AONB had representation on the Board. Welcome to Yorkshire had been contacted and there was on-going dialogue to try to engage that organisation more fully in the future. The LNP would also have strong connections with the Local Enterprise Partnership.
- Referring to the strategy document a Member suggested that the references made to the 'preservation of peatlands' should include the word 'restoration' of peatlands. He went on to praise the Cayton and Flixton Carr Wetland Project near Scarborough.
- Mention should be made in the strategy of the legacy benefits of the Tour de France in the strategy both in terms of the economic benefits that it would bring with increased tourism and in terms of the health and wellbeing benefits of cycling. Ian Fielding mentioned that the LNP had had some engagement with the Tour de France working groups. The event would be held before the strategy had been adopted. However he agreed that reference could be made in the strategy to the potential legacy benefits of the Tour de France.
- A Member said that the LNP seemed short on resources to implement projects on the ground. Bearing this in mind what were the possibilities of being able to tap into the environmental cross-compliance aspects of the Single Farm Payment from April 2015? Ian Fielding said that the LNP was in discussions with the Local Enterprise Partnership about the opportunities arising from the reform to the Common Agricultural Policy. However the LNP would not be receiving direct funding from this source. This was because of the nature of the LNP and because and also much of the strategy would be delivered through a community-led approach. Matt Millington added that Natural England was undertaking initiatives that focused on land stewardship, and was likely to be at the centre of discussions relating to CAP reform. There would be links there to the work of the LNP.
- A Member noted that it would be useful to receive an update report later in the year after the consultation period had closed, detailing the responses that had been received and the changes made to the final strategy document. He went on to ask if planners in the district councils and National Parks Authority had been made aware of the strategy and whether the strategy would be taken into account when significant planning proposals were being considered. Ian Fielding said that the planning authorities were being

consulted. He noted that whilst LNPs did not have a statutory status they were being actively promoted by Government.

Resolved –

- a) That the report be noted.
- b) That an update report be provided to Members later in the year detailing the results of the consultation.

28. Ringway Performance 2013/14 (April – September 2013)

Considered –

The report of the NYCC Corporate Director – Business and Environmental Services, to advise Members of Ringway's performance under the Highways Maintenance Contract (HMC) 2012 during the period 1 April 2013 – 30 September 2013.

Barrie Mason introduced the report. He explained that the report arose from the request made by the Transport, Economy & Environment Overview and Scrutiny Committee meeting to receive an interim report. The annual report would be presented to the Committee in July. The interim report related to the period April to September 2013. The Chairman of the Transport, Economy & Environment Overview and Scrutiny Committee had attended the Performance Review meeting in November on which the interim report was based.

Barrie Mason reminded the Committee of the design of the contract including the potential to reduce the contract term if the performance of the contractor fell below the agreed level, and the 'claw back' and 'win back' mechanisms.

Barrie Mason referred to paragraph 2.15 of the report detailing the discussions at the Performance Review meeting and appendices A to G. It had been noted at the meeting that when compared to the end of 2012/13, the overall performance against the Primary Performance Indicators (PPIs) had improved whilst performance against the Secondary Performance Indicators (SPIs) had marginally dropped. Should current performance levels be taken as the position at the end of the 2013/14 financial year, it would be likely that a recommendation would be made to the Evaluation Panel to reduce the contract term by one year. Ringway's anticipated performance for the period October 2013 to March 2014, however, was projected to be much better due to a number of reasons including changes in management.

Barrie Mason went on to refer to paragraph 2.16 of the report and Appendix H relating to communications to Members about the progress of planned and current highways works. Ringway was proposing to introduce a Member's portal so that Members could track the progress of planned and current works. It was hoped that this would be rolled out shortly. There had been a delay in introducing the portal however due to the fact that the County Council needed to be confident that Ringway would be carrying out the highways works in the agreed timescales.

John Nicolson said he wished to reinforce the commitment Ringway had to the contract. He was personally committed to delivering a high quality service that met the County Council's aspirations. He acknowledged that Ringway had fallen short of achieving this particularly in Year One of the contract but believed that over the last six

months Ringway's performance had improved significantly in terms of the level of service that it was providing to the County Council. Ringway would work with the County Council to innovate and introduce best practice used in the other contracts that Ringway had with local authorities elsewhere in the country. He hoped that Ringway would be able to work with the County Council for the full contract term.

Members made the following key comments:

- Members expressed a number of concerns about the delays in road-marking being carried out by Ringway. The example of Harrogate district was cited where Members had had to chase up progress several times before the work was undertaken. Harrogate Borough Council was considering introducing its own road-marking team as a result. Another Member reported that Staithes, in Scarborough district, was still waiting for a delayed programme of road marking to be carried out. Due to this delay some permit holders were selling back their permits as they felt that the current standard of road markings meant that parking offences were no longer enforceable. Barrie Mason said that work was being undertaken with Ringway to establish what orders had been placed and for where. He would then be able to share this information with Members on an individual basis. John Nicolson said that he was not aware of jobs outstanding in the system for Staithes and gave an assurance that he would identify with the County Council if an order had been placed for this work to be carried out.
- The quality of the road-marking materials was below par and the question was asked if Ringway had sufficient resources to undertake road marking and gully-emptying across the county. Phil Jepps replied that the performance of gully-emptying related to programmed works. Ringway was however also responding to a significant number of requests for unscheduled emptying, which had resourcing implications. With regards to road marking Phil Jepps said that he accepted there needed to be improvements in standard road marking but was committed to ensure that the service improved. Ringway had two road-marking gangs in the county. Specially manufactured materials were used for road marking and they had a good track record in terms of longevity. Barrie Mason confirmed that the level of resource provided by Ringway to undertake road marking was at a higher level than had been available under the previous contract. He said that it was critical for road markings to be kept up to date because of the County Council's responsibility for civil parking enforcement issues. A regular three month meeting was held with Ringway representatives to address road marking issues. Road marking was given a high priority.
- A further question was asked about how far behind schedule Ringway was for road marking programmed works. Barrie Mason said that there was still a backlog in place from last year, though additional resources had now been provided in order to reduce the backlog. Ringway's performance in relation to carrying out roadmarking programmed works was still not up to the standard expected by the County Council. He went on to note that Ringway was trying to improve its performance on road markings and there was a need for the County Council when ordering works to provide a reasonable time frame for Ringway to carry out the work. A guidance manual was being put together so that officers ordered work within a consistent timeframe and so there were clear definitions about which highway defects needed to be repaired or monitored.
- The inspection regime in place to inspect the work carried out by Ringway. Barrie Mason explained that there were a number of inspectors across the county operating out of the Area Offices. A key part of their work in inspecting the highways network was to make random inspections of the work carried out

by Ringway. Under the contract Ringway was responsible for its own quality control. The County Council was looking at bringing in some additional inspection resource. The Chairman suggested that Members should have regular meetings with their local Area Highways Office Managers. Phil Jepps said that he was happy to work with whatever regime was in place. Overall Ringway offered a high quality service with a high degree of internal self-checking.

- Lack of communications to Members and concerns expressed by parish councils about the state of the highway network generally and lack of local information about when work was scheduled to be carried out. Barrie Mason referred to his earlier comments about planned communications to Members. He said that the County Council in partnership with Ringway was wanting to ensure that Members were informed at an early stage about work that was about to commence and were kept briefed about the progress of existing works. This information would in turn allow Members to report back accurate information to their local parish councils. It was important however that the County Council was confident about the accuracy of the information provided by Ringway. Barrie Mason went on to remind Members to make use of the Customer Care Officers in the Area Highways Offices for information about work being carried out in their Division. Phil Jepps said that Ringway had a history of working with local authorities so was aware of the need to provide comprehensive information.
- The Chairman asked if the mild weather during the winter to date had allowed Ringway to reduce its highway maintenance backlog and had meant that more of the targets for the Secondary Performance Indicators were being met. Barrie Mason said that the latest information from Ringway for the period up to December 2013 did present a better picture than for April to September 2013. He noted however that although it had been a mild winter, the storm surge event affecting the Yorkshire coast in October had led to unscheduled work repairs needing to be carried out in the Sandsend area. The high rainfall during the winter period had also created flooding problems, which had in turn created more potholes.

Resolved –

That Ringway's performance under the Highways Maintenance Contract 2012 during the period 1 April 2013 to 30 September 2013 be noted.

29. Work Programme

Considered –

The report of the Scrutiny Team Leader asking the Committee to:

- (a) Note the information in this report.
- (b) Confirm, amend or add to the areas of work shown on the work programme schedule (attached at Annex A).
- (c) Approve the draft scope of the Local Bus Services Review.

Jonathan Spencer, Corporate Development Officer referred to the draft scope of the Local Bus Services Review at Annex B of the report. He noted that the review arose from the Committee's resolution at its meeting on 19 December 2013 to conduct an in-depth review of local bus services in rural and urban areas of the county to establish how local bus services could be put on a more sustainable footing, including investigating alternative ways of running bus services suited to local needs.

Jonathan Spencer noted that the review would be a focused piece of work because there was a short window of opportunity to be able to inform the next round of bus subsidy reduction proposals coming into effect from 2015/16. He suggested that the scope of the review should be about maintaining access to services and looking at a range of transport solutions, not just buses. The review could establish what passenger transport provision needed to look like in the future in order for people to continue to be able to access services. He advised that the review should cover both rural and urban areas. The urban aspect would focus mainly on those town services that were previously subsidised; as the issue there was to establish how they could become profitable and remain profitable. The method of the review was to have a mixture of visits and round the table discussions with the organisations listed in Annex B. Members were invited to consider which other organisations the Committee should be consulting with for the purposes of the review.

Richard Owens added that the review should focus on establishing the access needs of communities in North Yorkshire and how these might best be met using a range of transport options. Getting the view of bus users would be essential. He noted that Northamptonshire County Council had already reduced its bus subsidy two years ago and it would be interesting to see what solutions had been put in place to ensure that communities were still able to access services there.

Jonathan Spencer went on to recommend that the Committee set up a task group to take forward the detail of the review with the aim to produce a report for the Committee meeting in July.

Resolved –

- a) That the work programme report be noted.
- b) That the draft scope of the Local Bus Services Review as submitted be further refined to highlight the access to services remit of the review, and then signed off by the Task Group.
- c) That the following Members be appointed to the Task Group: County Councillors David Jeffels, Robert Heseltine, Michael Heseltine, Bob Packham, Peter Horton, David Chance, Penny Marsden and Andrew Goss.

The meeting concluded at 1.10pm

JS

North Yorkshire County Council
Transport, Economy and Environment
Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 7 February 2014 at 10.00 am

Present:-

County Councillor David Jeffels in the Chair

County Councillors Margaret Atkinson, Robert Baker, John Blackburn (substitute for Penny Marsden) David Chance, Andrew Goss, Bryn Griffiths, Michael Heseltine, Robert Heseltine, Peter Horton, Steve Shaw-Wright (substitute for Robert Packham), Richard Welch, and Robert Windass

Members invited to attend: Executive County Councillor Chris Metcalfe

Signatories to the call in: County Councillors John Clark, Stuart Parsons and John Savage

Other Members present: County Councillors Gareth Dadd, Carl Les, Penny Marsden and Cliff Trotter

Officers attending: David Bowe, Corporate Director (BES), Richard Owens, Assistant Director: Integrated Passenger Transport (BES) and Jonathan Spencer, Corporate Development Officer (Central Services)

Approximately 12 members of the public were in attendance

Copies of all documents considered are in the Minute Book

30. Chairman's Introduction

The Chairman County Councillor David Jeffels took Members through the order of business for the call in meeting as set out in the report shown on pages 1 and 2 of the papers.

31. Public Questions or Statements

It was noted that there were no general public questions or statements, as all the speakers who were present wished to speak on item 3 on the agenda.

32. Call in of the decision of the Executive taken 21 January 2014 regarding Reduction in Bus Subsidies.

The reasons given for the call in were:

- i. No information was made available to the Executive of the possible/likely impact on the budgets/costs of CYPs and HAS. Therefore the Executive could not make

an informed “One Council” decision and instead resorted to adopting a “silo” approach to decision making.

- ii. No information was made available to the Executive on the possible financial implications of their decision on the cost of providing healthcare within the County. If there have been discussions with our partners then details (and the conclusions reached) of those discussions should have been in the public domain prior to the Executive considering the item.
- iii. BES is advocating the cutting of services to the most vulnerable in our communities at the same time that they are maintaining expenditure for the healthy car drivers within the County. How does this agree with the Equality Impact Assessment (EqIA)?
- iv. The decision did not allow for small flexible cash reserves to be retained which would have enabled Parish and District Councils to consider contributing to the continuation of bus services in their areas.
- v. There is no evidence of consultation having been undertaken with groups representing the elderly, vulnerable or the disabled.
- vi. The EqIA reported to the Executive states “The EqIA also noted the mitigation measures that are to be carried out, and concluded that these will minimise any adverse impacts.” In the case of the Richmond Town Service this is blatantly untrue as the proposals exclude any service provision to the geographical extremes of the town and no mitigation measures are proposed. If this is the proven case for Richmond then it will also be the case for other communities.

The Chairman introduced the report and invited the Decision Taker (the Executive) to respond.

Executive County Councillor Chris Metcalfe said that as colleagues were aware, in July 2013 a range of proposals had been brought forward to the Executive to close the funding gap in 2014/15. The Executive agreed that the public transport subsidy should be reduced by a minimum of £1.1m. This was reported to the Transport, Economy & Environment Overview and Scrutiny Committee on the 19 December 2013. On the 21 January 2014 a report on the proposed reductions in bus subsidy was submitted to the Executive. Although the consultation referred to a £1.1m subsidy reduction the complete set of proposals amounted to £1.7m. The difference in the figures was to allow an element of choice to be provided. The savings were now estimated to be £2m per annum. The actual service implications had subsequently been found to be less than in the consultation even though the overall budgetary position of the County Council from 2015/16 onwards would be far worse than previously anticipated. The Executive decided to accept the recommendations to make savings of £2m savings per annum.

The Chairman invited the call in signatories to present their reasons for calling in the decision taken by the Executive on 21 January 2014.

County Councillor Stuart Parsons, a signatory to the call in, said that he did not believe the decision that had been reached was a whole Council decision. Account had not been taken of the potential impact on the services provided by the Children and Young Peoples Services (CYPS) directorate and the Health and Adult Services (HAS) directorate. He mentioned that Julia Mulligan, the Police and Crime Commissioner (PCC) had voiced similar concerns when she had spoken at the County Council’s Corporate & Partnerships Overview and Scrutiny Committee on 3 February 2014. The PCC felt that local authorities in North Yorkshire had not been

working together to mitigate the impact of the cuts and in particular she was concerned about the impact that this omission would have on young people. She had suggested that further work needed to be done. Councillor Parsons went on to state that the implications for the CYPS directorate were that if a child was not able to access services the CYPS directorate would suffer additional costs. No conversation had been had with the district councils to ascertain the impact that the reduction in bus subsidy proposals would have on their services. The costs associated to health and social services had not been addressed. The Executive could not be sure that by reducing the bus subsidy by £2m they had not inadvertently increased expenditure in other budgets. There would for example be increased journey costs for people having to attend hospital, which the health service would need to subsidise.

County Councillor Parsons noted that the County Council Leader, Councillor John Weighell, had acknowledged in a recent radio interview about the need to provide opportunities for young people in the county. However these proposals ran counter to that. He also noted that County Councillor Clare Wood had acknowledged at the recent Executive meeting that the overwhelming majority of older people wished to remain in own homes. These proposals however would isolate old people in their homes or force them to move. No substantive information had been provided on the impact that the bus subsidy reduction would have on tourism. Tourism was a vital element of the economy but no impact assessment had been undertaken on the impact to the local economy. There would also be a negative impact on the environment as more people would be forced to drive in order to be able to access services. No consideration had been made to the increased use of vehicles on the road both in terms of increased traffic congestion and the condition of the road. Motorists already had to queue at the traffic lights in Richmond for lengthy periods at peak times. However this would increase further as a result of the withdrawal of the bus subsidy for the local bus service. This was a situation that was likely to be replicated across the county.

County Councillor Parsons went on to repeat his view expressed at the Executive meeting on 21 January that the Equality Impact Assessment did not stand up to scrutiny. He noted that Richmond town was built on hills making walking very difficult for older people. He had been recently informed that there would be some element of transport provision following the withdrawal of the Town service. However the new service would avoid three large social housing estates and other areas of the town. He said that in the entire Equality Impact Assessment there was no evidence that disability groups and those representing the elderly had been consulted. This meant that the Council did not know collectively what the impact would be on these vulnerable groups. The Executive had based their decision on very limited grounds by not looking at the impact that the decision would have on the County Council's entire budget and those of its partners. This would have catastrophic repercussions for all public services in North Yorkshire.

County Councillor John Clark, a further signatory to the call-in spoke. He said that he realised that although the issue at stake was the County Council's problem to handle, it had not been caused by the County Council but caused by government cuts. Much as he was in favour of free public transport this was not the world in which we now lived in. The Executive's decision was made to save £2m in respect of bus services but it did not know what the impact would be of having done this. He had hoped, and continued to hope, that the Executive would put in some flexibility to give time to consider the impact of the reduction in bus subsidy. As things stood the County Council did not know what the impact and demands would be on the CYPS, HAS and Business & Environmental Services (BES) directorates. County Councillor Clark went on to note that although County Councillor Metcalfe had said that the implications for subsidised bus services in the county were less than the implications

that had been consulted upon, the problem was that the Council did not know what the impacts were. Referring to the Pickering town service County Councillor Clark said that he hoped that everything was done to replace the service but the problem was there were no estimated numbers who would need HAS services as a result of isolation.

The Chairman then invited the Decision Taker to respond to the points raised.

Executive County Councillor Chris Metcalfe said that he would take each point listed in the call in in turn.

“No information was made available to the Executive of the possible/likely impact on the budgets/costs of CYPS and HAS. Therefore the Executive could not make an informed “One Council” decision and instead resorted to adopting a “silo” approach to decision making.” County Councillor Metcalfe said that the County Council’s Integrated Passenger Transport Unit in fact commissioned services for the CYPS and HAS directorates on their behalf; it did not act in a silo. The unit had discussed the bus subsidy reduction proposals in detail with the CYPS directorate. It was also made clear in the consultation that no action would be taken that had a consequential impact on costs to the CYPS directorate. The CYPS directorate had no objections to the consultation proposals. Discussions had also been had with the Director of Public Health, and as part of mitigating the impact of the bus subsidy measures, access to care services for those who required it would be in place. The reality was that 80% of public transport was provided on a commercial basis. Of those services subsidised by the County Council most would not be removed. The level of subsidy had been reduced by £2m but part of the saving had arisen from the procurement exercise on Home to School Transport.

“No information was made available to the Executive on the possible financial implications of their decision on the cost of providing healthcare within the County. If there have been discussions with our partners then details (and the conclusions reached) of those discussions should have been in the public domain prior to the Executive considering the item.” County Councillor Metcalfe said that the reality was that no proposals had been identified as having a direct impact on the costs of providing healthcare. The proposals reduced the number of journeys available rather than withdrawing entire services and leaving communities isolated. Where there were elements of hardship serious consideration would be given to putting in place mitigations.

“BES is advocating the cutting of services to the most vulnerable in our communities at the same time that they are maintaining expenditure for the healthy car drivers within the County. How does this agree with the EqIA?” County Councillor Metcalfe said that this was comparing apples with oranges. The County Council had a statutory responsibility for maintaining a safe highway network, and had also reduced its highway budget. No service had had the luxury of being excluded from scrutiny.

“The decision did not allow for small flexible cash reserves to be retained which would have enabled Parish and District Councils to consider contributing to the continuation of bus services in their areas.” County Councillor Metcalfe said that building upon the success of community-run libraries he was keen to work with communities on alternative ways for delivering services. Mitigating measures could include funding for dial a ride. Parish and Town Councils would be able to fund services if they wished. He went on to refer to the replacement for the Pickering Town Service referred to by County Councillor John Clark. He noted that arising from a meeting with Pickering Town Council a solution for an alternative bus service had been found there. This was one such example of a community working together to provide alternative provision.

“There is no evidence of consultation having been undertaken with groups representing the elderly, vulnerable or the disabled.” County Councillor Metcalfe said that the consultation was very well publicised and the amount of interest generated showed that no one could have said that they were not aware of the proposals. There had been numerous articles in the local press and the consultation had been advertised on buses and in local libraries. Those who wished to respond and who were not able to reply on-line had been assisted by library staff. Also anyone who could not post their response had been given the option of taking it to their local library for collection. The consultation had been as widespread and comprehensive as possible.

“The EqIA reported to the Executive states “The EqIA also noted the mitigation measures that are to be carried out, and concluded that these will minimise any adverse impacts.” In the case of the Richmond Town Service this is blatantly untrue as the proposals exclude any service provision to the geographical extremes of the town and no mitigation measures are proposed. If this is the proven case for Richmond then it will also be the case for other communities.” County Councillor Metcalfe said that he was the first to agree that Richmond was not built on the flat and that one of the housing estates was at the top of a large incline. The details of the proposed commercial service had not been finalised. As things stood, there were alternative bus services within two tenths to three tenths of a mile. Once the details of the service were finalised consideration would be given to establishing whether further mitigating measures were required. He went on to state that 80% of bus services in North Yorkshire were commercially-run. The proposals to be implemented did not mean that there would be a 20% cut in bus services; there would instead be a reduction in service. Mobility was just one facet of people being able to live longer but these proposals were not about removing mobility, they were instead about a reduction of choice. In another recommendation accepted by the Executive, the HAS directorate would be investing in further preventative measures. Local community provision was important and ensuring that people were able to keep fit in their local community. Investment in these and other similar preventative measures would help older people stay independent for as long as possible.

The Chairman invited members of the public who had given prior notice to speak. He took each notified question or statement in turn, starting with that forwarded by Shelia Simms.

Shelia Simms read out a written statement which had been circulated to the Committee and is shown below. The written statement referred to the 159 route which ran between Richmond and Ripon, stopping at Leyburn three times a day, with another 159 bus travelling between Leyburn and Richmond return between these three longer journeys.

“This bus starts off from Richmond and passes through Downholme, Bellerby and Leyburn to make the first pick up in Middleham at 9.23a.m. It then returns to Leyburn by 9.30 and leaves for Richmond at 9.35. From there it makes a complete return journey to Ripon.

I can remember when this first bus picked up passengers at Downholme Lane End, Bellerby and Dale Grove (by the mini roundabout on the Richmond Road) on its way into Leyburn. I am asking for these stops to be reinstated as it would give people getting on at them half an hour to shop, collect their paper, go to the chemist etc. in Leyburn before getting it back as it returns to Richmond. Under the new timetable with the intermediate buses between Leyburn and Richmond no longer running, anyone wanting to come into Leyburn on the 159 would have to wait for the 10.05

leaving Richmond, getting into Leyburn at 10.30. They would then have to wait until 12.35 (over 2 hours) to get the bus back to these 3 stops.

Leyburn has a much higher than usual percentage of elderly people, many of whom either can't drive or don't have a car. Whilst, according to your report, they should walk or ride their bike into Leyburn from Bellerby or the outskirts of Leyburn, they are unable to do so – especially as the return journey is up hill and there is no footpath between Leyburn and Bellerby. Many older people are gravitating to the Dale Grove and Mount Drive housing estates as there are many one level properties there. There is due to be an extension to the Dale Grove estate in the near future and fields adjoining the Mount Drive estate are also earmarked for more housing.

This request is about making better use of a bus which at present travels empty but would be a valuable 'town service' for elderly residents of Leyburn. Our town is not big enough to warrant a proper 'town service' like Richmond but this would go a long way to assist elderly residents with little, if any, delay to the bus.

Whilst a one hour gap between buses in Leyburn is useable, over 2 hours is a waste of people's time and I can't think how they would fill it – other than sitting in the bus shelter once they had finished whatever they came to do. We may be retired but time is still precious to us as we know it is running out faster than we would wish!"

Ruth Annison read out a written statement which had been circulated to the Committee in advance of the meeting and is shown below.

"My name is Ruth Annison and, as a North Yorkshire employer since 1975, I became interested in local public transport because of the need to ensure that staff could get to and from work.

The CONSULTATION has brought to public attention the life-changing consequences and real deprivation that will follow if these cuts are implemented as proposed. They will have a devastating effect on the lives of hundreds, possibly thousands, of North Yorkshire residents and visitors - and deprive many people of the chance to use centralised services that are supported by ratepayers.

SINCE I BECAME DEPENDENT OVERNIGHT ON PUBLIC TRANSPORT, I have talked to many passengers who will be adversely affected. There is great anxiety – indeed dread and desperation – and I share these feelings. For example, the present 5 buses a day in each direction through ASKRIGG will be cut to 3 each way each day. The first bus will not reach Hawes until after the doctors' surgery closes. How are we to get to see the doctor, please? And appointments at the hospitals in Northallerton and Middlesbrough? In future we shall have only 2 hours 7 minutes to shop in Northallerton, our County Town, with a 3-bus journey to get here. And what chance will there be to reach work - or centralised services such as Hambleton's swimming pool in Bedale, which is appealing for more users!

I don't think councillors have an accurate picture of some proposed changes. For example, the two bus services in Wensleydale, one along each side of the valley, are described as "the combined 156/157 hourly service." This is incorrect as ONLY the starting and finishing points and village of Bainbridge, where roads for both bus services meet, have a 'combined service;' for Askrigg and other villages, 3 buses a day isn't 'an hourly service!'

TO MAKE MATTERS WORSE, there is still no suggestion of integrating the resources of school and public transport.

THE COUNCIL'S APPARENT RELIANCE ON COMMUNITY SERVICES to plug the gaps in timetables is unrealistic. Will you all be offering to fund-raise and drive for these services? And what about access to the vehicles – especially for people with limited mobility to reach any but the seats nearest the door in a minibus? Have you tried this for yourselves, carrying a walking stick in one hand, shopping bag in the other?

ALL IS NOT LOST HOWEVER! As Councillors there are questions you could ask before making your recommendation, including:

- (a) Why do some services require more subsidy than others? Perhaps the timetable don't meet passengers' real travel needs?)*
- (b) Which connections will be lost with the proposed timetables?*
- (c) Are any more changes to be made to the proposed timetables, subject to re-negotiation between officers and operators that we don't yet know about?*
- (d) Will passengers be able to get there and back, with enough time at the destination to complete the purpose of the journey?*
- (e) Will NYCC's Social Services Department become liable for residential costs if elderly people are unable to live independently through cuts in bus services?*
- (f) For the third time at a public meeting, I ask you to postpone cuts until after summer 2014, to allow time for a full review of public transport and what is required in the future? Must stress money should be spent look at present timetables and marketing to see what can be done to provide better services than proposed. Could make savings without drastic cuts. Went to see William Hague MP eight different examples of timetables inconsistencies some buses run at different times other services left out. Delay costs use goodwill of those signed petition to get best service can for people we have.*

East Ayton Parish Councillor David Tomlinson spoke on behalf of East Ayton Parish Councillor Tricia Colling who had submitted a written statement which had been circulated to the Committee in advance of the meeting and is shown below.

"The Parish Councils of both East and West Ayton are outraged to hear the recent decision taken by the Executive Committee at North Yorkshire County Council regarding the removal of subsidy for numbers 8 and 9 bus services. This subsidy removal has had the effect that Esk Valley Coaches cannot operate without the subsidy and have now made the decision to withdraw both services as of April this year.

These bus services are vital to both Parishes and are crucial in order to ensure that there is no isolation for those who are elderly and infirm. It is conceded that most users are concessionary pass holders; however, to remove one service which is the local access to facilities outside both villages and another which is access to supermarket shopping is incomprehensible.

Residents feel incensed about the loss of these two bus routes. East Ayton Parish Council held an Extra-Ordinary meeting on Friday 31 January to which over 90 residents attended to air their grievances against the cuts. A sample of residents comments are as follows:-

- "We rely on these bus services to enable us to maintain our independence".*
- "Isolation and loneliness leads to depression and withdrawal from the community which will affect our quality of life".*

We understand that a Task Group is to be set up to discuss a way forward, the Task Group will not complete its findings until September of this year and withdrawal of our services takes effect as of April this year. Surely it would have been more efficient to have a “back-up plan” in place before any decision was made to cut the subsidy?

The Parish Councils wish to state the following:

- *The recent consultation from 9 August 2013 – 25 November 2013 was deeply flawed, in that it was non-inclusive of residents who did not have access to the Internet. These residents are the majority bus users and they feel totally let down by the lack of due process. Notices on the buses were so small that anyone with failing eyesight could not read them.*
- *There was no opportunity offered beforehand by the County Council for a public meeting to be held to allow residents to discuss, raise and express their concerns on the proposals.*
- *Dial-a-Ride has been mentioned as an alternative mode of transport; they do not have the necessary Public Bus Licence. 37,000 people used the No 8 bus last year, Dial a Ride certainly do not have the resources to accommodate this number of residents.*

As this recent decision has been “called in”, we request that this letter is included in the deliberations scheduled for Friday 7 February 2014.”

Mr Tomlinson added to the statement by saying that one of the things he was most concerned about the consultation process was that a lot of elderly people did not have internet access. The consultation had however assumed that people wishing to respond did have internet access. The withdrawal of the service in East and West Ayton was of great concern, as demonstrated by the high public turnout at a recent local meeting. He said that no viable alternative was being put in place as he was not convinced Dial a Ride was the answer especially for those needing to travel to hospital. Responding to an earlier comment made he said that for elderly people, walking two tenths to three tenths of a mile was equivalent to a marathon for an able-bodied person. The withdrawal of the subsidised bus service would have serious implications for the elderly in terms of loneliness and isolation.

The Chairman then asked if anyone else wished to speak.

Richmond Town Councillor John Harris said that the Richmond town bus service travelled up hills of considerable height and he asked Executive County Councillor Chris Metcalfe if he had used the service. He went on to state that personal experience had not been figured in to the withdrawal of the bus subsidy for the Richmond town bus service.

The Chairman directed the Committee to other statements submitted by people who had not been able to attend the meeting. He explained that all the written statements received had been circulated to the Committee prior to the meeting.

The Chairman referred to a letter sent by a resident of East Ayton parish to Robert Goodwill MP. Mr Peacock had asked his letter to be forwarded to the Transport, Economy & Environment Overview and Scrutiny Committee.

Dear Mr Goodwill

As our MP and in your role as Parliamentary Under Secretary of State for Transport I request your urgent intervention in to the decision taken by North Yorkshire County Council to withdraw the subsidy to the above service from April 2014.

At an emergency East Ayton Parish Council meeting last night, attended by 70 members of the public, who turned out in appalling weather conditions, almost all elderly and those affected by the decision, it was clearly exposed that the process and the decision making was flawed.

The decision of the Executive committee has been recalled by an oversee and scrutiny committee to be heard next Friday and request that you personally involve yourself in ensuring that this committee addresses the following points raised at the meeting.

The consultation process was flawed. Those undertaking the public consultation failed to identify that the population most affected by their decision making were those least capable of using the method they insisted on the public using, namely that all responses had to be done on line. A member of our parish spoke clearly about her elderly mother's submission in writing to the County Council which was returned to her with a note telling her to make her case on line? I am not aware of an Act of Parliament that has ruled that all individuals can only express their views via a keyboard and cannot use pen and paper.

The process did not make clear that their process was going to make an all or nothing decision, almost all present last night recognised that reductions are an inevitability and could even accept that the service No 8 which runs 3 journeys a day 6 days a week could have been reduced to as little as 1 journey 3 days a week. This would be a massive reduction in the subsidy while still retaining a service which afforded the elderly the opportunity to meet socially and retain their independence. This type of option was not discussed or offered in the paper tabled to the executive.

With regards the paper that was presented to the committee this can only be described as a travesty of public responsibility. Given that the public consultation was flawed the paper has only compounded the flawed decision. The author may just as well have stated that they pay for the service with Monopoly money!

The paper proposed that one option was for Parish councils levy for the cost through the precept. This is illogical given that currently our total precept only brings in around £10,000 and the annual cost of the No8 bus is (based on Councillor Jeffels data that it costs £400 a day to run the bus) would be around £125,000!

The paper also proposed that Dial a Ride be asked to run a vehicle as a replacement service yet Dial a Ride do not have any vehicles capable of carrying the number who use it every day, the 9:30am bus is about a 30 seater and is full most days. The author clearly has no idea how well used the bus is used! My next door neighbour is deaf and cannot have a conversation on the phone. How will he arrange a Dial a ride pick up?

The Equity & Equality evaluation statement with the paper is a disgrace and is just a tick box statement and not an evaluation. It makes no reference to the demographic composition of the users and the rural circumstances that exist in the locality. Neither did it identify the wider population and services that could take marginal reductions or changes which could distribute the impact of the required cuts more equitably.

The paper has absolutely no reference to the Counties wider responsibilities on Health and Wellbeing and well known problems of rural isolation and deprivation. It was said last night that it is accepted that social isolation has just as negative impact on health as smoking 20 a day. The decision if left as it is will lead to the early death of members of your electorate this is a fact not an exaggeration! I have two elderly

households (over 85) close by who are totally independent with no input from social or health to maintain the social and wellbeing and it is the access to the bus which provides a focal point for their week. The suggestion in the executive paper that the service 128 can be used by these people is false as they may be able to walk to the bus but could not walk back with their shopping.

Finally the paper has no impact assessment on the wider budgets the Council has responsibility, specifically the social care budget which will pick up the cost of the affected members of public as they lose their independence and wellbeing and place a burden on the social care budget. Neither does it recognise the impact it will have on its partner organisation the NHS which again the County Council now has a responsibility under its Public Health responsibilities.

With regards options which may cost nothing, it has been put forward that the service 128 which runs through both East & West Ayton in to Scarborough could turn off the main route and follow the route of the No8 in West Ayton, back on to the main route and then in East Ayton follow the route of the No8 around the Broadlands estate and then in to Scarborough via the 6th Form college. This would be instead of traveling via Seamer and the A64 communities which are already served by the Coastliner bus and buses every 10 minutes to Eastfield. Such a change in the route would add only 2 minutes to the current bus time in to Scarborough. This is because the route via the A171 is quicker.

Disturbingly the operator of the 128 has stated that he did not believe the route could take the size of bus used on the 128 yet the No9 bus which runs on exactly the same route is operated by his company and uses a double deck bus of the same size. Your intervention here may be the greatest way out of this mess the County Council have created and one you could take credit for.

With regards the campaign from county to make changes to the Free Bus pass scheme the community do support changes as the current scheme is being identified as the reason small rural communities are being targeted and being in the position of having a Free Bus Pass and the bizarre situation of being unable to use and then being blamed because they pay nothing for the provision of public transport. The scheme must change urgently but to use the change as a solution to this specific problem it is not an answer and you should ignore this. It will not stop the decision made it will be after the next election before any party will have the courage to make such a change.

I request that you make contact with the West and East Ayton Parish councils urgently an agree to meet with them to see the route affected, how practical changes could be made and also to meet with those affected to hear how they have been failed by County, its Executive, its Officers and its County Councillors.”

The Chairman referred to a written statement to a written statement submitted by Jan Stalworthy concerning the Ilkley to Grassington Bus 74 Service.

“I am unable to attend the Scrutiny Committee Meeting in person on Friday 7th February when the call in of the Decision of the Executive taken on 21st January 2014 regarding the Reduction in Bus Subsidies will be discussed. I am therefore providing a short written statement for the Committee’s consideration. I have linked my own comments to the reasons for the call in identified on the Agenda. I have also highlighted an additional concern regarding the bus timetables included in the original Public Consultation.

(i) No information was made available to the Executive of the possible/likely impact on the budgets/costs of Children and Young Peoples Services and

Health and Adult Services. Therefore the Executive could not make an informed “One Council” decision and instead resorted to adopting a “silo” approach to decision making.

The Public Consultation papers said that the strategy and priority for its proposals was to focus on work, education, health, shopping and personal business whereas it was very clear that the impacts and implications of the proposals could go far wider than the Business and Environmental Services sphere of responsibility and the Public Transport budget and might challenge or conflict with other Council strategies.

For example I was surprised that the original proposals for Bus Service 74 dismissed the need for the service as it was “leisure use which is a low priority for the Council”. I was not convinced there was an understanding within BES of the importance or value that leisure, tourism and visitors bring to the County and to Wharfedale in particular.

And in my response to the Public Consultation I made it clear that there needed to be an examination of the wider social, economic and environmental impacts and their fit with all Council strategies as the proposals clearly could have implications for such things as numbers of visitors, viability of local businesses, levels of employment, council tax revenues and the ability of local people to access key services. The financial information included in the report to the Executive was brief and made no mention of any consequential impacts on other Council services or partners.

The Executive’s decision on the package of proposals to cut the bus subsidy should have been informed by evidence and analysis set out in a Business Case and a value for money statement. Has such a Business Case been prepared? Were the Executive provided with information on the financial and service implications of the proposals including any implications for other Council Services and partners?

The preparation of a Business Case should not be regarded as a paper exercise but rather it is the key document that demonstrates whether or not there is a case for change and a value for money solution. HM Treasury guidance in the Green Book makes clear that such a Business Case should have examined in detail whether the proposals:

- *are supported by a robust case for change that fits with wider Council’s public policy objectives – the ‘strategic case’;*
- *demonstrate value for money – the ‘economic case’;*
- *are commercially viable – the ‘commercial case’;*
- *are financially affordable – the ‘financial case’; and*
- *are achievable – the ‘management case’.*

The economic case should assess the proposals to identify all their impacts, beneficial and adverse, and whether they represent value for money or otherwise. The impacts considered in the Business Case should not be limited to those which can be costed. The economic, environmental, social and distributional impacts of the proposals should also be examined, using qualitative, quantitative and financial information. In assessing value for money, all of these are consolidated to determine the extent to which a proposal’s benefits outweigh its costs.

The Business Case and analysis should have been updated following the Public Consultation to take account of changes made to the original proposals. It is usual in most organizations to seek assurance and sign-off of the Business Case by those services and partners who are impacted by the proposals to ensure that assumptions, analysis and costings are robust and the savings are deliverable.

If there are impacts on CPYS, HAS, the cost of healthcare or anything else then these need to be identified in the Business Case and included in the briefing and Value for Money statement presented to the Executive.

If there has not been a detailed analysis of all the impacts of the proposals then there is a risk that unforeseen consequences and costs could arise that could put pressure on Council Budgets.

It does appear that the Executive may have been poorly briefed on the implications of the proposals to cut the bus subsidy.

(ii) No information was made available to the Executive on the possible financial implications of their decision on the cost of providing healthcare within the County. If there have been discussions with our partners then details (and the conclusions reached) of those discussions should have been in the public domain prior to the Executive considering the item.

As discussed above, the Executive's decision on the package of proposals to cut the bus subsidy should have been informed by evidence and analysis set out in a Business Case and a value for money statement. The analysis in the Business Case should have examined all the impacts and implications of the proposals including the costs of providing healthcare.

The financial information included in the report to the Executive was brief and made no mention of any consequential impacts on other Council services or partners. Were the Executive provided with information on the financial and service implications of the proposals for other Council Services and partners to inform their decisions on the bus subsidy?

It does appear that the Executive may have been poorly briefed on the implications of the proposals to cut the bus subsidy.

(iii) BES is advocating the cutting of services to the most vulnerable in our communities at the same time that they are maintaining expenditure for the healthy car drivers within the County. How does this agree with the EqIA?

(vi) The EqIA reported to the Executive states "The EqIA also noted the mitigation measures that are to be carried out, and concluded that these will minimise any adverse impacts." In the case of the Richmond Town Service this is blatantly untrue as the proposals exclude any service provision to the geographical extremes of the town and no mitigation measures are proposed. If this is the proven case for Richmond then it will also be the case for other communities.

I was unhappy with the Equality Impact Assessment. The EqIA was general rather than specific. It failed to quantify and pinpoint where the issues were likely to impact by category, services, and geographic area. It also fails to identify what specific mitigations would be applied to address each impact. And in my response to the Public Consultation I had recommended that there should an assessment bus service by bus service.

I am also unsure what relevance the percentages of responders to the Public Consultation have to the analysis in the Equality Impact Assessment. I would have thought that those most affected by the proposals – older people and disabled – are less likely to have responded to the Public Consultation and therefore not represented in the percentages quoted.

Assuming that the social and distributional impacts have been analysed as part of the Business Case – (has they?) - and I would expect public transport accessibility by vulnerable groups would form a significant part of such analysis - then this work should inform the evidence to be used in the EqlAs. The Department for Transport has produced a range of Transport Analysis Guidance, readily available on GOV.co.uk, describing how such analysis should be undertaken.

This sort of analysis and evidence is missing from the current EqlA and I am not clear what impacts and mitigation measures are proposed for Services 72 and 74 in Wharfedale.

(v) There is no evidence of consultation having been undertaken with groups representing the elderly, vulnerable or the disabled.

I suspect that those most affected by the proposals – older people and disabled – are less likely to have responded to the Public Consultation as there was little publicity from the Council and detailed information on the proposals was only available via the web and internet access by these vulnerable groups tends to be lower than other groups.

Public Consultation on Proposed Timetables

I would also like to raise an additional concern regarding the Public Consultation and Scrutiny in relation to the proposed bus timetables for those services that will be supported by the bus subsidy.

The Public Consultation documentation included the proposed bus timetables and for many people it will not be all the words or the EqlA but the timetables that would be the most important information to judge what the proposals meant for them. Would they still be able to get on with their lives – get to the GP, Supermarket, Bank, Hospital Appointment, meet up with friends and relatives, possibly go to the cinema or theatre – and would they be able to get back home again? For some the proposals would prove very limiting and they may well have responded to the Public Consultation but for others they could just about manage with the proposed level of service and will have not complained.

Following the Public Consultation some changes were made to the original proposals – Service 74 being one which was reinstated, albeit reduced from 5 to 3 journeys per day. The new timetable for this service was not included in the reports to the Scrutiny Committee or to the Executive – and therefore was not automatically available to the public for scrutiny. I requested a copy of the proposed timetable for Service 74 from BES officers and was able to review it and provide concerns on it in my written statement to the Executive.

I am not sure whether there were other bus services where a new timetable was produced following the Public Consultation that should also have been made available to the public.

However I now gather that the timetables provided by operators were not necessarily firm proposals but “illustrative only” of the sort of service they could operate. I am not sure how many operators this applies to but this does cast serious doubts over the value of responses to the Public Consultation.

But it could also provide an opportunity to address criticisms of the timetables, for the final timetables. In the case of Services 72 and 74 - can I again put in a plea for there

to be further engagement with local people for these timetables to be revised to ensure these services:

- *are better integrated with bus and train services at Ilkley and Skipton to avoid unnecessary delays with onward journeys;*
- *provide earlier buses to allow workers to get to work,*
- *provide earlier buses to support morning appointments with GPs in Grassington;*
- *provide earlier buses for walkers and allow sufficient time for visitors to shop and lunch and support local businesses before catching the return bus for those people not wanting to be out all day.*

Thank you for the opportunity to provide a statement. I hope you will give favourable consideration to my concerns and recommendations.”

The Chairman then invited Members of the Transport, Economy and Environment Overview and Scrutiny Committee to speak.

County Councillor Penny Marsden explained that she was not taking part in the meeting due to personal reasons relating to the proposed withdrawal of a bus service in her Division. She noted that County Councillor John Blackburn was substituting for her on the Committee.

County Councillor Andrew Goss said that he was concerned that there had been no consultation with bus drivers regarding timetables. The reduction in bus services would mean that service users would have lengthy waits for their return journeys. He referred to the issues raised by some of the public speakers that on some routes the returning bus would leave before the outgoing bus had arrived at the same destination. He was also concerned about the impact that the reduction in bus services would have upon elderly people. County Councillor Chris Metcalfe replied that the timetabling issue was an operational matter for bus operators and they had been consulted on the proposals. He would however feedback the timetabling issues raised at the meeting back to the bus operators.

County Councillor Steve Shaw-Wright said that as a substitute Member for the Transport, Economy and Environment Overview and Scrutiny Committee he came to the meeting with a fresh pair of eyes. Selby district, in which he held his Division, had suffered some reduction in bus services. However he was particularly concerned about those areas such as the Yorkshire Dales where accessing services was more difficult. He referred to the issues raised by Ruth Annison earlier in the meeting. County Councillor Shaw-Wright said that he felt that the consultation had not looked at the overall effect that the reduction in bus subsidy would have upon people trying to access services including libraries and children centres. He went on to mention that he had worked in community transport and in his experience community transport was fine but only if people booked in advance. He had looked at the County Council's procurement plan and noted that it was spending £1.5m on pension advice, and that the CYPS directorate had spent £100,000 on baby massages. In his view these aspects needed to be scrutinised before a £2m cut was made to the bus subsidy risking non-car owners in places like Askrigg not being able to travel.

The Chairman invited the Decision Taker to respond.

Executive Member County Councillor Chris Metcalfe said that the intention was to encourage community-led transport provision to enable people to still be able to access services. He cited an example in Tadcaster where the Youth Service provided a service to allow young people from the outlying villages to travel in to the

Youth Club in Tadcaster in the absence of an evening bus service. The County Council had and would continue to provide support to community volunteer organisations such as the provision of grants to purchase vehicles. Most were adapted for disabled people. The reality was that the Council would no longer be able to provide services in the way that it did today. In the future different ways would have to be found to provide services. In response to the point raised by Mr Tomlinson about the online consultation exercise, County Councillor Metcalfe reiterated that library staff and volunteers had been trained to assist the public in replying to the consultation. This was in recognition of the fact that not everyone was IT literate. He noted that loneliness was a big issue for elderly people and in recognition of this the HAS directorate would be continuing to invest in preventative services.

The Chairman noted that the Transport, Economy and Environment's Overview and Scrutiny Committee had agreed to set up a task group to look at all aspects of passenger transport in North Yorkshire. It was the case that there was a need to provide access to services differently in the future due to the economic climate that the Council found itself in. The first meeting of the task group would be held in February and he assured those present that the issue of tackling loneliness and rural isolation would be taken on board. A host of transport solutions would be looked into. He noted that the Executive at its meeting on the 21 January had agreed to lobby all the North Yorkshire Members of Parliament on revisiting the concessionary fares scheme. As a result of this a debate would be held in Parliament shortly called by Ann McIntosh MP.

County Councillor Robert Heseltine said that politics was the art of the possible and so the County Council could not always achieve what it wished to do. He referred to the economic and political backdrop in which the County Council was being forced to operate. He said that no Member present at today's meeting had entered public life in order to reduce services but local government was now in a dark place. Over the course of 30 years or so governments of different colours had quietly grown and improved public services but the last three years had put this into reverse. Many of the comments raised at today's meeting had been discussed at the Committee's meeting in December. He said that he accepted the concerns raised by County Councillor John Clark about not knowing at this stage what the impact and demands would be on other services as a result of reducing the bus subsidy. The coalition government had, however, put local authorities in an impossible position due to the funding cuts: a situation that was set to become more acute in the next few years. He said that the call in had been reasonably and honestly responded to and believed that those officers present had listened to and would give proper consideration to the views expressed. He recommended that the Committee did not refer the decision to the Executive or to the whole Council.

County Councillor Bryn Griffiths referred to point 5 of the call in (*"There is no evidence of consultation having been undertaken with groups representing the elderly, vulnerable or the disabled."*). He said that consultation was a two way and asked if there had been evidence of this. County Councillor Chris Metcalfe said that dialogue had taken place with the respective organisations representing these groups. The consultation had gathered views and intelligence for example around the difficulties that people would face. The size of the response was large made-up predominantly of older people who used the bus services.

County Councillor Bryn Griffiths referred to paragraph 8.5 of addendum 3 of the report, noting that the original proposal of a £1.1m reduction in bus subsidy was estimated to result in a loss of 63 FTE staff. With a £1.7m cut what were the equivalent projected FTE job losses? County Councillor Chris Metcalfe replied that

he did not have the figure for this and that this was a matter for the bus operators in terms of how they would deploy their staff.

County Councillor Bryn Griffiths went on to refer to paragraph 9.4 of addendum 3 of the report which mentioned that: *the Equality Impact Assessment had concluded that in most cases the proposals would have an impact on people with protected characteristics but that wherever possible the Council would seek to minimise the impact by maintaining at least a minimum level of service or ensuring alternatives were available.* He asked how this would be undertaken. County Councillor Chris Metcalfe said that this would be from the evidence base from customers and from community solutions. The challenge was to be more creative in providing access to services. As part of this the County Council would be talking to communities, voluntary groups such as community car scheme providers, and to bus operators. He said that he could not say at present what the solutions would be but hopefully they would meet the minimum aspiration of communities.

County Councillor Bryn Griffiths said that he did understand the County Council's financial situation but that the bus subsidy proposals as they stood would have an adverse impact on communities. No clear business case had been put forward to justify this. The fact remained that the savings proposals exceeded the required saving of £1.1m and so the Executive should look again at the overall budget to see if it could minimise the adverse impacts on particular communities.

County Councillor John Blackburn said that he wished to second County Councillor Robert Heseltine's motion that the Committee did not refer the decision back to the Executive or to the whole Council. County Councillor Blackburn said that the financial situation that the County Council was placed in meant that people needed to be realists. Furthermore the cuts that the Council was making related to a whole host of services not just public transport. A lot had been said regarding the consultation but in his view it had been carried out in a comprehensive manner. He had not received any complaints from members of the public in his Division about the bus subsidy reduction proposals. Over the years his Division had seen a reduction in bus services but the remaining buses often carried few passengers. He noted the opportunities that communities could play in putting in place alternative solutions and cited an example of a local community in his Division working with the County Council to put in place changes to the bus service. Communities had choices and he noted that people in his area had chosen not to retain the library at Humanby.

County Councillor Richard Welch said he concurred with the points raised by County Councillor John Blackburn. The cuts that the County Council had made since 2011/12 had not in the main affected frontline service delivery. However the scale of the cuts that the County Council was required to make in the next four years meant that there was no choice but to make cuts to frontline services. He said that he had spent most of his working life in transport and knew that it was extremely difficult for a bus company to provide a 6am to 6pm service. This was because drivers' hours were dictated by statutory breaks; if two drivers were employed rather than one the costs to the bus company increased. He felt that the task group was a good idea but it would be better done at district level via the Area Committees rather than at county level. This was due to there being different issues in different districts. He concluded by noting that even if more consultation had been done into the bus subsidy reduction proposals, the same conclusions would have been reached and so probably the best solution had been produced.

County Councillor Andrew Goss reiterated his concerns that an investigation should have been carried out to ensure the connectivity of bus timetables prior to the public consultation being carried out. Elderly people would be isolated which would in turn affect their health and make it more difficult for them to attend hospital appointments.

The decision that the Executive had made was premature in view of the fact that alternative arrangements relating to community transport and rural transport in general were still very vague.

Executive Member County Councillor Chris Metcalfe replied by saying that the Executive had to take a high level strategic decision. The issues that County Councillor Andrew Goss had raised were in the main operational issues. He said though that the County Council's Passenger Transport Unit had an excellent track record of working with communities to come up with alternative transport solutions. He referred to the community-led transport solutions in the Upper Dales and in Scarborough district. The reality was that services were being reduced not withdrawn and that great effort would be made to put in place alternative solutions.

County Councillor Margaret Atkinson said that she had listened to everything that had been said. Her Division included 15 parish councils and all 15 had been invited to discuss the bus subsidy reduction proposals. The majority had not responded as they felt there was no need to make a comment. She noted that part of the issue was that people had got used to having more buses in recent years. She went on to refer to her childhood when she used to cycle to work and when there were no community buses. She noted that young people could cycle but the elderly were obviously more vulnerable. However if older people could not get out of their house they would not be able to get on a bus. In those instances it was for the HAS directorate to find a solution not the BES directorate. Preventative health measures were not just about transport and she noted that a number of the villages in her Division had clubs for the over 60s allowing elderly people to take part and for others to volunteer. She concluded by saying that she felt that the consultation on the bus subsidy reduction proposals had been well-publicised.

The Chairman invited the call in signatories and Decision Taker to sum up.

County Councillor Stuart Parsons said that he had listened to County Councillor Metcalfe with interest when he had said that the BES directorate would not take action that impacted upon CYPS and HAS related services. However he questioned how County Councillor Metcalfe could know if this would be the case when no work had been done to establish the impacts that the bus subsidy cuts would have upon the other directorates. Partner organisations had raised concerns and they did have a wealth of experience of their area.

County Councillor Parsons went on to refer to the issues mentioned about community-led solutions and said that there came a point whereby communities could no longer provide volunteer assistance to run services. If the County Council continued to expect volunteers to run services the public would rightly ask what the point was of paying Council Tax to support County Council services.

County Councillor Parsons referred to the point made by County Councillor Robert Heseltine that the government had put the County Council in a difficult budgetary position. He said that whilst this was the case the decision to reduce the bus subsidy had been taken by the County Council not by the government. The County Council could still make choices. Cumbria County Council for instance had not cut back its subsidy and was at the same time making a further investment of £1m. The decision that the Executive had made had been done prematurely without work being carried out to investigate the impacts on other public services. The Task Group was too little too late.

County Councillor Parsons expressed his disappointment that parish councils had not been contacted to see whether they would be willing to contribute to bus services provision. As it was, it was now too late in the year for parish councils to be able to

assist due to parish councils having already submitted their precepts to the relevant local authorities. He went on to note the issues raised by County Councillor Steve Shaw-Wright about the £1.5m pension advice and money spent on baby massages. These were areas where savings could be made and the County Council needed to justify how it could spend on these items whilst seemingly not being able to provide fundamental services.

County Councillor John Clark said that he had listened to the long debate including the serious contributions by members of the public both in person and via their written submissions. Their views however appeared to have been ignored. In the course of the meeting no figures had been produced to show the impact that the reduction in bus subsidy would have upon CYPS or HAS-related services. He referred to County Councillor John Blackburn's comments and stated that Humanby library had closed not because the local community no longer wanted a library but because there were no volunteers prepared to volunteer to run it. The same risk applied to community transport solutions in place of bus services. Volunteers in communities were already stretched to capacity. He looked forward to a solution being put into place for Pickering to replace the subsidised bus service but as yet the costs were not known. He reiterated that the Executive should be called upon to utilise the budget to provide some flexibility.

Executive Member County Councillor Chris Metcalfe said that local government was faced with making difficult choices. The reality was that the County Council was required to make £94m in savings up to 2014/15. He said that he wished to reassure those present that the County Council would continue to work closely with communities to find alternative solutions to accessing services in North Yorkshire. The County Council would also continue to work with bus operators and use its own vehicle fleet to provide transport solutions.

- Motion -

County Councillor Robert Heseltine moved and County Councillor John Blackburn seconded the following motion:

“That the Transport, Economy & Environment Overview and Scrutiny Committee does not refer the decision relating to the reduction in bus subsidies back to the Executive for reconsideration or to the full Council.”

County Councillor Peter Horton moved and County Councillor Andrew Goss seconded an amendment to the motion:

“That the Transport, Economy & Environment Overview and Scrutiny Committee does refer the decision relating to the reduction in bus subsidies back to the Executive for reconsideration or to the full Council, on the grounds that a consultation exercise with parish councils should be undertaken to ascertain if, in future years', parish councils would be prepared to provide a financial contribution to help support non-commercial bus services in their area.”

The Chairman invited votes on the amendment to the motion.

The Committee divided and, on a show of hands, there were 4 votes for the amendment to the motion and 9 votes against the amendment to the motion. The amendment to the motion was not carried.

The Chairman invited votes on the motion.

The Committee divided and, on a show of hands, there were 9 votes for the motion and 4 votes against the motion. The motion was carried.

Resolved –

- (i) That the Transport, Economy & Environment Overview and Scrutiny Committee does not wish to refer the decision relating to the reduction in bus subsidies back to the Executive for reconsideration or to the full Council.
- (ii) That the decision taken by the Executive on 21 January 2014 relating to the reduction in bus subsidies is therefore upheld.

The meeting concluded at 12.15 pm.

JS/JD

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

16 April 2014

**Covering report
NYCC representatives on Airport Consultative Committee Reports**

1. Purpose of Report

This report asks the Committee to:

- a. Note the information in the report;
- b. Consider the reports of the North Yorkshire County Council representatives on the Airport Consultative Committees attached as Annex 1.

2. Background

- 2.1 The Transport, Economy and Environment Overview and Scrutiny Committee receives an annual report from the County Council's representatives on the Airport Consultative Committees of Durham Tees Valley Airport, Leeds Bradford Airport and Robin Hood Airport.
- 2.2 The NYCC representatives are as follows:
 - Durham and Tees Valley Airport - County Councillor David Jeffels
 - Leeds and Bradford Airport - County Councillor Cliff Trotter
 - Robin Hood Airport - County Councillor Chris Pearson
- 2.3 Attached at Annex 1 are the reports for 2013/14.

3. Recommendations

Members are recommended to:

- a. Note the information in this report;
- b. Note the information in the reports of the NYCC airport consultative committees attached at Annex 1.

Bryon Hunter
Scrutiny Team Leader
 County Hall
 NORTHALLERTON

Report compiled by: Jonathan Spencer, Corporate Development Officer
 Tel: 0845 8 72 73 74/ jonathan.spencer@northyorks.gov.uk

Date: 2 April 2014

Background documents: None

Annexes: Annex 1: Reports of the NYCC representatives on the Airport Consultative Committees

Durham Tees Valley Airport Consultative Committee

2013 has been one of mixed fortunes for the Airport, which despite its name is in fact little more than a good Yorkshire batman's belt with a bat, from the North Yorkshire boundary.

In 2012 there were 166,251 passengers and 17,398 aircraft movements¹ (2013 figures were not available at the time of going to print.)

Undoubtedly the airport does suffer from its Big Brother neighbour, Newcastle but after months of doom and gloom, a draft Master Plan on its future has now been produced which spells out a more encouraging future.

I have attended all but one of the Consultative Committee's meetings and as such been able to make a contribution to the debates.

I pointed out at the last meeting that the Airport is quicker for me to reach (1.5 hours) than Leeds-Bradford Airport at two hours plus, which underlines its potential role as North Yorkshire's airport for those living in the northern and eastern parts of the county. I suggested that a campaign should be mounted to target the large number of people in its catchment area which may persuade more airlines to use the airport. Unlike Newcastle's it is easily reached with its close proximity to the A1, A19, A66 etc.

Underlining the need for more use-age to be made of the airport has come from latest figures which show it was £3.6 million in the red in the last financial year (Leeds Bradford was said to be double that figure).

Bad weather and a slow recovery in the UK economy were blamed for a 12 per cent drop in passenger number last year from 192,488 to 168,756. A decline in the domestic market triggered by the introduction of Air Passenger Duty was also cited.

The Master Plan has apparently been well received. The current international links are highly valued and well used by the business community, especially the Amsterdam service. There was also support for future expansion of the range of services and routes offered.

The long term plans envisages housing development of some 400 homes as an enabling development to facilitate investment in the aviation facilities but there was divided opinion in the public responses to this proposal. The concerns included how the proceeds of housing development would be invested in the airport and that pressure would be put on local infrastructure such as schools. There is potential for job creation at the airport according to the consultants who produced the Master Plan.

¹ Sources: UK AIP at NATS/Statistics from the UK Civil Aviation Authority

More than 2500 people signed a petition early this year calling on the Government to safeguard the Airport, urging that more flights should be diverted to Teesside and that the airport should offer more destinations, as an alternative to Newcastle Airport.

I have asked Robert Goodwill, the Transport Minister and MP for Scarborough and Whitby to visit the management of the Peel Group who owns the airport to discuss its future and how the Government might help, and this was appreciated by the management. At the time of writing this report I have not had a reply from Mr Goodwill. However with the potential development of the big potash mine near Whitby and the 2500 wind turbine farm 100 miles off the Whitby coastline, there could be some potential business for the airport. It is recognised that small airports such as Durham Tees Valley face an uphill battle, especially with it losing a number of its carriers and routes in recent years, due it is said to the rising cost of aviation fuel and an increase in tax on tickets.

However, hopefully its fortunes will turn round in the next few years because the airport does, believe the Peel Group, have a future which could be of benefit to North Yorkshire's economy as well as that of County Durham and the Tees Valley.

David Jeffels
NYCC representative

Robin Hood Doncaster Sheffield Airport Consultative Committee

The Consultative Committee meets at Robin Hood Airport on a quarterly basis. The committee is comprised of airport representatives; the local MP; the Mayor of Doncaster; District, Borough and County Councillors; Town and Parish Councillors, plus an *ex officio* member who chairs the meetings.

Besides the normal welcome, minutes and matters arising the committee receives the airport director's verbal report, the airport noise report, the marketing plan and various sub-committee reports.

Development plans

The Committee receives regular updates about the development plans of the airport including the airlines' operations.

Ownership of the airport changed back from Peel Airports to the Peel Group in December 2012. This meant that 2013 was essentially a year of re-establishing the Airport and establishing who the Airport should be serving.

As part of the ownership changes control of security at the airport returned back under the control of Robin Hood Airport. Security for Robin Hood Airport had previously been provided virtually via Liverpool John Lennon Airport. A new management structure has been introduced.

Airlines operating out of the airport include Ryanair, Thomas Cook, Thomson, Wizz Air, First Choice, Flybe and Links Air. The low cost airline market is the key target market the Airport recognises that it needs to deliver to. The Airport has suffered with the withdrawal of Easy Jet but is actively looking for another operator.

Robin Hood Airport provides flights to over 30 destinations around the world. Both Thomson and Thomas Cook have added extra capacity to their 2013 flying schedules and Wizz Air has signed a 5 year agreement with the Airport and introduced flights to the Latvian capital of Riga. Links Air has launched new routes to Belfast City and the Isle of Man.

Cargo is a growth area for the airport, with cargo traffic increasing by 8% in 2013. The airport's cargo terminal consists of 55,000 square foot of operational space and is equipped with a full range of equipment and facilities to handle a wide range of aircraft. Robin Hood Airport has one of the longest runways in the country and can easily accommodate heavy cargo aircraft to transport goods to and from local industries.

Work is now under way on the Finningley and Rossington Regeneration Route Scheme (FARRRS), a direct link road to the airport from Junction 3 of the M18. The road will reduce journey times for passenger and cargo operations from Sheffield by up to 15 minutes. This will bring an additional 0.5 million passengers within a 30 minute drive of the Airport and an additional 1 million within a 60 minute drive, taking the total catchment to over 6.2 million.

The Committee has been kept abreast of the Airport's marketing plans. Marketing is high on the agenda and the marketing budget has been increased by 50% for the 2014/15 financial year. A new airport website was launched at the end of March 2014. The airport is aware of the need to engage with the wider catchment area i.e. Sheffield and North Nottinghamshire to ensure that the public are aware of what the Airport has to offer – and members on the Consultative Committee are keen to ensure that this is the case.

The airport is anticipating passenger numbers for 2014 to be in the region of 720,000 (in 2013 passenger numbers were approaching 700,000 passengers, with over 11,000 aircraft movements¹). In the next five years the Airport wishes to double passenger numbers.

In conclusion, whilst activity at Robin Hood Airport in 2013 was below original expectations, it was not a bad year overall, with cargo operations increasing, access to the airport being improved, passenger numbers holding up and increased interest from new operators.

Noise monitoring

The Airport Consultative Committee has set up a sub-committee to get to grips with the technicalities of noise monitoring.

The number of noise-related complaints plateaued in 2013, although there was an increase in contacts with individuals (with a small number making multiple complaints).

Air Passenger Duty

The Committee continues to be concerned about the level of air passenger duty (APD) that passengers are forced to pay, which has risen by 470% since 2007. The Chancellor announced in his 2014 Budget that the Government would be reforming APD. Consequently from April 2015 all long-haul flights will carry the same, lower, band B tax. However the reductions planned for long-haul flights will not benefit those holidaymakers looking to take trips closer to home (journeys of up to 2,000 miles). Band B tax will also increase by a modest amount in two stages, the first rise being in April 2014 and the second rise being in April 2015.

The Consultative Committee has been keen to ensure that in partnership with other regional airports (UK Airports Group), Robin Hood Airport continues to lobby government about the importance that regional airports bring to the UK economy, and the negative impact that APD has for these airports.

County Councillor Chris Pearson NYCC representative

¹ Sources: UK AIP at NATS/Statistics from the UK Civil Aviation Authority

Leeds Bradford Airport Consultative Committee

The consultative committee meets at Leeds and Bradford Airport 4 times per year. There are 25 people sitting on the Committee representing their local area.

Business progress reports

The Committee receives regular updates about the development plans of the airport including the airlines' operations.

The Financial Year 2013/14 has been a record year for the Airport seeing it achieve 3.3 million passengers¹. It received the industry award of 'Best Airport under 6 million passengers' at the Airport Operators Association Awards in October 2013 and Winner of 'Best UK Airport' at the Travel Weekly Globe Awards in 2014.

Leeds Bradford currently provides flights to 29 international destinations, two worldwide connections (Amsterdam and London Heathrow) and six UK/Irish destinations. 11 airlines operate out of the airport.

Monarch opened an operation base at the airport in March 2013. Meanwhile, Thomas Cook Airlines closed its base there. Thomas Cook holidaymakers are being carried by Monarch. In 2013, BMI Regional also ceased all flights from Leeds/Bradford. The airport is looking for a replacement airline to operate the Brussels route.

Flights to Pakistan with PIA are extremely well utilised making it an important service for the region. British Airways passengers can connect through to Heathrow Terminal 5 from Leeds Bradford.

Jet2.com will operate a limited number of three and four night package breaks in 2014, and has also extended its range of flights to New York at certain points in the year. In late March 2014 Scandinavian Airlines (SAS) launched a direct service to Copenhagen. Ryanair will be introducing a three times weekly service to Girona Airport, Barcelona.

Aircraft noise and flight tracking

Another regular item on the agenda is about aircraft noise and flight tracking. The airport is investing in new noise and tracking keeping software with new noise monitors installed in late March 2014.

In the summer period (May to October 2012) only 4 aircraft had exceeded the night time target noise levels. The percentage of planes departing off-track was 11% on runway 32 and 3.3% on runway 14. Tracking complaints had however reduced. The total number of night time movements had increased by 108, but 39% of these were between 0600-0700hrs.

¹ Sources: UK AIP at NATS/Statistics from the UK Civil Aviation Authority

In the winter period (November 2012 to April 2013) there were 775 night time aircraft movements, representing an increase of 12% compared to the previous winter. However this was well below the 1200 permitted movements. Also 60% of the total related to flights between 0600hrs and 0700hrs. There were 9 flights outside the night time target noise levels compared to 21 in the same period in the previous year. Flights off track increased slightly to 16% on runway 32. Aircraft can be off-track due to a number of issues including weather avoidance.

The Consultative Committee has for several years desired to get the night time hours officially changed to stop at 0600hrs instead of 0700hrs to be more in line with other airports.

The 2013 noise and track keeping and night time aircraft movements will be presented to the June 2013 Consultative Committee.

Harrogate train line

The Consultative Committee receives regular updates on the plans to electrify the railway between Leeds, Harrogate and York. Members of the Transport, Economy & Environment Overview and Scrutiny Committee will be aware that the project has moved a step further with the submission of a full business case to the Department of Transport. The improved frequency and speed of trains that electrification would bring is likely to further aid the growth in passenger numbers using Leeds Bradford Airport.

Tour de France

The airport in conjunction with West Yorkshire Police and the TdF Hub 2014 Ltd. is implementing a communications strategy to ensure that passengers and staff are provided with the latest information with regards to traffic management, road closures and access during the event.

County Councillor Cliff Trotter
NYCC representative

NORTH YORKSHIRE COUNTY COUNCIL**TRANSPORT, ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY
COMMITTEE****16 APRIL 2014****ROAD CASUALTIES – NORTH YORKSHIRE****Report of the Corporate Director – Business & Environmental Services****1.0 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to advise Members of the detailed road casualty statistics for 2012 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities in the District and provisional data for 2013.

2.0 PERSONAL INJURY ACCIDENTS AND CASUALTIES UP TO THE END OF 2012

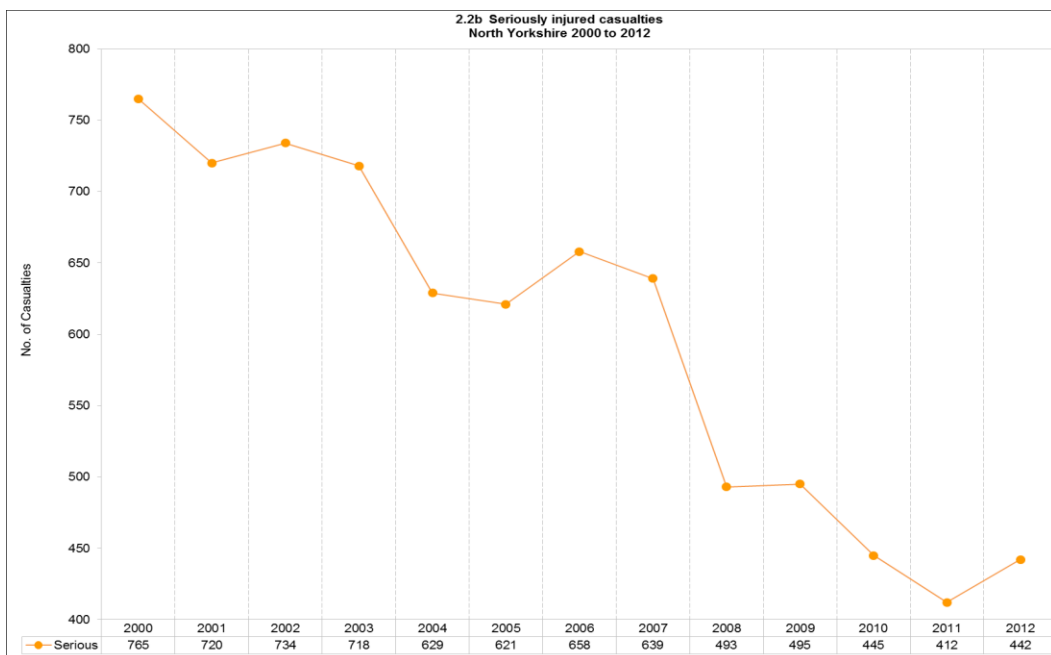
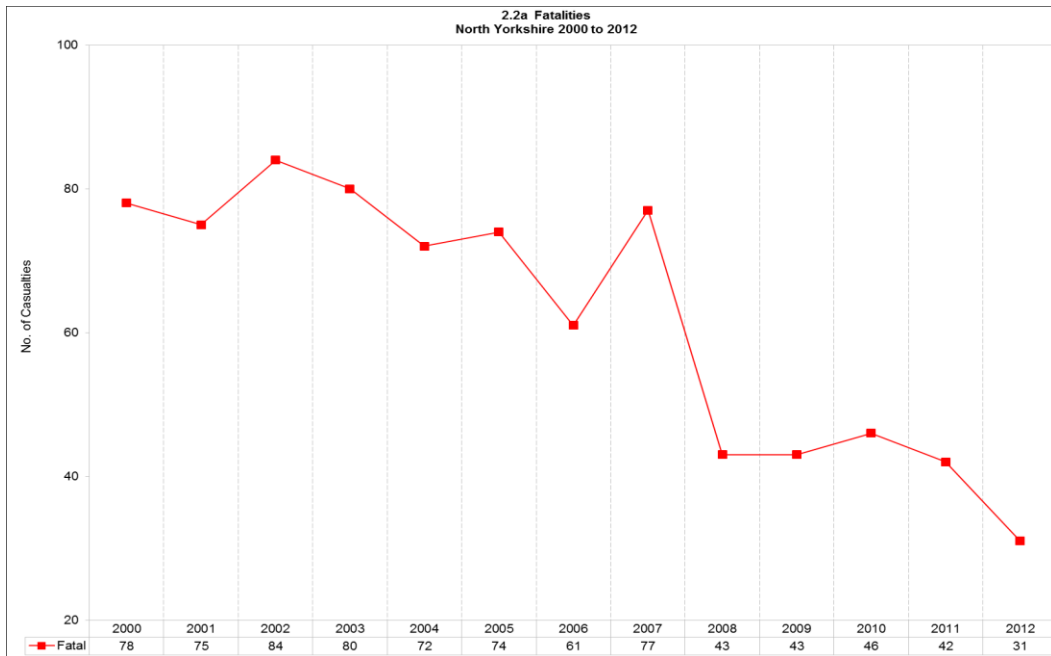
- 2.1 North Yorkshire – Overview of the county

The key findings are as follows:

- The number of people killed in road collisions reported to the police decreased from 42 in 2011 to 31 in 2012, a fall of 26%. This is the lowest figure since modern county records began in 1990.
- The number of people seriously injured increased from 412 in 2011 to 442 in 2012; a rise of 7%. Although a small increase compared to 2011, the total for 2012 is still lower than in any of the years prior to 2011.
- The total number of road collisions reported to the police rose from 1563 in 2011 to 1676 in 2012; an increase of 7%.
- The total number of casualties in road collisions reported to the police increased from 2326 in 2011 to 2366 in 2012, an increase of less than 2%.
- Total reported child casualties (ages 0-15) rose from 172 in 2011 to 189 in 2012; an increase of 10%. The number of children killed or seriously injured also rose from 21 in 2011 to 28 in 2012; an increase of 33%. These are mainly child pedestrians, most of whom step out to cross the road from the drivers nearside.
- The most significant changes in fatalities across the various road user types was seen in the number of Older Drivers (50+yrs) who died, which reduced from 12 in 2011 to 6 in 2012 and the number of motorcyclists killed, which reduced from 9 in 2011 to 5 in 2012.

Although the number of fatalities in 2012 was the lowest ever seen in North Yorkshire there were moderate increases in the numbers of people seriously injured and the number of children injured. This is only one year so it is too soon to see whether this is the beginning of an upturn in casualty numbers or simply random variations that should be expected from year to year.

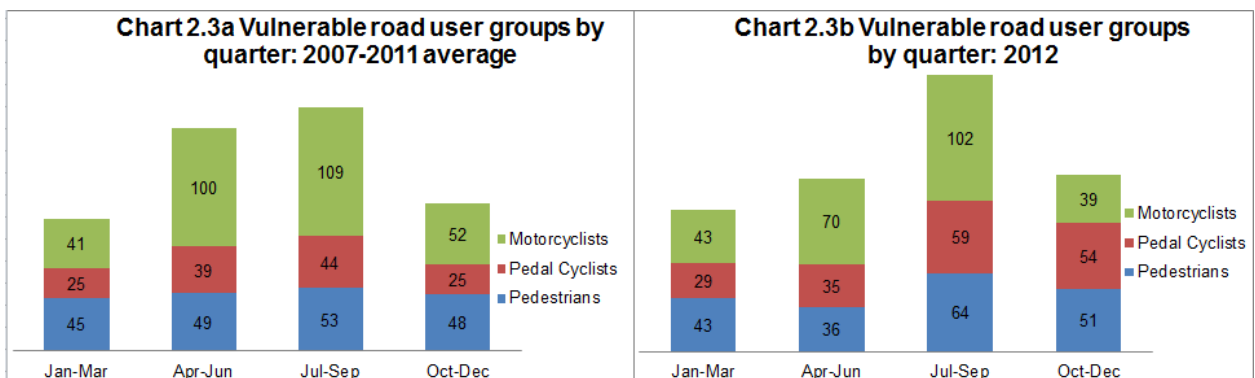
2.2 The charts below show the number of casualties by severity, 2000 – 2012





2.3 Weather patterns can have an effect on road collisions and casualties; 2012 was the second wettest year on record in the UK. In particular, there were sustained periods of heavy rainfall during late spring and early summer. Rainfall in April was 79 per cent higher than the seasonal average; in June it was double the average and 53% more than average in July.

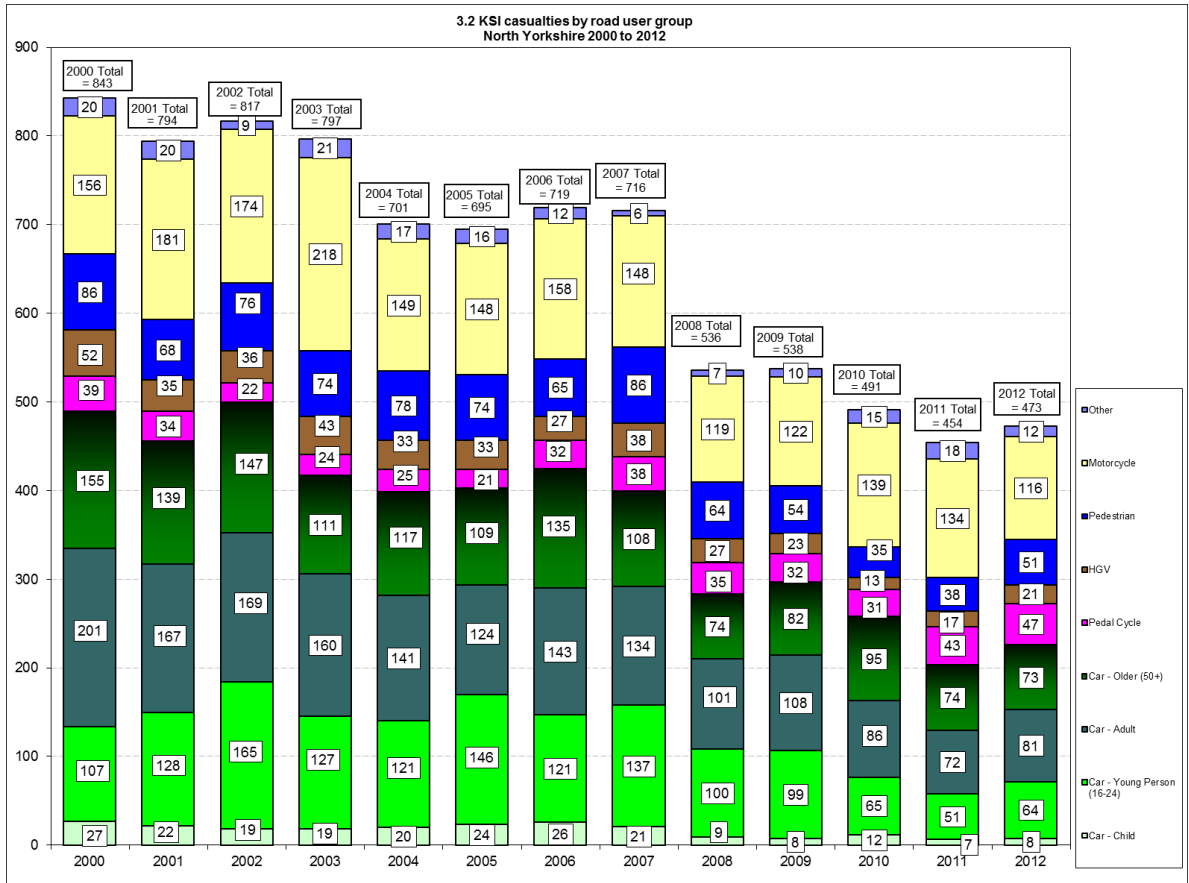
- The likely result of this additional rainfall will have been to reduce the number of journeys made by pedestrians, pedal cyclists and motorcyclists on the county's roads during the wettest months. However, this is also dependent on which days of the week were wet and which were dry: most motorcycle leisure rides take place on Wednesday afternoons and Saturdays and Sundays. If these days were dry, motorcyclists will have been on the road. Nonetheless the wetter weather may have influenced the overall number of collisions and casualties from these user groups. Other road journeys, such as those by car are likely to have been less affected by heavy rainfall and it may be that some motorcyclists and cyclists made more of their utility journeys by car instead. This would also explain the increase in serious and slight injuries due to lower speed car collisions in the wet.



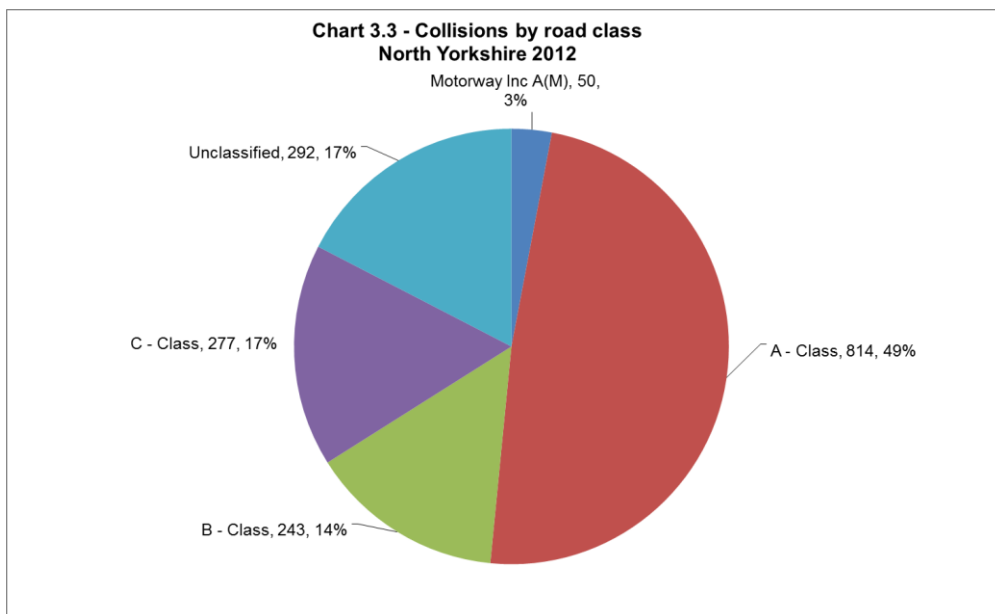
- 2.4 Chart 2.3 above shows the relationship between a) the average numbers of vulnerable road user casualties between 2007 and 2011 and b) the numbers of vulnerable road user casualties (pedestrians, pedal cyclists and motorcyclist) in each quarter of 2012,
- 2.5 Taking the average of 2007 to 2011, (Chart a) pedestrian casualties occur evenly over the quarters, whereas motorcyclists usually have a higher rate of collisions in the summer months between April and September. The pattern for 2012 appears to have been affected by the heavy rainfall in April to June.
- 2.6 Conclusions:
- It is reasonable to assume that the unusually heavy rainfall during April to June of 2012, suppressed the number of motorcyclists and related casualties on the roads, when they would usually be most active.
 - The results seen in North Yorkshire only partly reflect the national picture, in particular the quarterly increases in North Yorkshire pedal cyclist casualties between July and December 2012 are not reflected nationally. However, following efforts by 95 Alive to address under-reporting, there has been an improved level of reporting of cycle casualties, especially for crashes where only a cyclist was involved, which may be at least partly responsible for this increase.
 - With the announcement at the end of 2012 that the Tour de France 2014 will start in Yorkshire, the council is now monitoring the levels of cyclist casualties both along the proposed route and throughout the county. A regional road safety group representing the highways authorities on whose roads the race will run is working on cyclist and all road user safety matters and publicity for the route before, during and after the race. The group is working with the main agencies through the 95 Alive Partnership and local road safety groups.

3.0 North Yorkshire

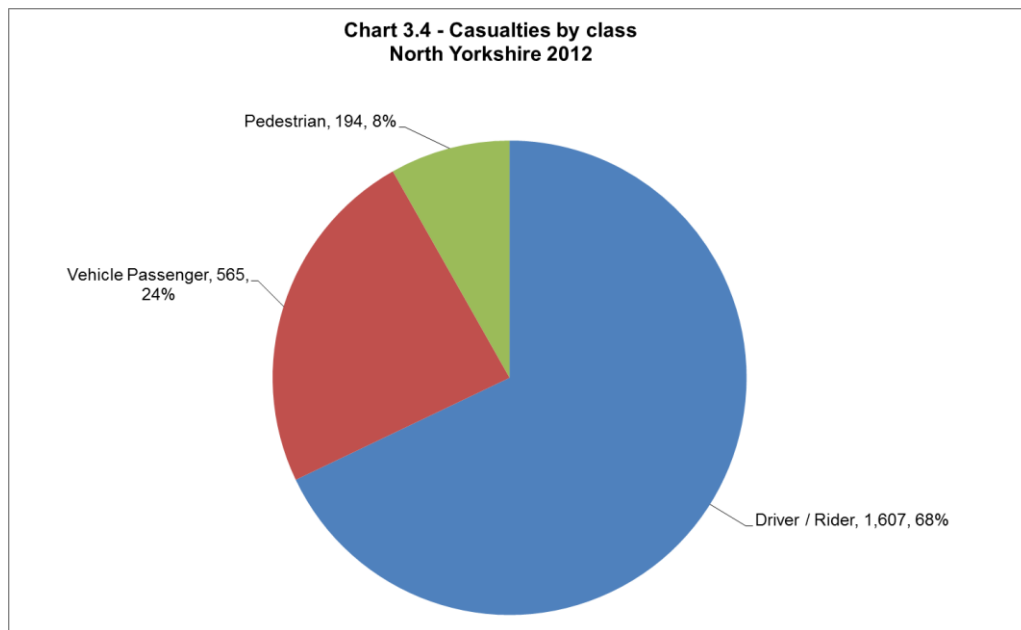
- 3.1 Chart 3.2 shows the numbers of casualties Killed and Seriously Injured (KSI) within North Yorkshire by specific road user casualty group for each calendar year from 2000 to 2012. During 2012, 54% of KSI casualties were the driver or passenger in a car and 23% were the rider or pillion passenger on a motorcycle. The total number of KSI casualties increased from 454 to 473 (4%). The number of motorcyclists that were killed or seriously injured decreased from 134 in 2011 to 116 in 2012 (-16%).



3.3 Chart 3.3 indicates the number of collisions within the district by road class during 2012. During the year 49% of collisions occurred on A class roads the same as in 2011. However, the actual number of collisions on A roads in North Yorkshire has decreased from 832 in 2011 to 814 in 2012 (-2%).



- 3.4 Chart 3.4 highlights that in 2012, 68% of all casualties within North Yorkshire were the driver or rider of a vehicle. In numerical terms there was a decrease from 1,626 driver/rider casualties in 2011 to 1,607 in 2012 (-1%). The number of vehicle passengers injured decreased from 659 in 2011 to 565 in 2012 (-14%), pedestrians injured increased from 161 in 2011 to 194 in 2012 (20%).



4.0 **COLLISION CLUSTER SITE LOCATIONS**

- 4.1 In order to improve site identification, the search criteria in urban areas (40 mph limit or less) was reduced in 2011 from 100m to 50m. This has proved a more effective way of identifying true urban collision clusters, the criteria for rural locations remains unchanged and is based on collisions within a 100m radius of each other (where the speed limit is over 40 mph). This is considered appropriate as in rural area collisions tend to be more dispersed.
- 4.2 **Rural collision cluster sites.** A rural cluster site is one at which there have been four or more personal injury collisions within a 100 metre radius of each other during a three year period (2010 – 2012) and the speed limit of the road is over 40 miles per hour.
- 4.3 **Urban collision cluster sites.** An urban cluster site is one at which there have been four or more personal injury collisions during a three year period (2010 - 2012) within a 50 metre radius of each other and the speed limit of the road is 40 miles per hour or less.
- 4.4 **Cluster sites.** There are 152 cluster sites identified in North Yorkshire for the period 2010 to 2012 compared with a total of 143 for the period 2009-2011. Details of the 152 cluster sites are contained in Appendix 1. A total of 71 sites are urban (40 mph or lower speed roads) and 81 are rural (over 40 mph limit roads). Just 5% of all collisions 2010-2012 occurred at cluster sites. A weighting index is applied based on the severity of collision i.e.

slight, serious or fatal using weightings of 1, 2 and 3 respectively, the list is then sorted by the collision severity factor, then by the casualty severity factor and lastly by total child casualty numbers in order to give every site a risk based ranking.

5.0 ROAD SAFETY ENGINEERING

5.1 This section lists the local safety schemes introduced or planned for implementation to address personal injury collisions in the North Yorkshire in the current reporting period

Craven

- A682 Cow Gate Lane, Nappa lining and signing improvements – undertaken in February 2013
- A682 Flat Lane junction, Bendgate Cottage (south of Long Preston) sign improvements – undertaken September 2012
- Broughton Road, Skipton lining and signing improvements – undertaken in June 2013
- B6479 Selside sign improvements – undertaken in February 2013.

Hambleton

- A170 Sutton Bank near Cragg House – signing improvements completed September 2012.
- A173 Guisborough Road/Newton Road Great Ayton – signing and lining improvements completed September 2013.
- A168/B1448 Northallerton Road, South Kilvington – island installation and lining improvements completed October 2013.
- B1365 Tanton Road, Tanton Bridge – signing improvements completed October 2013.
- B1257 Bilsdale – signing improvement completed November 2013.

Harrogate

- A59 approximately 400m north east of A658 Roundabout, Knaresborough – carriageway and signing improvements March 2013;
- B6265 High Moor Road, near Ripon – signing improvements completed March 2013;
- A61 Ripon Road route study – signing improvements completed July 2013;
- A59 Skipton Road/Grover Road junction, Harrogate – signing improvement and tactile paving provision;
- Bower Road/Hawra Road/Dragon Parade roundabout, Harrogate – lining improvements and tactile provision;
- Thorpe Green Lane crossroads, Thorpe Underwood – signing improvements completed May 2013;
- B6161/B6162 mini roundabout Beckwithshaw – lining and signing improvements;
- A6055 Harrogate Road/West Field Lane/Arkendale Road junction Arkendale – signing improvements to be completed later in the year;
- A658 Harrogate Road at Nab Hill, bend, North Rigton – signing improvement;
- A661 Wetherby Road, Rudfarlington, Harrogate – signing improvement;

Richmondshire

- B6271 Route Study to the east of Richmond to Brompton on Swale – signing and lining improvements undertaken in March 2013.
- A6136 Catterick Road/Brough Lane, Walkerville – Signing and lining improvements.
- B1263 East Cowton – installation of hazard marker posts completed in October 2013.

Ryedale

- A170/Kirkdale Lane/Back Lane, Junction, Welburn – signing and lining improvements undertaken in May 2013
- A169 Edenhouse Road, Malton – signing and lining improvements undertaken in April 2013.
- Strensall Road near Sherriff Hutton Bridge – signing and lining improvements.

Selby

- B1222 junction with North Sweeming Court – installation of hazard marker posts undertaken in April 2013.
- A19/A63 junction at Barlby and Osgodby - a new roundabout completed in May 2013.

Yorkshire Coast and Moors

- Queen Street/Newborough/King Street, Scarborough – junction improvements.
- A165 Valley Bridge Pde/Ramshill Rd, Jnct – Scarborough – lining, signing and traffic signal control changes.
- A165 Valley Bridge Pde/Somerset Tce/Westwood, Jnct – Scarborough – yellow box junction.

6.0 SPEED MANAGEMENT

6.1 In April 2012 the new Speed Management Protocol was implemented. This protocol has been devised and agreed by the 95 Alive Road Safety Partnership in order to provide a consistent, fair and clear response to complaints and concerns about speeding traffic within communities, whether they are urban or rural, towns or villages. Following initial trials in York and then Selby District, the programme has been adapted for use throughout the county, commencing in April 2012. A flowchart showing how the protocol works in practice is attached at Appendix 2, along with a sample of the form residents can complete to report their concern about speeding traffic. A report can be made by a single resident either directly or via their Parish or Town Council. Every report is assessed and investigated by the local district Road Safety group who will obtain up to date speed and traffic flow data to find out exactly what is happening on the road in question and then consider what, if any, action is required. The complainant is informed of the findings and outcomes.

6.2 At the time of writing the process is under review after one full year of operation in order to identify what improvements can be made and how

best to report and publicise the findings and actions taken to the wider communities.

- 6.3 Communities regularly report their concerns about speeding traffic. Experience has shown that “speeding”, as in exceeding the local speed limit is rarely a significant occurrence. This means that these local perceptions cannot be resolved by either enforcement or engineering measures. In these cases some local publicity may help and some communities have taken up the offer of a temporary Vehicle Activated Sign being installed for up to a total of three 6 week periods in a year, by contributing to the cost of installing and removing the sign. Evidence shows that using these signs for short periods, removing and later reinstalling them is more effective than the signs being in place all the time and become “part of the scenery”. This programme is currently fully subscribed and is being evaluated for effectiveness. Other ideas for local campaigns are also being developed such as “Slow Down” stickers for wheelie bins, whereby a very visible “slow down” message comes out once a week when the bins are put out to serve as an extra reminder to drivers and a reassurance to residents that efforts are being made to address their concerns.

7.0 PERSONAL INJURY COLLISION AND CASUALTIES IN 2013

- 7.1 Provisionally there have been 474 KSI casualties in North Yorkshire up to the end of December 2013 compared with a total of 473 KSI casualties for the same period in 2012. Slight casualties are lower than in 2012, with 1797 to the end of December 2013; this is 96 or 4% lower than the same period for the previous year.
- 7.2 Provisional records indicate there were 51 fatalities up to the end of December 2013 compared to 31 for the same period in 2012. The increases have mainly been among the riders of large motorcycles and are thought to be due, at least in part, to better weather conditions increasing the number of motorcyclists on the county’s roads this year. During August concerns were such that, through the 95 Alive Partnership, Road Safety Officers undertook a joint media appeal with the Police from Helmsley Market Place, to ask motorcyclists to show some restraint and be more aware of their own and other peoples safety. The appeal also asked motorists to look out for motorcyclists and cyclists and invited all road users to share the roads. The media coverage from both local and national broadcasters and newspapers and the specialist motorcycling press was excellent. This was combined with additional and high profile police enforcement operations on all the most popular routes and venues. Immediately following this media campaign, there were no motorcyclists killed or seriously injured during the following three weeks, including the busy August Bank Holiday weekend.

8.0 EQUALITIES IMPLICATIONS

8.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010.

9.0 FINANCIAL IMPLICATIONS

9.1 Consideration has been given to the potential for any financial implications arising from the recommendation. It is the view of officers that the recommendation does not have a financial impact.

10.0 LEGAL IMPLICATIONS

10.1 Consideration has been given to the potential for any legal impact arising from the recommendation. It is the view of officers that the recommendation does not have a legal impact.

11.0 RECOMMENDATIONS

11.1 It is recommended that Members note the figures for collisions and casualties on the roads of North Yorkshire and the actions being taken to improve safety.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Honor Byford

Background Documents:

Road Safety – a strategic framework, DfT, May 2011
NYCC Local Transport Plan 3

High Risk Sites for North Yorkshire

Appendix 1

2013/ 14 NYCC Rank	Urban/ Rural 2013/14 NYCC Rank	Location	District	Site Type	Collision Sev. Factor	Cas Sev. Factor	Collisions			Total Collisions 2010-2012	Total Child Cas	Comments
							2010	2011	2012			
1	1	A61 Ripon Rd 600m South of Green Ln, Bend - South Stainley	Hgt	rural	16	23	3	7	0	10	0	Improvement to surfacing undertaken October 2011 - More signing works undertaken March 2013, no collisions since the 2011 works. Site will continue to be monitored.
2	1	A165 Valley Bridge Rd/ A170 Westborough, Jnct - Scarborough	Ycm	urban	12	13	3	4	3	10	2	Improvements to traffic signals and crossing facilities proposed for implementation in 2013/14.
3	2	A66/Moor Ln, Jnct - Ravensworth	Ric	rural	11	19	2	1	6	9	0	Highways Agency road, were invited to comment, no information yet received.
4	3	A61 Harrogate Rd/A658, Buttersyke Bar Rndbt - Harrogate	Hgt	rural	11	17	5	2	2	9	0	Previous site investigation. No proposed action, to be monitored
5	4	A629 Skipton Rd/Cononley Ln, Jnct - Farnhill	Cra	rural	11	15	3	3	2	8	2	Improvement to junction visibility and signage undertaken October 2011.
6	5	A65 nr Woombur Bridge - Gargrave	Cra	rural	10	16	2	5	1	8	1	2011 scheme implemented, no further action; site will continue to be monitored.
7	6	A162/B1223 Raw Lane, Jnct - Towton	Sel	rural	9	21	2	1	3	6	3	Further investigation to be undertaken.
8	7	A170 by Cragg Hs Nr Sutton Bank	Ham	rural	9	16	1	3	2	6	4	Warning sign installed in Sept 2012, 1 serious collision since works implemented; site will continue to be monitored.
9	8	A658 Harrogate Rd/Dunkeswick Ln/Hall Green Ln, Jnct - North Rigton	Hgt	rural	9	16	4	2	2	8	0	Lining and signing improvements undertaken in August 2011, drainage works also carried out in 2011. Two collisions since works but no pattern; site will continue to be monitored.
10	9	B6265/ Score Ray Lane, Xrds - Whixley	Hgt	rural	9	12	1	2	3	6	1	Signing improvement scheme implemented May 2013
11	10	A64/A162 Flyover WBC offslip, Tadcaster	Sel	rural	8	19	1	1	3	5	0	Further investigation to be undertaken.
12	11	Sccarah Bank/ Colber Ln, Xrds - Bishop Monkton	Hgt	rural	8	17	2	1	3	6	2	Signing improvement scheme implemented April/May 2013
13	12	A658 / B6163 Thistle Hill, Jnct - Harrogate	Hgt	rural	8	16	3	2	1	6	0	Previous site investigation. No proposed action to be monitored
14	13	A63 Hull Rd/A19/Highfield Vw, Jnct-Barlby	Sel	rural	8	16	1	2	4	7	0	Roundabout constructed and opened in May 2013, site will continue to be monitored.

15	14	A168/ B1448 Northallerton Rd, Jnct - South Kilvington	Ham	rural	8	15	1	5	2	8	0	Lining improvement scheme and introduction of physical island out for consultation.
16	15	A59 Skipton Rd/B6451 Brame Ln, Jnct - Kettleasing	Hgt	rural	8	14	1	3	3	7	1	Sign improvement scheme implemented in March 2012. Site will continue to be monitored.
17	16	A64/Scotchman Ln, Jnct - Flaxton	Rye	rural	8	13	2	1	2	5	3	Joint Highways Agency road, who have been invited to comment, no information yet received. and North Yorkshire County Council site, no further action proposed
18	17	A19/Ucl Rd to Ingleby Arncliffe, Jnct - Ingleby Arncliffe	Ham	rural	8	11	3	0	4	7	3	Majority of collisions only involved the A19 which is maintained by the Highways Agency road, they have been invited to comment but no information yet received.
19	18	A169 Brocka Beck, bend - Goathland	Rye	rural	8	11	0	3	1	4	1	No further action
20	2	Bower Rd/ Haywra Crescent, Rndbt - Harrogate	Hgt	urban	8	11	1	3	2	6	0	2012/13 scheme identified to improve crossing facilities and lining to be linked in with ASDA development in area however implementation delayed until 2013/14
21	19	A63 NB Rndbt W. A1(M) at Jnct 42 - Lumby	Sel	rural	8	11	4	1	1	6	0	Highways Agency road, were invited to comment, no information yet received.
22	3	A165 Columbus Ravine/Dean Rd, Rndbt - Scarborough	Ycm	urban	8	10	3	3	1	7	1	Junction redevelopment proposed as part of Tesco development, signalised area with provision for cyclists.
23	20	A59 York Rd/Kirk Hammerton Ln, Jnct - Green Hammerton	Hgt	rural	8	10	3	1	1	5	0	Signing works undertaken following a fatality in 2011. No pattern to collisions, continue to monitor site.
24	4	A684 Market Pl by the Black Swan Public House - Bedale	Ham	urban	8	8	1	4	2	7	2	Further investigation to be undertaken.
25	21	A658/Pannal Rd/Rudding Ln, Jnct - Harrogate	Hgt	rural	7	18	3	2	1	6	4	Improvement to signs implemented in March 2012. No further action, site will continue to be monitored.
26	22	A59 York Rd, 400m NE of A658 Rndbt, Bend - Knaresborough	Hgt	rural	7	16	0	4	2	6	0	Improvement to signs and road patching works completed in August 2013. Site will continue to be monitored.
27	23	A165 Hunmanby Rd/ Bridlington Rd, Jnct - Reighton	Ycm	rural	7	15	3	0	2	5	3	Initial investigations undertaken but no pattern found to collisions. Site will continue to be monitored.
28	24	A1/ Low St, Jnct - Kirkby Fleetham	Ham	rural	7	14	3	1	0	4	0	Highways Agency road, were invited to comment, no information yet received.

29	25	A1 NBC by A684 Sliproads - Leeming Bar	Ham	rural	7	12	3	1	1	5	0	Majority of collisions occurred when this was the old A1 layout, only one since adopted by NYCC, new local access road now supersedes the original layout. To be monitored.
30	26	B1222, by New Inn Bridge - Newthorpe	Sel	rural	7	12	2	2	1	5	0	Improvements to signs implemented in early 2012, site will continue to be monitored.
31	27	A165 Moor Rd/Primrose Valley Rd, Jnct - Filey	Ycm	rural	7	12	2	2	1	5	0	Collision prevention scheme undertaken in 2010. Initial investigations undertaken but no pattern found to collisions. Site will continue to be monitored.
32	28	A1, 500m South of Allerton Grange Interchange - Allerton Grange	Hgt	rural	7	10	2	2	0	4	0	Highways Agency road, were invited to comment, no information yet received.
33	29	B1222, Low Grange, Jnct by Becks Farm - Newthorpe	Sel	rural	7	10	1	2	1	4	0	Improvements to signs implemented in early 2012, site will continue to be monitored.
34	30	B1222/Hall Ln, Jnct - Newthorpe	Sel	rural	7	10	3	0	1	4	0	Improvements to signs implemented in early 2012, site will continue to be monitored.
35	5	A59 Knaresborough Rd/Willaston Rd, Jnct - Harrogate	Hgt	urban	7	9	0	3	3	6	1	Investigation found no clear collision pattern; site will continue to be monitored.
36	31	B6271 at Broken Brae, bend - Brompton-on-Swale	Ric	rural	7	9	0	2	4	6	0	2012/13 B6271 route study recommended lining and hazard marker post work, surface dressing to be undertaken in 2013/14 with additional lining works to be carried out at same time. This location is to be surfaced dressed this financial year
37	32	A169 Saltergate Bank by Horcum Woods Nr Hole of Horcum	Rye	rural	7	9	3	0	1	4	0	Further investigation to be undertaken during 2013/14
38	33	A59 Interchange/A1 Jnct 47, Western Entrance to Rndbt - Allerton Grange	Hgt	rural	7	8	2	3	2	7	0	On previous years site list, no action as Flaxby Moor roundabout proposed for implementation in 2013.
39	6	B1257 Newbiggin/ Finkle St, Jnct - Malton	Rye	urban	7	7	2	2	2	6	1	No recommendations from 2013/14 investigation - proposed improvements as part of development involve provision for pedestrians across B1257
40	7	Newborough/Queen St/King St, Jnct - Scarborough	Ycm	urban	7	7	2	1	2	5	0	Scheme to improve pedestrian facilities by means of footway build out and relocation of dropped crossing to be implemented this year, 2013/14
41	34	A65/ Holm Ln, Jnct/bend - Austwick	Cra	rural	7	7	1	2	3	5	0	Further investigation to be undertaken.
42	8	B6162 Pot Bank/B6161 Otley Rd, Jnct - Beckwithshaw	Hgt	urban	6	14	1	3	1	5	2	Improvements to mini roundabout markings and signs to be implemented this financial year.
43	35	A59/Station Rd, Jnct - Whixley	Hgt	rural	6	14	1	1	2	4	0	Sign improvement scheme implemented in March 2012, site will continue to be monitored.

44	36	A64 by Barton Hill & Spital Bridge, Jnct - Barton-Le-Willows	Rye	rural	6	13	1	2	1	4	4	Highways Agency road, were invited to comment, no information yet received.
45	37	A171 Guisborough Rd/B1460 Stakesby Rd, Jnct - Cross Butts	Ycm	rural	6	12	2	2	1	5	1	Roundabout to be constructed in 2013/14 as part of Whitby Park and Ride scheme.
46	38	A169/A64, Rndbt North End - Malton	Rye	rural	6	11	1	3	1	5	4	Joint Highways Agency road, who have been invited to comment, no information yet received. and North Yorkshire County Council site, no further action proposed
47	39	A59 Skipton Rd/ Hardisty Hill, Jnct - Blubberhouses	Hgt	rural	6	11	0	1	3	4	0	Major resurfacing works completed in 2011. Investigation undertaken found no collision pattern. Site will continue to be monitored.
48	9	A171 Helredale/Caedmon School, Jnct - Whitby	Ycm	urban	6	10	2	2	1	5	1	Improvements to road markings and signage undertaken in 2011/12. Site will continue to be monitored.
49	40	A59 York Rd/Shortsill Ln, Jnct, Flaxby	Hgt	rural	6	10	4	0	0	4	0	Collisions occurred in 2010 and Flaxby Moor golf development improvements proposed start date 2013. To be monitored.
50	10	Scotton Rd/Seagrave Rd, Area - Catterick Garrison	Ric	urban	6	9	0	1	3	4	1	No collision pattern, site will continue to be monitored.
51	41	A65/A6131 The Bailey, Jnct - Skipton	Cra	rural	6	9	3	1	1	5	1	No recommendations from 2 previous investigations - 1 collision occurred since. Site to be monitored
52	42	A171 Pond Hill - Fylingthorpe	Ycm	rural	6	9	1	2	1	4	1	Further investigation to be undertaken. Road to be surface dressed during 2013/14
53	11	A167 South Prd/A168 Thirsk Rd/High St/A167 East Rd, Rndbt - Northallerton	Ham	urban	6	9	1	2	2	5	0	Signing, lining and pedestrian improvements undertaken in November 2011. Site will continue to be monitored.
54	43	B1365/Tanton Rd/Yarm Ln, Jnct - Tanton	Ham	rural	6	9	1	1	2	4	0	Signing scheme to be implemented in 2013/14 currently under consideration by Traffic Engineering Team
55	44	B6265/ High Moor Rd, Jnct - Skelton-on-Ure	Hgt	rural	6	9	2	2	0	4	0	Pothole and lining works undertaken as part of maintenance works, hazard marker posts and relocation of advanced direction sign implemented Feb 2013
56	45	A1 NBC at Skeeby Filling Station	Ric	rural	6	8	3	0	1	4	2	Highways Agency road, were invited to comment, no information yet received.
57	46	A65/ B6480 Buckhaw Brow, Jnct - Settle	Cra	rural	6	8	1	2	1	4	2	No collision pattern. Site will continue to be monitored.
58	12	Royal Albert Drive, Area - Scarborough	Ycm	urban	6	8	1	0	3	4	1	Site currently subject to increased turning traffic due to southbound restrictions associated with the Yorkshire Water scheme on Marine Drive. Further investigation to be undertaken.

59	47	B6265/ Moor Ln, bend - Threshfield	Cra	rural	6	8	3	0	1	4	1	Further investigation to be undertaken.
60	13	B1261 Cayton Low Rd/Moor Ln, Jnct - Cayton	Ycm	urban	6	8	2	1	2	5	0	Signalised junction to be assessed and added to the Integrated Transport Capital Reserve List. Signing and lining scheme implemented in February 2012, site will continue to be monitored.
61	14	A661 Wetherby Rd/Rudding Ln/Forest Ln, Jnct - Harrogate	Hgt	urban	6	8	1	1	3	5	0	Further investigation to be undertaken.
62	15	A59 Knaresborough Rd/ Layland Rd, Jnct - Harrogate	Hgt	urban	6	8	2	2	1	5	0	Investigation found no clear collision pattern; site will continue to be monitored.
63	48	A6055 Harrogate Rd/West Field Ln/Arkendale Rd, Jnct - Arkendale	Hgt	rural	6	8	0	1	3	4	0	Further investigation to be undertaken.
64	16	B1261 Scarborough Rd/Stoney Hags Rd, Jnct - Seamer	Ycm	urban	6	7	0	3	2	5	2	Mini roundabout installed in 2012 at former cross roads. Speed limit between Seamer and Crossgates to be reduced to 40mph during 2013/14
65	17	A629/B6172 Station Rd, Rndbt - Kildwick	Cra	urban	6	7	1	4	1	6	0	Lining and surfacing improvements undertaken in November 2011.
66	18	Royal Parade/Valley Drive, Jnct - Harrogate	Hgt	urban	6	7	0	2	2	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
67	19	A165 Valley Bridge Prd/Ramshill Rd, Jnct - Scarborough	Ycm	urban	6	7	2	3	1	6	0	Further investigation to be undertaken, traffic signal control changes to be implemented 2013/14
68	49	A66/Sedbury Home Farm, Jnct - Gilling West	Ric	rural	6	7	0	3	1	4	0	Highways Agency road, were invited to comment, no information yet received.
69	50	A66/A1, West Jnct - Scotch Corner	Ric	rural	6	7	0	1	3	4	0	Highways Agency road, were invited to comment, no information yet received.
70	20	Church St/Norton Rd/Welham Rd, Jnct - Norton	Rye	urban	6	6	1	2	3	6	2	Further investigation to be undertaken during 2013/14
71	21	A6108 Frenchgate/B6271 Maison Dieu, Richmond	Ric	urban	6	6	2	2	0	4	2	No recommendations, site will continue to be monitored. This area was investigated last year with no Improvements identified
72	22	A61 West Gate/B1448 Topcliffe Rd, Area - Thirsk	Ham	urban	6	6	0	1	3	4	1	Further investigation to be undertaken.
73	23	B1364 Castle Rd/ U743 Aberdeen Rd, Area - Scarborough	Ycm	urban	6	6	1	2	1	4	1	Junction to be slightly improved through the Tesco development.
74	24	A59 Harrogate Rd/Waterside, Jnct - Harrogate	Hgt	urban	6	6	2	1	1	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
75	51	A61 Ripon By-Pass/ B6265 Boroughbridge Rd, Rndt - Ripon	Hgt	rural	6	4	2	1	1	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
76	25	A65 Coniston Bridge - Coniston Cold	Cra	urban	5	12	1	0	4	5	2	Further investigation to be undertaken.
77	26	A165 Valley Bridge Prd/Somerset Tce/Westwood, Jnct - Scarborough	Ycm	urban	5	11	3	1	1	5	0	Signal timings altered in 2012/13. Yellow box markings to be added to the junction, 2013/14

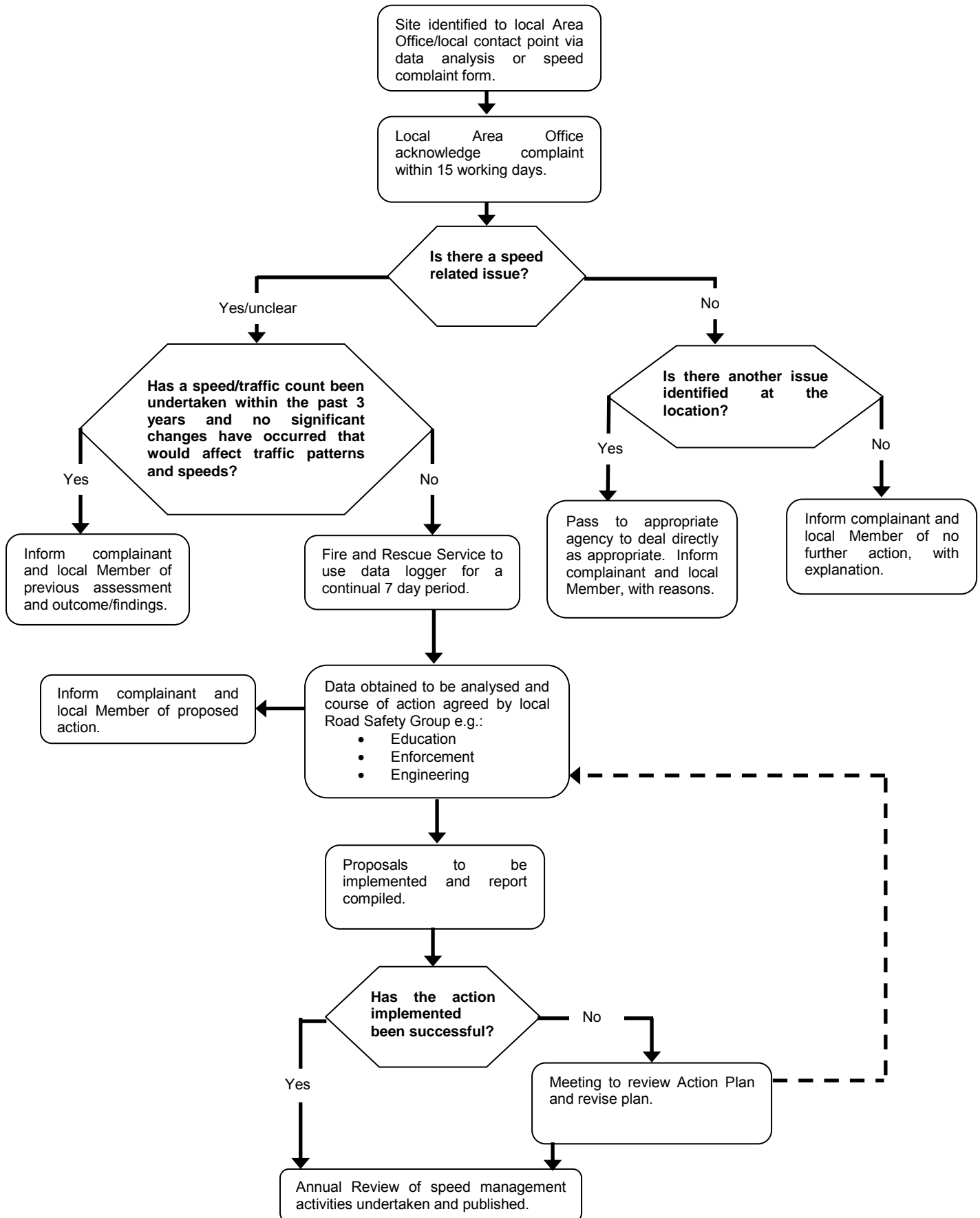
78	27	C306 Toulston Lane/Rudgate, jnct, Tadcaster	Sel	urban	5	11	0	2	3	5	0	Further investigation to be undertaken.
79	28	A59 Forest Lane Head/Bogs Ln/Forest Ln, Jnct - Starbeck	Hgt	urban	5	11	3	1	0	4	0	Further investigation to be undertaken.
80	29	B6162 Otley Rd/Cold Bath Rd/Arthurs Av, Jnct - Harrogate	Hgt	urban	5	10	0	2	2	4	0	Further investigation to be undertaken.
81	52	A59 Skipton Rd/Rowden Ln/ Burley Bank Rd, Jnct - Harrogate	Hgt	rural	5	10	0	3	1	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
82	30	A19 Brook St/Armoury Rd/Union Ln, Jnct - Selby	Sel	urban	5	9	4	1	0	5	2	Junction to be modified as part of Tesco development.
83	53	A59 New Rd, laybys - Hopperton	Hgt	rural	5	9	0	3	2	5	1	Further investigation to be undertaken.
84	31	A661 Wetherby Rd/Railway Rd, Jnct - Harrogate	Hgt	urban	5	9	2	1	2	5	0	Improvements to signals were carried out in 2012/13, site will continue to be monitored.
85	32	A165 Filey Rd/ Princess Royal Park, Jnct - Scarborough	Ycm	urban	5	9	1	2	1	4	0	Initial investigations undertaken but no pattern found to collisions. Site will continue to be monitored.
86	54	A59/A168 Jnct - Allerton Grange	Hgt	rural	5	9	1	3	1	5	0	Minor improvements proposed as part of development in area
87	55	A1 1K NW of A6136 - Catterick	Ric	rural	5	8	2	0	2	4	1	Highways Agency road, were invited to comment, no information yet received.
88	56	Scalm Ln 500m SE of Broad Ln, Bend - Wistow	Sel	rural	5	8	0	2	2	4	0	Further investigation to be undertaken.
89	33	A1041 Park St/A19 Gowthorpe - Jnct/Area - Selby	Sel	urban	5	7	1	2	2	5	1	No collision pattern site will continue to be monitored.
90	34	A165 Filey Rd/Mountside/Belvedere, Xrds - Scarborough	Ycm	urban	5	7	2	2	0	4	1	Further investigation to be undertaken.
91	35	A6136 Richmond Rd /Shute Rd /Gough Rd, Jnct - Catterick Garrison	Ric	urban	5	7	2	2	1	5	0	Lining improvements carried out in summer 2012, site will continue to be monitored.
92	36	A6131 Keighley Rd Bus Station Area, Skipton	Cra	urban	5	7	2	1	2	5	0	No collision pattern. Site will continue to be monitored.
93	37	A61 Leeds Rd/Leadhall Ln/Hookstone Rd, Jnct - Harrogate	Hgt	urban	5	7	0	2	2	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
94	57	A19/Moor Rd, Jnct - Knayton	Ham	rural	5	7	2	0	3	5	0	Highways Agency road, were invited to comment, no information yet received.
95	58	A6136 Longwood Bank, by Rd to Sewage Works - Richmond	Ric	rural	5	7	3	0	1	4	0	A signing and lining scheme implemented in 2012, only one collision occurred since - site will continue to be monitored. Improvements were completed at this location 2 years ago.
96	59	A59/A6069 Broughton Rd, Jnct - Skipton	Cra	rural	5	7	1	2	1	4	0	2012/13 investigation implemented recommendations.
97	60	A682/ Cow Gate Ln, Jnct/Bend - Nappa	Cra	rural	5	7	2	1	1	4	0	2012/13 chevron and lining treatment scheme implemented on bends from investigation.

98	61	Strensall Rd nr Sheriff Hutton Bridge, Jnct - West Lilling	Rye	rural	5	7	1	1	2	4	0	Signing and lining improvements to be undertaken during 2013/14
99	62	A658/Haggs Rd, Jnct - Follifoot	Hgt	rural	5	7	0	3	1	4	0	Signing schemes implemented in April 2011, reduction in collisions since implementation. Site will continue to be monitored.
100	38	A59 High St/Silver St, Area - Knaresborough	Hgt	urban	5	6	4	1	0	5	2	Further investigation to be undertaken.
101	39	A165 Northway/Trafalgar St West, Jnct - Scarborough	Ycm	urban	5	6	4	0	1	5	1	Initial investigations undertaken but no pattern found to collisions. Site will continue to be monitored.
102	40	A64 Falsgrave Rd/Belgrave Cres/Londesborough Rd, Jnct - Scarborough	Ycm	urban	5	6	4	0	0	4	0	Junction resurfaced with amended road markings, 2011/12. No collisions since works, site will continue to be monitored.
103	41	A661 Wetherby Rd/Hookstone Chase, Jnct - Harrogate	Hgt	urban	5	6	1	1	3	5	0	Further investigation to be undertaken.
104	42	Bridge St/Sandgate/Grape Ln, Jnct - Whitby	Ycm	urban	5	6	2	0	2	4	0	Initial investigations undertaken but no pattern found to collisions. Site will continue to be monitored.
105	43	B1222 Kirkgate/Finkle Hil Jnct to Low St, Jnct - Area - Sherburn in Elmet	Sel	urban	5	6	4	1	0	5	0	No collision pattern site will continue to be monitored.
106	44	A61 West Park/Beech Gr, Jnct - Harrogate	Hgt	urban	5	6	1	1	2	4	0	Further investigation to be undertaken.
107	63	A163 Market Weighton Rd/A19, Jnct - Barlby	Sel	rural	5	6	1	1	2	4	0	No collision pattern, site will continue to be monitored.
108	64	A658 Harrogate Rd at Nab Hill, bend - North Rigton	Hgt	rural	5	6	1	2	1	4	0	Further investigation to be undertaken.
109	45	A167 South Prd/Racecourse Ln/A167 Boroughbridge Rd, Rndbt - Northallerton	Ham	urban	5	5	1	1	3	5	1	Lining improvement scheme implemented in 2011, site will continue to be monitored.
110	46	B1365 High St/ Bridge Rd, Jnct - Stokesley	Ham	urban	5	5	2	1	1	4	1	No collision pattern; site will continue to be monitored.
111	47	A684 Friarage St/ East Rd, Rndbt - Northallerton	Ham	urban	5	5	1	3	0	4	1	No collision pattern; site will continue to be monitored.
112	48	A61 Market Pl/B1448 Kirkgate, Jnct - Thirsk	Ham	urban	5	5	1	2	1	4	0	Further investigation to be undertaken.
113	49	Ramshill Rd/Cambridge Terr, Area - Scarborough	Ycm	urban	5	5	1	2	1	4	0	Further investigation to be undertaken.
114	50	A64 Falsgrave Rd/Seamer Rd, Jnct - Scarborough	Ycm	urban	5	5	1	2	2	5	0	Further investigation to be undertaken.
115	51	A170 Falsgrave Rd/A171 Scalby Rd, Jnct - Scarborough	Ycm	urban	5	5	1	0	3	4	0	Further investigation to be undertaken.
116	65	A63/A1238 Leeds Rd, Rnbt - Thorpe Willoughby	Sel	rural	5	5	2	2	0	4	0	No collision pattern, site will continue to be monitored.
117	66	A64/Bramham Rndbt East by A1 - Tadcaster	Sel	rural	5	5	0	3	1	4	0	Highways Agency road, were invited to comment, no information yet received.

118	67	A6136 Catterick Rd/Brough Ln, Jnct - Walkerville	Ric	rural	4	11	2	1	1	4	1	2012/13 rumble strip and lining scheme implemented
119	68	A19/ York Rd, Rndbt - Easingwold	Ham	rural	4	11	0	2	2	4	1	Further investigation to be undertaken.
120	69	A19 Off Slip from A19 SBC to A19 SBC single cway - Thirsk	Ham	rural	4	8	0	2	2	4	3	Collisions are spread out across the site on both HA and NYCC maintained roads. To be monitored.
121	52	A59 Skipton Rd/ Knox Av, Jnct - Harrogate	Hgt	urban	4	8	2	1	1	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
122	53	Harrogate Rd/Morrisons, Area - Ripon	Hgt	urban	4	7	2	1	1	4	0	Further investigation to be undertaken.
123	54	Cheltenham Mt/Commercial St/Station Prd, Jnct - Harrogate	Hgt	urban	4	7	3	0	1	4	0	Further investigation to be undertaken.
124	70	A1041 Bawtry Rd/C322 Brayton Ln, Jnct - Brayton	Sel	rural	4	7	2	0	2	4	0	Further investigation to be undertaken.
125	71	A1, 750m South of A6055 Flyover - Minskip	Hgt	rural	4	6	1	2	1	4	2	Highways Agency road, were invited to comment, no information yet received.
126	55	B1261 Scarborough Rd/B1261 Station Rd, Rndbt - Seamer	Ycm	urban	4	6	2	1	1	4	1	Further investigation to be undertaken.
127	56	A169 Coach Rd/B1460 The Carrs, Jnct - Briggswath	Ycm	urban	4	6	2	1	1	4	0	Further investigation to be undertaken.
128	57	A6069 Swadford St/Keighley Rd, Jnct - Skipton	Cra	urban	4	6	0	3	1	4	0	Further investigation to be undertaken.
129	72	A1(M) Nr Sand Pit - Boroughbridge	Hgt	rural	4	6	2	2	0	4	0	Highways Agency road, were invited to comment, no information yet received.
130	73	A658/A661 Wetherby Rd, Rndbt - Harrogate	Hgt	rural	4	6	1	2	1	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
131	74	A661 Wetherby Rd by Ucl to Rudfarlington - Harrogate	Hgt	rural	4	6	1	0	3	4	0	Further investigation to be undertaken.
132	75	A659/Garnet Ln, Xrds - Tadcaster	Sel	rural	4	6	2	0	2	4	0	Further investigation to be undertaken.
133	58	A6068 Main St/Ashville Terrace, Area - Cross Hills	Cra	urban	4	5	1	1	2	4	3	No collision pattern. Site will continue to be monitored.
134	59	A66 Wetherby Rd/St Winifred's Av/Willaston Cres, Jnct - Harrogate	Hgt	urban	4	5	0	1	3	4	1	Investigation found no clear collision pattern; site will continue to be monitored.
135	76	A61 Harrogate Rd/Burn Bridge Ln, Jnct - Harrogate	Hgt	rural	4	5	1	2	1	4	1	Further investigation to be undertaken.
136	60	A6131 High St - Skipton	Cra	urban	4	5	2	1	1	4	0	No collision pattern. Site will continue to be monitored.
137	61	A59 Skipton Rd/Grove Rd, Jnct - Harrogate	Hgt	urban	4	5	1	2	1	4	0	2012/13 recommendations for sign improvements and tactile paving provision to be introduced 2013/14
138	62	A59 Skipton Rd/Dragon Parade, Jnct - Harrogate	Hgt	urban	4	5	0	1	3	4	0	Further investigation to be undertaken.
139	77	A168 South Slip/A1, Jnct - Dishforth	Hgt	rural	4	5	0	0	4	4	0	Highways Agency road, were invited to comment, no information yet received.

140	63	A59 Skipton Rd/Claro Rd, Jnct - Harrogate	Hgt	urban	4	4	0	3	1	4	1	Further investigation to be undertaken.
141	64	High Street/Friarage St/A684 Brompton Rd, Rndbt - Northallerton	Ham	urban	4	4	1	1	2	4	0	Further investigation to be undertaken.
142	65	A61 Parliament St, Crescent Rd, Xrds - Harrogate	Hgt	urban	4	4	2	1	1	4	0	Investigation found no clear collision pattern; site will continue to be monitored.
143	66	A61 Ripon Rd/Unc Rd by Womard Green, Jnct - Markington	Hgt	urban	4	4	1	1	2	4	0	Sign improvement scheme implemented in March 2013. Site will continue to be monitored.
144	67	C237 Manor Rd/Woodland Ravine, Jnct - Scarborough	Ycm	urban	4	4	1	0	3	4	0	Initial investigations undertaken but no pattern found to collisions. Site will continue to be monitored.
145	68	A59 Skipton Rd/A661 Wetherby Rd/Knaresborough Rd, Rndbt - Harrogate	Hgt	urban	4	4	1	2	1	4	0	Further investigation to be undertaken.
146	69	A61 Station Prd/Raglan St, Jnct - Harrogate	Hgt	urban	4	4	2	0	3	5	0	Further investigation to be undertaken.
147	70	A61 Harrogate Rd/ Station Ln, Bend - Wormald Green	Hgt	urban	4	4	0	0	1	1	0	Sign improvement scheme implemented in March 2013. Site will continue to be monitored.
148	71	A61 The Carr Leeds Rd/Pannal Bank/Follifoot Rd, Jnct - Harrogate	Hgt	urban	4	4	1	2	1	4	0	Further investigation to be undertaken.
149	78	A1041 Bawtry Rd/Barlow Road, Jnct - Barlow	Sel	rural	4	4	1	2	1	4	0	Signing scheme implemented in 2011/12, site will continue to be monitored.
150	79	B6479, 175M N. of drive to Gilgarth Hill Farm, Bend - Selside	Cra	rural	4	4	1	3	0	4	0	Signing improvement undertaken in March 2013.
151	80	A629/A6131 Snaygill Rndbt - Low Bradley	Cra	rural	4	4	0	1	3	4	0	Further investigation to be undertaken.
152	81	A61 Ripon Rd/Green Ln, Jnct - South Stainley	Hgt	rural	4	4	0	1	3	4	0	2012/13 signing scheme implemented, works delayed and to be undertaken in 2013/14

Speed Complaint Flowchart





Name		Organisation	(If applicable)
Address			
Telephone		Email	
Date of Referral			
Type of concern (e.g. speeding cars, motorcycles, wagons, etc.).			
Location of problem: (please be very specific - grid ref, road, near junction, landmark, house, etc so that we know where to place our equipment).			
<i>Include current speed limit of road(s)</i>			
Days/times of concern (is the issue at certain times of the day, days of the week, school term or holidays, etc?).			
How have you become aware of this? (e.g. have you seen it yourself or reported at Parish meeting?).			
Motorists noticed speeding (is a certain group speeding such as locals, a particular type of vehicle or employees of certain company?)			
Additional Information:			

The information given on this form will be shared with partner agencies



Return this form by email or post to your local Highways Office – see below

Area	Postal address	e-mail address
1 - Richmondshire	NYCC Highways & Transportation Area 1 - Richmond Office Gatherley Road Industrial Estate Brompton On Swale Richmond North Yorkshire DL10 7JQ	Area1.richmond@northyorks.gov.uk
2 - Hambleton	NYCC Highways & Transportation Area 2 Thirsk Office Thirsk Industrial Park York Road Thirsk North Yorkshire YO7 3BX	Area2.thirsk@northyorks.gov.uk
3 –Whitby, Coast and Moors & Scarborough Borough	NYCC Highways & Transportation Area 3 - Whitby Office Whitby Highways Depot Cholmley Way Whitby YO22 4NQ	Area3.whitby@northyorks.gov.uk
4 - Ryedale	NYCC Highways & Transportation Area 4 Pickering Office Beansheaf Industrial Park Tofts Rd Kirby Misperton, Malton YO17 6BG	Area4.kirbymisperton@northyorks.gov.uk
5 – Craven and Skipton	NYCC Highways & Transportation Area 5 Skipton Snaygill Industrial Estate Keighley Road Skipton BD23 2QR	Area5.skipton@northyorks.gov.uk
6 – Harrogate District and Borough	NYCC Highways & Transportation Area 6 Office Stump Cross Boroughbridge YO51 9HU	Area6.boroughbridge@northyorks.gov.uk
7 - Selby	NYCC Highways & Transportation Area 7 Selby Office Canal Road Selby North Yorkshire YO8 OAG	Area7.selby@northyorks.gov.uk

The information given on this form will be shared with partner agencies

NORTH YORKSHIRE COUNTY COUNCIL**TRANSPORT, ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY
COMMITTEE****16 APRIL 2014****LOCAL TRANSPORT PLAN 2011-2016 MID-TERM REVIEW****Report of the Corporate Director – Business and Environmental Services****1.0 PURPOSE OF REPORT**

- 1.1 To inform Members about the mid-term review of the third North Yorkshire Local Transport Plan (LTP3) and seek comments on the LTP3 addendum included in Appendix 1 of this report.

2.0 BACKGROUND

- 2.1 Members will be aware that under the Transport Act 2000 (amended by the Local Transport Act 2008) all local transport authorities in England are required to produce and maintain a Local Transport Plan. The third North Yorkshire Local Transport Plan (LTP3) was adopted in December 2010 and covers the five year period 2011 – 2016. LTP3 sets the main transport priorities for the County and the actions that will be taken to contribute to achieving those priorities. Copies of the LTP3 are available on the County Council's website at:

<http://www.northyorks.gov.uk/article/26213/Local-transport-plan-three-LTP3>

- 2.2 In approving LTP3, and in line with the practice carried out for LTP1 and LTP2, the County Council agreed to carry out a mid-term review of LTP3 to ensure that any significant changes in circumstances are incorporated into the Plan.

3.0 SCOPE OF THE MID-TERM REVIEW

- 3.1 Since LTP3 was approved in 2010 there have only been limited changes which impact on the content or approach adopted in the LTP. Importantly the adopted LTP3 explicitly recognises the current local government funding situation and sets out strategies to address these funding constraints. This includes the approach to be adopted with regards to cuts in subsidies for local bus services.

- 3.2 In view of the above, and to ensure the best use of limited staff resources, it was agreed with BES Executive Members and at the 17 September 2013 meeting of the TEE Overview and Scrutiny Committee Mid-Cycle Briefing of the group spokespersons that the LTP3 mid-term review should adopt a light touch approach and only deal with the few matters that require significant updates. Any consultation with the public or stakeholders will also be focused on these matters and will be directed at those people directly impacted by possible changes rather than carrying out an expensive countywide consultation.
- 3.3 As Members will be aware LTP3 adopts a hierarchy of *Manage, Maintain, Improve* with regards to transport infrastructure. In accordance with this approach, and taking account of the impact of the recent extreme weather on the highway network, the majority of Local Transport Plan funding is directed at highway maintenance. Evidence from the Citizens Panel survey and from recent Parish Council surveys indicates continued public support for giving priority to highway maintenance. It is therefore proposed that this hierarchy is not revisited as part of the mid-term review.
- 3.4 The mid-term review will deal with the five policy areas set out below in addition to an update on the LTP3 key outcome indicators. The mid-term review will take the form of an addendum to the main LTP3 and, once approved, will be made available via the County Council's website.
- 3.4.1 *Government funding for transport* – This section outlines the recent changes to the Government's approach to funding transport improvements (including major schemes) and sets out the main new funding streams that are available. This includes the devolution of a national funding pot of approximately £2bn per annum until 2020/21 in a competitive process for Local Enterprise Partnerships (LEPs) to bid into through the Local Growth Fund. Crucially a significant portion of this funding (approximately 50%) has been top sliced from Department for Transport budgets previously allocated to local transport authorities for improvements to transport infrastructure. The County Council is working closely with the York, North Yorkshire and East Riding LEP to ensure that the Strategic Economic Plan fully reflects the vital contribution of transport to the local economy. The mid-term review will amend the LTP to ensure that this new approach to transport funding by the Government is adequately reflected in the County Council's transport strategies and policies.
- 3.4.2 *Transport and Public Health* – Members will be aware that with effect from 1 April 2013 the County Council became the lead authority for promoting public health in North Yorkshire. Officers from Business and Environmental Services have been in discussion with officers from Health and Adult Services to identify how transport can contribute to public health and to ensure that the County Council's transport and public health policies are consistent and integrated. The public health chapter considers the existing synergies between the LTP3 and public health as well as ensuring the County Council's new public health role is reflected in the transport strategies and policies. One of the main roles for transport with regards to public health will be through

maintaining and providing the infrastructure for, and encouraging the use of 'active travel' modes such as walking and cycling.

- 3.4.3 *Passenger transport* – The Government has published details of their proposals for the next phase of High Speed Rail (HS2) which includes links into the current East Coast Main Line in Selby district. The mid-term review will seek to set the County Council policy on HS2 taking account of both the economic benefits and negative local environmental impact. The passenger transport chapter also includes a review of the current situation with regards to the long term rail strategy for the North as well as an update on the Council's Bus Strategy.
- 3.4.4 *Strategic Environmental Assessment (SEA)* – The LTP is a statutory strategic planning document and consequently the County Council was required by legislation to undertake an SEA of its likely impact on the environment. This included the adoption of a number of environmental indicators. This fourth chapter of the LTP3 addendum will therefore consist of a review of the latest position on these SEA indicators. Due to the significant amount of data collection required for this chapter this section is currently being compiled and will be available for consideration by the Executive at their meeting on 29 April 2014.
- 3.4.5 *Transport and local development plans* - At the request of a number of planning authorities the Local Transport Plan Addendum will now also incorporate an update on the current position of the development of their Local Plans and the links to local transport. This request has only recently been received and it has therefore not been possible to incorporate this new section in the Addendum attached as Appendix 1 to this report. The section will however be available for consideration by the Executive at their meeting on 29 April 2014.

4.0 NEXT STEPS

- 4.1 Comments from Members of the Transport, Economy and Environment Overview and Scrutiny Committee will be incorporated into the LTP3 addendum and the report will be presented to the Executive on 29 April 2014 before presentation of the finalised LTP3 addendum at the full County Council meeting in May 2014. Subject to its approval by the County Council on 21 May 2014 the draft LTP3 mid-term addendum set out in Appendix 1 will become County Council policy.

5.0 EQUALITIES IMPLICATIONS

- 5.1 Prior to the adoption of the LTP3 a series of Equality Impact Assessments were carried out to assess any differential impacts on different groups of the population. Details of these are published on the County Council's website.

- 5.2 In summary the Equalities Impact Assessments found that there was no adverse impact on any of the six statutory groups of race, gender, disability, sexual orientation, religion or belief and age arising from the adoption of LTP3. The assessment further found that in many cases the policies and practices embedded within LTP3 were specifically intended to redress inequalities, especially those related to age and deprivation.
- 5.3 Notwithstanding the above the Equalities Impact Assessment relates to the adoption of LTP3 and there may be cases where specific schemes and initiatives will require separate Equalities Impact Assessments as and when they are implemented.
- 5.4 The policies set out in the LTP3 mid-term review report are not anticipated to have an equalities impact, however, as indicated above where specific schemes and initiatives are being implemented a separate Equalities Impact Assessment may be required. For example, an Equalities Impact Assessment has already been completed to assess the impact of the reduction in bus subsidies on the six statutory groups.

6.0 FINANCE

- 6.1 Based on the best available knowledge the financial implications are set out within the LTP3 document and any additional financial implications are outlined in the mid-term review report.

7.0 LEGAL

- 7.1 The adoption of the LTP3 before April 2011 fulfilled the requirements of the Transport Act 2000 (amended by the Local Transport Act 2008) for the County Council, as local transport authority, to produce and maintain a Local Transport Plan. The mid-term review enables the County Council to fulfil the duty of maintaining the Local Transport Plan.

8.0 RECOMMENDATION

- 8.1 It is recommended that Members provide comments on the draft LTP3 mid-term review document included in Appendix 1.

DAVID BOWE
Corporate Director, Business & Environmental Services

Authors of Report: Victoria Hutchinson / Andrew Bainbridge

Mid-term review of the third North Yorkshire Local Transport Plan 2011-16

Local Transport Plan Addendum

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NB

Chapter 5 – At the request of a number of planning authorities the addendum will also incorporate an update on the current position of the development of their Local Plans and the links to local transport. This request has only recently been received and it has therefore not yet been possible to incorporate this new chapter. This chapter will be available for consideration by the Executive at their meeting on 29 April 2014.

Chapter 7 – Officers in the Transport Planning team are currently liaising with the Environmental Policy team in relation to the updating the SEA indicators to be included in Chapter 7. Due to the significant amount of data collection required for this chapter this section is currently being compiled and will available for consideration by the Executive at their meeting on 29 April 2014.

Chapter 1 - Introduction

1.1 Background

Under the Transport Act 2000 (amended by the Local Transport Act 2008) all local transport authorities in England are required to produce and maintain a Local Transport Plan. The third North Yorkshire Local Transport Plan (LTP3) was adopted in December 2010 and covers the five year period 2011 – 2016. LTP3 sets the main transport priorities for the County and the actions that will be taken to contribute to achieving those priorities. Copies of the LTP3 are available on the County Council's website at:

<http://www.northyorks.gov.uk/article/26213/Local-transport-plan-three-LTP3>

In approving LTP3, and in line with the practice carried out for LTP1 and LTP2, the County Council agreed to carry out a mid-term review of LTP3 to ensure that any significant changes in circumstances are incorporated into the Plan. This addendum report has been prepared by the County Council to review the current position in relation to implementation of the LTP3 and also summarising key changes in transport policy and strategy, particularly where a change in central government policy has had a resultant impact on local government.

Importantly the adopted LTP3 explicitly recognises the current local government funding situation and sets out strategies to address these funding constraints. The LTP3 adopts a hierarchy of 'Manage, Maintain and Improve' with regards to transport infrastructure. In accordance with this approach, and taking account of the impact of the recent extreme weather on the highway network, the majority of Local Transport Plan funding is directed at highway maintenance. Evidence from the annual Citizens Panel survey and from recent Parish Council surveys indicates continued public support for giving priority to highway maintenance. This hierarchy has therefore not been revisited as part of the mid-term review.

1.2 Content of Report

This mid-term review covers the four policy areas set out below; in addition to an update on the LTP3 key outcome indicators. This report has been adopted by the County Council as an addendum to the main LTP3 report and is available via the County Council's website.

1.2.1 Government Funding for Transport

Chapter 2 of this report outlines the recent changes to the Government's approach to funding major transport improvements and sets out the main new funding streams that are available. This includes the devolution of a national funding pot of approximately £2bn per annum until 2020/21 in a competitive process for Local Enterprise Partnerships (LEPs) to bid into through the Local Growth Fund. Crucially a significant portion of this funding (approximately 50%) has been top sliced from Department for Transport budgets previously allocated to local transport authorities for improvements to transport infrastructure. The County Council are working closely with the York, North Yorkshire and East Riding LEP to ensure that the Strategic Economic Plan fully reflects the vital contribution of transport to the local economy. The mid-term review amends LTP3 to ensure that this new approach to transport funding by the Government is adequately reflected in the County Council's transport strategies and policies.

1.2.2 Passenger Transport

Chapter 3 provides a review of the County Council's passenger transport policies including the County Council's position in relation to High Speed 2 as well as an update on the Council's Bus Strategy. The Government has published details of their proposals for the next phase of High Speed Rail (HS2) which includes links into the current East Coast Main Line in Selby district. The mid-term review will set the County Council policy on HS2 taking account of both the economic benefits and negative local environmental impact.

1.2.3 Transport and Public Health

The County Council became the lead authority for promoting public health in North Yorkshire in April 2013. Many public health considerations, including encouraging 'active travel' modes such as walking and cycling, are already embedded in LTP3. Chapter 4 takes into account the County Council's new public health duties, considers the existing synergies between the LTP3 and public health, and also ensures that the County Council's new public health role is reflected in transport strategies and policies.

1.2.4 Transport and Local Plans

Chapter 5 provides an update on the current position in relation to each of the local planning authority Local Plans and Local Development Frameworks. The chapter outlines how the County Council ensures that our transport planning role is integrated into their land use planning role (linked to the duty to cooperate) and includes examples of joint working.

1.2.5 Key Outcome Indicators

In order to monitor the success of LTP3 and to establish on-going trends the County Council has retained a series of key outcome indicators for the LTP period 2011-2016. Chapter 6 provides an overview of the key indicators and, where data is available, an update on outcomes and trends.

1.2.6 Strategic Environmental Assessment (SEA)

The LTP is a statutory strategic planning document and consequently the County Council was required by legislation to undertake an SEA of its likely impact on the environment. This included the adoption of a number of environmental indicators. Chapter 7 consists of a review of the latest position on the SEA indicators.

Chapter 2 - Government Funding for Transport

2.1 Introduction

Since completion of the Local Transport Plan in 2010 the Government's approach to funding transport improvements has changed significantly. Whilst the County Council still receives a block allocation of capital funding for transport improvements through the Local Transport Plan (LTP) process, a number of other new funding streams are now available. In general these tend to be announced at very short notice and are often set up to deliver schemes and initiatives in the short term (up to 3 years). The main 'new' funding streams that have become available are:

- Local Sustainable Transport Fund (LSTF)
- Local Pinch Point Funding
- Devolved Major Schemes Capital
- Linking Communities Cycling in National Parks Grant
- Local Growth Fund

Unlike the LTP block allocation the majority of this funding is available only through a competitive bidding process and comes with very specific requirements for its use. The following section gives details of the County Council's approach to this new funding and brief details each of the above funding streams.

2.2 North Yorkshire County Council Approach

The County Council is committed to improving the transport infrastructure for residents and visitors to North Yorkshire. As such wherever possible it will bid for funding from all suitable sources.

However, as stated above, many of the recent funding streams have required bids at very short notice and for the delivery of schemes in the short term. At the current time the financial pressures on Local Government are extreme and therefore it is often difficult to make available the staff and financial resources to prepare and, if successful, deliver these bids. Notwithstanding the above the County Council has made bids into the Local Sustainable Transport Fund, the Devolved Major Schemes capital funding, the Cycling in National Parks Grant and the Local Growth Fund and are currently (Spring 2014) making further bids for the latest release of the LSTF (revenue round for 2015/16).

Unfortunately the strict criteria for delivery of schemes using Local Pinch Point funding means that the County Council has not been able to submit bids for this funding source. The main difficulty with this funding source is the requirement to deliver major infrastructure improvements within a very short timeframe (sometimes as short as 18 months from the announcement of the fund). In practice this means that all schemes must be fully designed and ready to start construction at the point at which the funding bid is submitted. To get to this stage of preparation the County Council would need to invest a minimum of approximately £0.5m for each scheme. In these times of financial austerity it is difficult to justify investing this amount of money with no guarantee of funding for the final scheme. However, to ensure a stronger position in terms of future funding opportunities, the County Council are considering a variety of options for funding this scheme preparation including working with the York, North Yorkshire and East Riding Local Enterprise Partnership to develop an advanced design fund (see below).

To date the County Council has been successful with two bids into the LSTF (a total of £5.314m) and a bid to the Devolved Major Schemes Capital (£9.6m). The County Council are making a further two bids into the LSTF, and are awaiting the results of bids into the Local Growth Fund. A bid for funding from the Linking Communities - Cycling in National Parks Grant to maximise the legacy benefits in the Yorkshire Dales of the 2014 Tour de France starting in Yorkshire was unsuccessful. The County Council have also supported district council colleagues in the preparation of bids for non-transport, but related, funding, such as the annual Department for Environment, Food and Rural Affairs air quality grants.

2.3 Local Sustainable Transport Fund

When the Local Transport Plan was approved in 2010 the principle of the Local Sustainable Transport Fund had recently been announced, but full details were not yet available. Details on the bidding process were announced in January 2011 and following a prioritisation and selection process (details of which are available in reports to the County Councils Executive dated 5 April 2011 and 24 May 2011) two packages of schemes were selected to be developed into LSTF bids. Full details are available on the County Council's website. These packages were:

- Harrogate Sustainable Transport Package - to improve access to existing and developing employment areas, major conference and exhibition facilities and retail and visitor attractions in the town.
- Whitby and Esk Valley Tourism Economy Package – to address traffic congestion and other transport capacity issues that constrain the growth of the tourist economy in the area, as well as boost the active travel 'offer' in the North York Moors National Park

In June 2012 the Government agreed to partially fund both packages. Appendix 1 to this report sets out the core elements of the packages which the Government agreed to fund. Delivery of these packages is now well underway.

2.4 Major Schemes Devolved Capital Funding

Prior to 2013, when the current LTP was produced, funding for major transport improvements (those costing more than £5m) was provided to local transport authorities such as North Yorkshire County Council through a process of direct bids to the Department for Transport (DfT). This was the mechanism through which the County Council successfully secured funding for the A684 Bedale, Aiskew and Leeming Bar bypass.

In 2012 as part of the Coalition Government's commitment to localism, they announced that funding for major schemes would now be devolved to consortiums of local authorities, to be known as Local Transport Bodies (LTB's). The national funding available for these major transport schemes would be allocated to LTB's on the basis of the population of the geographical area covered by the LTB.

Following a series of consultations and negotiations with neighbouring authorities and the local planning authorities a North Yorkshire Local Transport Body was set up in February 2013. Whilst this is administered by North Yorkshire County Council it is an independent body with a separate, Department for Transport approved, governance framework.

The membership of the North Yorkshire LTB (NYLTB) is shown in figure 1. The primary purpose of the NYLTB was to identify, prioritise and approve major transport schemes for implementation by 2018/19. Following approval of the schemes the LTB were to manage the programme of schemes and monitor the implementation of them.

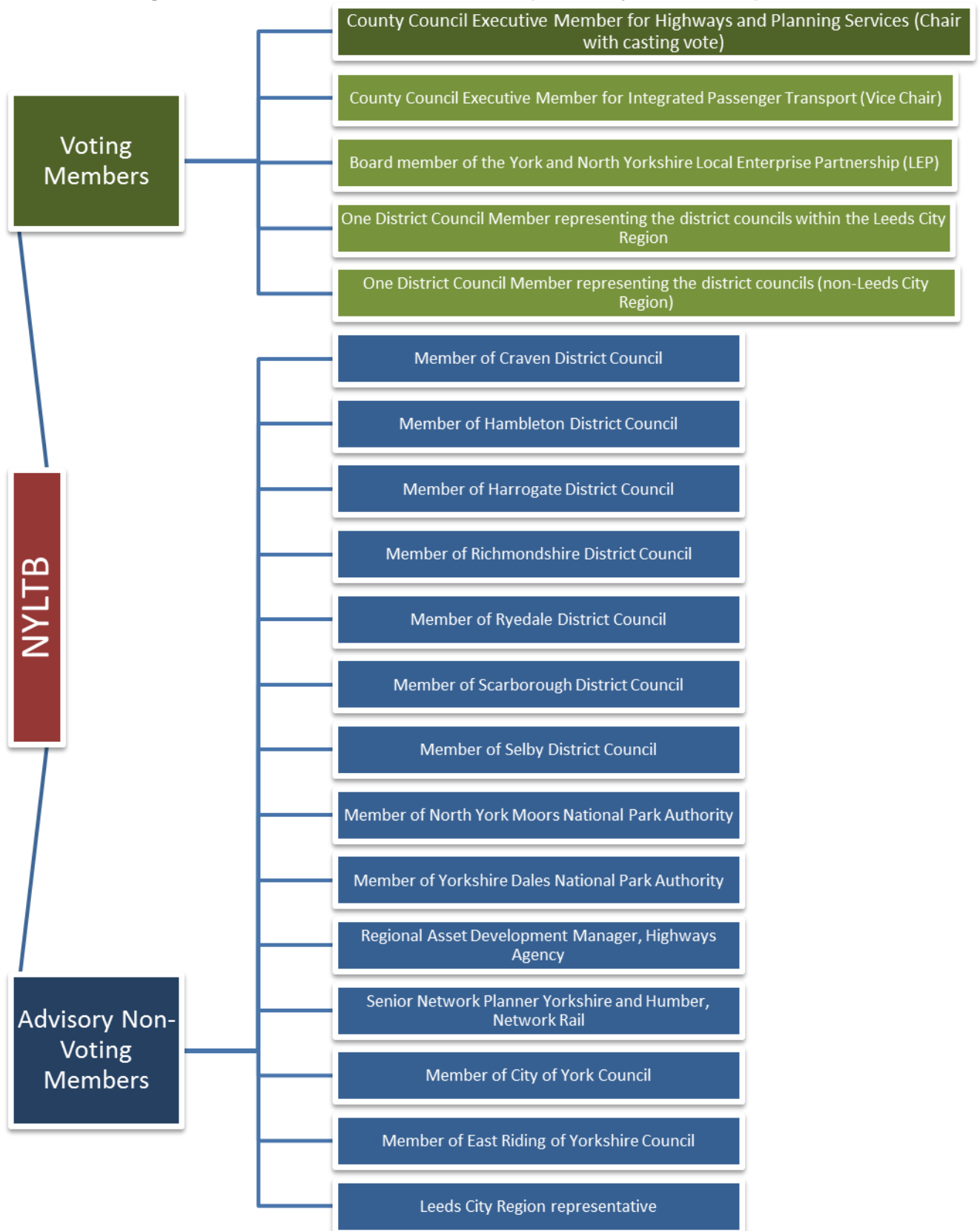
The Government's financial allocation for the period 15/16 to 18/19 for the NYLTB was provisionally a total £14.4m however the final allocation was reduced to £9.6m. To establish which schemes the LTB should allocate funding to they introduced a bidding process where any member of the LTB could submit a bid for funding.

In response to this bidding process the County Council reviewed all its existing Major Schemes and also considered a number of additional new schemes. Details of the review and assessment of these schemes were considered by the County Council's Executive at their meetings on 28 May and 23 July 2013. Details of these reports are available on the County Council website. A key consideration in selecting a scheme was the necessity to deliver the scheme by the 2018/19 deadline for funding from the devolved allocation. Whilst there were a significant number of strong schemes considered, very few were deliverable within the time frame of the allocation.

Following this process the County Council submitted a scheme to double track sections of the York – Harrogate – Leeds railway east of Knaresborough. The scheme consists of upgrading a section of rail line track east of Knaresborough to two tracks to allow two trains to pass each other. This would allow an increased frequency of rail services between York and Harrogate from the current one train per hour to two. Existing journey times are targeted to improve by up to 15 minutes (7-8 minutes between Harrogate and York) and performance and reliability would improve significantly. Further details can be found in Chapter 3.

Following the bidding and selection process, at a meeting of the NYLTB held on 29 July 2013 the Local Transport Body agreed to provide £9.6m towards the cost of re-doubling sections of the York – Harrogate – Leeds railway east of Knaresborough scheme. Further details of the governance and work of the North Yorkshire Local Transport Body are available at: <http://www.northyorks.gov.uk/article/27000/Local-transport-body-LTB>

Figure 1 – North Yorkshire Local Transport Body Membership



2.5 Local Growth Fund

In July 2013 the Government published guidance on Growth Deals setting out details of a Local Growth Fund. The purpose of this is to provide capital funding to Local Enterprise Partnerships (LEPs) to use to stimulate local economic growth in their areas. The main LEP covering North Yorkshire is the York, North Yorkshire and East Riding (YNY&ER) LEP with the Leeds City Region (LCR) LEP also having an influence in the Craven, Harrogate and Selby districts. Further details of the roles and responsibilities of these LEPs can be found on their websites at:

www.businessinspiredgrowth.com and www.leedscityregion.gov.uk/

The Local Growth Fund (LGF) consists of a national funding pot of approximately £2b per year for the period 2015/16 to 2020/21. Only funding for the financial year 2015/16 is confirmed with future years being after the next General Election and therefore being identified indicatively. The LGF is available for all LEPs to make competitive bids for funding for local interventions to boost local economic growth. The funding available is primarily capital and as such must be spent on providing infrastructure (e.g. new roads, rail, flood defences etc.) rather than supporting new services (e.g. bus and rail services)

All of the funding previously allocated to major transport schemes either through the original bidding process to the DfT or through the newly formed LTB's has now been included in the Local Growth Fund and will now be included in the bidding process. There is now no other source of Government funding available to deliver major transport schemes. However, schemes already approved by the DfT (such as Bedale, Aiskew and Leeming Bar Bypass) will automatically be funded through the LGF. Additionally, the original allocations to the Local Transport Bodies (for the NYLTB £9.6m) will not be part of the competitive bidding process and will automatically be allocated to the appropriate LEP but the specific schemes selected for funding from this money must be confirmed by the LEP.

The Government time frame for preparing bids for funding from the LGF was very tight. In the July 2013 guidance the Government announced that funding from the LGF would be allocated through LEP's preparing a local Strategic Economic Plan (SEP) the first draft of which had to be submitted to Government by the end of December 2013.

Given the time frames for preparation of the SEP the YNY&ER LEP agreed that the NY Local Transport Body should take the lead role in identifying and prioritising transport schemes for potential inclusion in the SEP and funding through the LGF. Whilst the geographical areas covered by the LEP and the LTB are different this approach was agreed by all members of the YNY&ER LEP. The NYLTB therefore invited all its member bodies to submit ideas for transport schemes for potential inclusion in the YNY&ER Strategic Economic Plan.

In line with the requirements of the Local Growth Fund the main criteria for schemes for potential inclusion in the SEP were:

- To make a significant contribution towards local economic growth (especially job creation and new housing delivery) in the LEP area.
- To be deliverable by 2020/2021 at the latest.
- To deliver additionality (e.g. delivery earlier, deliver more jobs) over and above what would otherwise be achievable without the use of LGF funding.
- To integrate with other priorities set out in the SEP

As part of this process of preparing the SEP North Yorkshire County Council re-assessed all of the major transport schemes originally considered for submission to the NYLTB alongside a number of other schemes that could potentially contribute to local economic growth. These were considered by the County Council's Executive at their meeting on 29 October 2013. Details of the schemes can be seen in the report to the Executive available at www.northyorks.gov.uk/. The Appendices to the Executive report set out the schemes submitted by North Yorkshire County Council to the NYLTB for potential inclusion.

Following consideration of the schemes submitted by NYCC and other partners the NYLTB recommended a programme of schemes prioritised into three bands (with Band 1 being the highest priority) to the YNY&ER LEP for inclusion in the Strategic Economic Plan. Details of the programme of schemes are included in Appendix 2 of this report.

The first draft of the YNY&ER Strategic Economic Plan was submitted to Government in December 2013. At the time of preparation of this document a final response from Government has yet to be published. This is expected in July 2014 alongside details of funding allocations for 2015/16 and potentially indicative allocations for the period to 2020/21. Details of the Strategic Economic Plan can be seen on the LEP website.

**Appendix 1 – Core Elements of LSTF Packages
Harrogate and Knaresborough Sustainable Transport Package
NYCC LSTF - Core Elements**

Whilst the County Council believe that all the elements of the Harrogate and Knaresborough Sustainable Transport Package would make a significant contribution towards maintaining economic growth in Harrogate whilst reducing carbon emissions there are a number of elements to the package that either make a smaller contribution (Area 2, Radial 1, Radial 3) or have opportunities in the longer term for alternative funding sources (Area 1).

The County Council has therefore identified some core elements of the package which they would like to deliver should the bid be considered for 'partial funding' The core elements are based primarily around the Areas and Radials identified in section C1 of the bid. And consist of the following;

Area 3 - Improving sustainable access to Harrogate town centre.

Harrogate town centre is one of the three largest employment areas in the town and contains the bus / rail stations, the Harrogate International Centre, most of the towns retail and tourist offer, significant areas of office accommodation, and immediately adjacent to the town centre a large proportion of the visitor accommodation. Concentrating on initiatives in this Area will help boost the both the local retail/ leisure sector and also the visitor economy including the important conference and exhibition events sector.

Radial 2 – Improving sustainable access on the A661 Wetherby Road.

This corridor forms the main road access to the town centre from the strategic road network (A1 (M) via the A59 and A658). Reducing the number of local trips on this corridor will help to reduce congestion issues and improve journey time reliability on this key corridor.

This will help to improve access to Harrogate town centre from the strategic road network, whilst also improving access to the Great Yorkshire Showground, which hosts a range of shows, exhibitions and business conferences.

Cross Cutting Initiatives

In addition to the above measures there are a small number of cross cutting (area wide) initiatives that, whilst bringing great benefits to the town centre and A661 Corridor, will also encourage more sustainable travel choices across Harrogate and Knaresborough.

Revised proposals for Harrogate LSTF Bid

A simplified summary of the package components (PCs) that are being suggested for 'partial funding' is outlined below.

PC1 Improvements to local bus infrastructure and technology

- At traffic signals on routes leading in to the town centre and on key radial routes including the A59, A661 and A61 we will upgrade bus pre-emption measures to improve bus reliability and punctuality. This will help to improve bus punctuality, benefitting bus users and helping to promote bus use as a means of accessing the town centre including the HIC.
- Improvements to bus infrastructure on the A661 Wetherby Road Corridor

PC3 Traffic signal enhancements

- Improvements to the junctions on the A661 that allow access to the Great Yorkshire Showground that will help to improve traffic flow and journey time reliability along the corridor.

PC4 Cycling

- Improvements to cycling infrastructure in and around the town centre to improve links with the existing network
- Increase the amount of safe and secure cycling storage in the town centre
- Improving cycling links from the Great Yorkshire Showground and the Wetherby Road Corridor to the town centre, and other areas of Harrogate, which will help to link the south eastern areas of Harrogate to the town centre and improve east west access across the town.
- Provision of a cycling and pedestrian map and also associate information for Harrogate detailing all cycling links and advisory cycle routes and pedestrian routes. This will be hosted online and will also provide a range of good practice, hints and tips to encourage cycling and walking in the town. This will be provided in partnership with the Harrogate Cycling Group.
- Upgrade and refresh of pedestrian and cycling signage across the cycling / pedestrian network outside of the town centre to help encourage more people to walk and cycle in Harrogate- especially these links that improve access to the town centre.

PC5 Pedestrian Improvements

- Improving pedestrian links from the bus and rail stations to other areas of the town centre, particularly the Harrogate International Centre and the key retail and commerce areas of the town.
- Improving signing and links from the HIC to the rest of the town will raise awareness of the other attractions in Harrogate, encouraging visitors and delegates to explore Harrogate further; helping to increase footfall and visitor spend in the town centre.
- Improving information provision and way finding for pedestrians and cyclists in and around the town centre making it easier to walk and cycle in this area.

PC8 Travel Planning and Marketing

- Developing information and materials and associated branding to promote sustainable access to the Harrogate International Centre, Great Yorkshire Showground and other conference and business visitor destinations across the town. This will include accurate information on passenger transport options, links to car sharing opportunities and information on event specific temporary park and ride sites and advised traffic routes.
- A targeted promotional and advertising strategy related to services on the A661, in partnership with bus operators to demonstrate that passenger transport is now easier to choose and easier to use highlighting the convenience of the new ticketing measures and the range of services currently on offer across the area.

Summary of where the elements from the package components will be implemented

	PC1	PC3	PC4	PC5	PC8
Area 3 Harrogate Town Centre	X	X	X	X	X
Radial 2 A661 Wetherby Road Corridor	X	X	X		X
Cross Cutting Measures	X		X	X	

Partial Funding Spend Profile

Project	Spend Type	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
Area 3 – Harrogate Town Centre	Revenue	20	90	50	160
	Capital	40	240	245	525
	Total	60	330	295	685
Radial 2 – A661 Wetherby Road	Revenue	20	80	50	150
	Capital	13	225	200	438
	Total	33	305	250	588
Cross Cutting Measures	Revenue	0	40	10	50
	Capital	50	150	130	330
	Total	50	190	140	380
Grand Total		143	825	685	1653

Section A8 of the bid identifies the level of local contribution with NYCC originally setting a 'direct' local contribution of £500k capital for the bid and £10k revenue towards the travel planning and travel awareness initiatives. This local contribution will significantly compliment LSTF funding and will be used to further enhance the measures contained within this revised proposal.

This local contribution will remain and it is possible that it will be increased by a further £540k. This has been identified for upgrading traffic signals across the town including the town centre, A661 and on other key radial routes such as the A59 and A61.

All the 'indirect' local contributions will remain, including a contribution of almost £500K from Transdev for the upgrading of buses on the A661 Wetherby Road corridor and also a contribution towards Real Time passenger information displays within Harrogate Bus Station and public realm improvements within the town centre.

Boosting the Tourism Economy in Whitby and the Esk Valley NYCC / NYMNP A LSTF - Core Elements

The core element of the bid is the provision of a park and ride site and services. This is the element of the bid that the County Council believe will bring the greatest benefits to the local tourist economy whilst at the same time encouraging mode shift and the resultant carbon reduction.

Local businesses are very supportive of the P&R proposals with strong support expressed in the original consultation on the proposals including from local businesses and associations, such as the Whitby Hoteliers Association and the Whitby Museum. In addition, significant support was received from businesses on the West Cliff for routeing of the park and ride service through that area. The 2010 consultation on the complementary parking measures also saw strong support from local residents and businesses with 70% of respondents being in favour of the principle of the parking measures and park and ride.

Furthermore, Welcome to Yorkshire's Area Tourism Director, Janet Deacon was involved in the development of the bid and along with the Yorkshire Coast Tourism Advisory Board welcomes the package of measures, which support sustainable growth in the tourism economy.

The County Council has prepared a detailed revenue business case for the long term (post LSTF) operation of the P&R site & services. Based on medium income scenarios from the bus fares and newly introduced parking charges this indicated that by 2017/18 the service would operate on a break even basis. On low and high income scenarios there is a small annual deficit or profit. On this basis the County Council have concluded that the P&R is viable in the longer term. This includes the operating costs of the P&R Hopper service. As stated in the original bid this is an experimental service. Should this not prove successful as a fall-back position the service might be discontinued. Should this be the case the revenue business case is extremely robust with a significant operating surplus for all three scenarios.

This business case has been developed based on experience gained through our operation of two park and ride sites in Scarborough. Whilst these sites are slightly different to the proposed Whitby site, in that they operate year round, they still are able to give us an appreciation of how the business will develop and also mean that we have a greater understanding of the issues inherent in operating similar park and ride services. A revised section C2 detailing the capital and revenue funding sought in the bid is included as table 1 below.

This includes measures that primarily benefit the tourism economy of Whitby as well as measures to benefit the tourist economy of our partner bidders the North York Moors National Park.

Table 1 - Revised section C2

Project	Spend Type	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
Park and Ride Site Construction*	Revenue	0	0	0	0
	Capital	200	2108	500	2808
	Total	200	2108	500	2808
Introduction of parking measures	Revenue	0	0	0	0
	Capital	238	209	0	447
	Total	238	209	0	447
Park and ride site operation	Revenue	0	0	70	70
	Capital	0	0	0	0
	Total	0	0	70	70
Hopper service operation	Revenue	0	0	100	100
	Capital	0	0	0	0
	Total	0	0	100	100
Park and ride and hopper service marketing	Revenue	0	25	25	50
	Capital	0	0	0	0
	Total	0	25	25	50
Plugging the gaps on the ROW network	Revenue	0	0	0	0
	Capital	100	86	0	186
	Total	100	86	0	186
Grand Total		538	2428	695	3661

- Elements of the project intended to boost the tourist economy of Whitby

- Elements of the project intended to boost the tourist economy of the North York Moors National Park

The local contributions towards the package elements remain:

- £500k capital contribution from NYCC to the Park and Ride site
- £682k revenue contribution to the site and service operating costs
- £55k contribution from the North York Moors National Park Authority towards the ROW network works

Strategic Economic Plan Programme of Schemes

Summary of scheme prioritisation

Category	Priority					
	Priority 1		Priority 2		Priority 3	
	Scheme	LEP contribution	Scheme	LEP contribution	Scheme	LEP contribution
Strategic transport corridors / connections	Essential junction improvements in Harrogate & Knaresborough (Harrogate BC)	£1.2m	A59 Kex Gill improvement - A59 package (County Council)	£23.5m	Improvements to the A64/York Road junction Tadcaster (County Council)	£7.1m
	A64 York to Scarborough road improvements (various)	£50m plus	Haxby station (City of York)	£5.1m	Improvements to the A64/Leeds Road junction Tadcaster (County Council)	£7.1m
	A1079 corridor improvements - Pocklington to York (East Riding & City of York)	£12.1m	Scarborough station front (County Council)	£2.1m	North Yorkshire & York connectivity package (City of York)	£1.9m
	Improvements to the A64/A162 Tadcaster junction (County Council)	£7.1m			Interurban bus corridor improvement package between North Yorkshire & Leeds City Region / Tees Valley (County Council)	£9.2m
	Signalisation of A1/A59 Allerton Park junction in Harrogate - A59 package (County Council)	£6m			Seamer station (County Council)	£6m
	Contribution to Harrogate line development - including improvements to station access and Harrogate bus/rail interchange re-development (County Council)	£6m			M65 Corridor to South Craven (Craven DC)	No scheme identified
	A1237 York Northern Outer Ring Road improvements (City of York)	£30m			Harrogate Northern Relief Road - A59 package (County Council)	TBC

	A6136 Catterick Garrison improvements (Richmondshire DC)	£1.75m			Climbing lanes on the A59 at Killinghall and Blubberhouses east - A59 package (County Council)	TBC
					A64 Musley Bank Junction upgrade, Malton (Ryedale DC)	£4.5m
Local sites - unlock employment/housing	South Skipton employment site (Craven DC)	£5.65m	Broughton Hall expansion near Skipton (Craven DC)	£0.9m		
	A64 junction upgrade at FERA, Sand Hutton (Ryedale DC)	£6.3m	Kirkbymoorside – improvements to access roads to facilitate expansion of high-tech engineering firms (Ryedale DC)	£0.6m		
	Access Infrastructure for Business & Technology Park, Agri-business park and Livestock Market, off A169, Malton (Ryedale DC)	£1.4m	Dalton industrial estate – access improvements (Hambleton DC)	£2.5m		
	North Northallerton Link Road (Hambleton DC)	£6m	Access and servicing infrastructure to unlock development of Pickering employment land (Ryedale DC)	£1m		
			Malton & Norton accommodating growth: general package of measures (Ryedale DC)	£0.85m		
Town centre improvements / addressing congestion issues			Starbeck level crossing (County Council)	£1.5m	Redevelopment of Malton public transport interchange (Ryedale DC)	£0.5m
			Transformation of Bentham town centre (Craven DC)	£0.2m	Selby bus/rail interchange re-development (County Council)	£5m

Maintenance of existing transport network	Newland bridge (East Riding)	£1.45m	A63 Selby bypass – exceptional major maintenance scheme (County Council)	£5m	Craven greenways (Craven DC)	£1.0m
	Maintenance of category 4 roads serving primary growth centres in North Yorkshire (County Council)	£24m	Maintenance of category 4 roads serving secondary growth centres in North Yorkshire (County Council)	£26m		
	'A' Road highway maintenance scheme East Riding (East Riding)	£16.7m				
Total		£175.65m		£69.25m		£42.3m+

Chapter 3 – Passenger Transport

3.1 Rail

3.1.1 Introduction

There have been two significant Government announcements followed by consultations that will have an impact on rail services in North Yorkshire.

High Speed Rail

At the end of the last administration consideration of a high speed rail network was being discussed in parliament and with all party support the then Labour and subsequent coalition governments articulated the ambition to build a High Speed Rail (HS2) network from London to the North of England.

HS2 Phase 1 would see a new high speed line from London to the Midlands, to be completed by 2026, and this passed through parliament with the Royal Assent of the High Speed Rail (Preparation) Bill in November 2013. HS2 Phase 2, the extension of the high speed network beyond the Midlands, with a Y shaped route to Manchester and Leeds, is due for completion by 2033. The preferred route for this and the connections to the West and East Coast Mainlines was published for consultation in the summer 2013.

Rail Decentralisation

In March 2012 a Command Paper – “Reforming our Railways: Putting the Customer First” was published, followed by a consultation on “Rail Decentralisation - Devolving decision-making on passenger rail services in England”.

The two documents led to an Expression of Interest from West Yorkshire Passenger Transport Executive (Metro), Transport for Greater Manchester (TfGM) and South Yorkshire Passenger Transport Executive (SYPTTE) in June 2012 to devolve rail powers to the North through a new body known at the time as ‘Rail in the North Executive’ and subsequently ‘Rail North’.

Rail North also commissioned the development of a Long – Term Rail Strategy for the North. Various drafts have been considered and the Strategy will be issued for approval by the North’s Local Transport Authorities in summer 2014. It is anticipated that this will provide a policy framework for the development of the rail network and services across the North over the next 20 years.

York-Harrogate-Leeds Rail Line

In late 2011 it was becoming clear that there was a good opportunity to develop a business case for investment in the railway line between York, Harrogate and Leeds. Network Rail were planning to modernise the infrastructure on the route between York and Harrogate, following on from similar work between Harrogate and Leeds. There had also been concerns from stakeholders along the line regarding the lack of investment, the relatively long journey times and the quality of the service particularly the rolling stock. In early 2013 North Yorkshire County Council, Metro, City of York Council and Harrogate Borough Council set out High Level Outputs for the line and agreed jointly to fund further analysis.

3.1.2 High Speed 2 (HS2)

In January 2013 the Government announced (with all party support) the development of a High Speed Rail Network from London – Birmingham with a link to the West Coast Main Line (Phase 1) to be built by 2026, followed by (Phase 2) the Y Network linking Birmingham – Manchester (and onto the West Coast Main Line) and Toton – Meadowhall - Leeds (and onto the East Coast Main Line) to operate from 2033.

The main messages at the time were:-

- The economic benefits – worth £50bn
- The creation of jobs during construction and once built
- The need for better connectivity between the major cities
- The need to accommodate a growing population and importance of improving North / South links
- Provide additional capacity on the rail network (particularly in and out of London)

In July 2013 the Government launched the consultation 'High Speed Rail: Investing in Britain's Future' with a closing date for consultation of 31 January 2014. This set out the preferred HS2 route from the Midlands north to Manchester and Leeds with connections to the "classic networks" on the West and East Coast Main Line, details of the link can be found at http://www.hs2.org.uk/phase-two/route-consultation/document-library?phase2_consultation=643

The County Council's Executive considered the matter on 21 January 2014 and resolved to support the HS2 initiative and to engage in a productive way with HS2 Limited and Department for Transport officials. The following provides a summary of the main points from the County Council's consultation response:-

- Suggestion to build from the North to ensure maximum benefit for our area;
- Invest early and maintain investment for existing network, in particular East Coast Mainline to enhance services and reliability;
- Address concerns about the route, in particular the impact on local communities where HS2 joins and travels along the classic network;
- Ensure compensation arrangements properly compensate residents and businesses that are affected;
- Keep control of costs and bring the project in on time and on budget.
- There should be no detrimental impact on frequency, journey times or connectivity to any of the rail services that serve North Yorkshire in the lead up or as a result of the introduction of HS2. For North Yorkshire the links across the North whether city links or local services are as important as our links to London and these must be maintained and improved. The major rail investment planned in the years up to HS2 needs to ensure that connectivity with HS2 is optimised.

The complete North Yorkshire County Council response to the consultation can be found at https://www3.northyorks.gov.uk/n3cabinet_exec/reports_/20140121_/06highspeedrail/06highspeedrail.pdf

3.1.3 Rail Decentralisation - Devolving decision-making on passenger rail services in England

In March 2012 the Government issued the Command Paper – "Reforming our Railways: Putting the Customer First". Within this document the Government put forward the concept of Devolving rail decisions to a Local Level and commented that:

“We believe in transferring power and responsibility to the appropriate local level, scaling back Whitehall’s command and control structure. In rail, this would mean giving communities the opportunity to take more decisions about the local services they require, and to have transparency over the cost of such services in comparison with other solutions to local transport priorities and wider local objectives. It would mean allowing the rail industry and local partners to lead delivery, and to deliver services that meet the needs of local communities and rail passengers.”

Alongside the Command Paper the Government also started consultation on “Rail Decentralisation - Devolving decision-making on passenger rail services in England”. This consultation signalled the Government’s intention to put local communities back in control of the decisions and services as part of the localism agenda. It also sets out the Government’s approach to more local decision-making on local railways and transferring powers and responsibilities to the appropriate local level, and scaling back central government control.

The County Council’s response to this consultation supported devolution but with the following caveats:

- Protect Local Authority interests and influence; our principal concerns were to ensure there was proper democratic accountability and that financial risks were quantified and managed.
- that the DfT continued to be involved up to the letting of the new “Northern” franchise and beyond
- protect the capability to operate a railway
- the creation of a base line of services, at current levels, that ensures no reductions in level of rail services in the future or if there needs to be then a process is developed.

Following this consultation an Expression of Interest led by West Yorkshire Passenger Transport Executive (Metro), Transport for Greater Manchester (TfGM) and South Yorkshire Passenger Transport Executive (SYPTTE) was submitted in June 2012 and later supported by all of the Local Transport Authorities in the North of England which set out a proposition for rail devolution in the North. The objectives were to:-

- Support Economic Growth
- Improve the Quality of the Railways
- Make the railways more accountable
- Deliver a more efficient railway

Over the following year a new body called Rail North consisting of the five Northern Passenger Transport Executives (PTEs) and thirty-three Local Transport Authorities, commenced work on a Long-Term Rail Strategy for the North. This strategy will form one of the base documents for the future. The proposition and business case for devolution was developed further and this was delivered to Government in September 2013. The Government responded in November 2013 by announcing the creation of a partnership between the DfT and Rail North rather than fully devolving powers to the North. The Partnership Principles include arrangements to ensure that the future Northern and Transpennine franchises commencing in February 2016 will be jointly designed and managed, whilst meeting the original objectives and principles of devolution.

North Yorkshire County Council with the other local transport authorities in the North support the principles of rail devolution for the North and have been working with the PTE’s and the DfT to develop workable and democratic processes for Rail North and the DfT Partnership.

3.1.4 Long – Term Rail Strategy for the North

Rail North has been developing a Long-Term Rail Strategy for the North. This will aim to inform policy and investment for development of rail services across the North over the next 20 years and will inform future decision making by the Rail North / DfT Partnership and other organisations such as Network Rail and their Long-Term Planning Process.

Rail in the North serves complex and diverse communities, cities and regions with:-

- 15 million population
- 25% of UK GVA
- 534 stations in the North, 21% of the UK total
- 10 franchised and 2 open access operators
- Approximately 173 million passengers per year in 2011/12
- 66% growth in patronage from 2002 to 2012
- Freight flows to and from the North are more than the rest of the Country combined

The over-arching objective of the Strategy is to strengthen economic growth in the North, with the following key objectives:-

Connectivity

- Targeted improvements to journey times
- Improved frequencies
- Faster end to end journeys

Capacity

- On train to tackle overcrowding
- On track to meet additional demand for passenger and freight

Customer focused

- A more coherent and user friendly network
- Defined categories of train services
- Simpler fares

Cost effectiveness

- Lower running costs for freight and passenger services
- A more efficient network

Public consultation took place throughout 2013 on an early draft and approval for the final document will be sought from Local Transport Authorities in summer 2014. The County Council have supported and welcome the work carried out so far as the outcomes will benefit the County. More information about Rail North and the Long-Term Rail Strategy can be found at <http://www.railnorth.org/>

3.1.5 York – Harrogate – Leeds Railway Line

The Leeds - Harrogate - York rail line provides East – West connectivity between Leeds City Region and the City of York via the towns of Harrogate and Knaresborough. The line covers a mixture of environments, from urban inner city areas with relatively short gaps between stations (south of Horsforth and Hornbeam Park to Knaresborough), compared with the rural isolated stations elsewhere on the line in North Yorkshire.

With the exception of Leeds and York, Harrogate and Knaresborough represent the other major attractors on the route. All other stations are relatively small and other than Horsforth are unstaffed. Many of these smaller stations however have significant catchment areas, primarily due to good road accessibility to / from the A61 and A59.

Figure 2 – Stations on Leeds-Harrogate-York Rail Line



The North Yorkshire stations along the line have double the footfall (just under 2.4 million – Office of the Rail Regulator footfall figures for 2011/12) of any other line in North Yorkshire, it is also one of the fastest growing in North Yorkshire, patronage having grown 20% in the last 5 years, despite under investment, relatively slow journey speeds and perceived poor quality of service and reliability.

There has been a long-term aspiration to make improvements to the line and in 2012 it became clear that due to a number of factors, including planned investment by Network Rail it was the right time to develop a business case to transform the line. During the early part of 2012 stakeholders set out Conditional Outputs for the line. These are:-

Connectivity

- Increased frequency with a target of 15 minute even-interval frequency Leeds – Harrogate. 30 minute frequency between Harrogate and York. Frequency includes Saturday and Sunday, and evenings.
- Improved journey times from Harrogate to Leeds and Harrogate to York with an in-train station to station journey time equivalent to 75% of off-peak car travel times, representing 20% reduction in journey times.
- Improved connectivity across the UK via Leeds and York especially to London, including direct services.
- Extended hours of operation (mornings / evenings and particularly weekends).

Capacity

- Sufficient capacity to meet continuing passenger demand growth.
- To accommodate rising demand from local land use development / economic interventions planned along the line and how these plans are being phased.
- Accommodate rising demand from other growth drivers, e.g. access to employment, education and health.

Performance

- 92.5% of York – Harrogate services and 95% of Harrogate – Leeds should arrive within 5 minutes of planned time, and with aspirations for higher reliability where it can be delivered.

With the Conditional Outputs agreed, North Yorkshire County Council, Metro, City of York Council and Harrogate Borough Council agreed to fund the development of a Department for Transport compliant business case for future investment (including overhead electrification) in the York – Harrogate – Leeds railway line. The Business Case was finalised in October 2013 and the key facts were:-

- The core Benefit to Cost Ratio (BCR) for improvements to the Leeds – Harrogate – York Rail Line, at a forecast capital cost of £93.34m, is 3.61 and rises to 4.27 with wider benefits, represents very high value for money.
- The best case scenario achieves:

- Service frequency doubled across the whole route, together with early morning and later evening journeys are possible.
- End to end journey time reductions of 15 minutes (or around 19%)
- Generates a positive financial return over the life of the scheme.
- Long-term cost-reduction of operating the line, and with lower cost electric multiple units a positive Revenue : Cost ratio of 1.25.
- Over 13 million annual vehicle kilometres are removed from the highway network, with associated social, environmental and safety benefits, along with time benefits for existing road users.
- The scheme significantly enhances connectivity and economic productivity between employment, labour and international visitor markets in Leeds, Harrogate and York; driving both local and international competitiveness.
- Fast connectivity to both the East Coast Main Line and Trans Pennine Express at Leeds and York is secured, supporting the existing travel to national economic centres and international gateways together with future High Speed 2 (HS2) networks.

The Business Case was presented to Government in November 2014 and has been viewed very positively and was at the top of the list of the routes to be examined by the Electrification Task Force announced by the Department for Transport. To build on the early findings and help support the Business Case for electrification and also being aware of Network Rail's programme of investment in modernisation of the line (re-signalling, replacement of level crossings and gauge clearance), North Yorkshire County Council prepared a bid to the Local Transport Body for major scheme funding to carry out necessary re-doubling of part of the line east of Knaresborough. In 2013 the Local Transport Body and the North Yorkshire, York and East Riding LEP supported the bid and approved £9.6m of funding to invest in re-doubling by 2019 to help facilitate some of the Conditional Outputs mentioned earlier. North Yorkshire County Council is committed to the modernisation of the line and is working with DfT and Network Rail to achieve this.

For further information on the Business Case see <https://www.wymetro.com/harrogate/>

3.2 Bus Strategy

3.2.1 Introduction

North Yorkshire County Council is already committed to saving £92m over the four years to 31 March 2015. Following recent announcements by the Government it now needs to find a further estimated £70m between 2015 and 2019.

Members of the Council have agreed to start a number of public consultations on its proposals for saving this money. Earlier this year the Council did some general consultation to gauge public support for reducing expenditure in particular areas, and found that reducing spending on concessionary fares and public transport were ranked high at that time. Whilst the Council is still committed to investing in public transport we have to look at reducing the amount of money we spend to support bus services in the county with a target to bring spending down to £1.5m. No decision on the withdrawal of bus subsidies will be taken without careful consideration of the impact and the results of comprehensive consultation process.

3.2.2 Context: Local Bus Services

80% of the passengers carried on bus services in North Yorkshire are carried on services provided by private bus companies on a commercial basis without subsidy. They are free to decide which routes they run, what fares they charge, how frequent the service is and when and how it is changed. The Council has no responsibility for and little influence over these services. Changes to these services, including the withdrawal of the whole service, can be

made by giving 56 days notice to the Traffic Commissioner and there is no requirement to consult with users or the Council.

Under the Transport Act 1985, the Council has a duty to: “secure the provision of such public passenger transport services as the Council considers it appropriate to meet any public transport requirements within the county which would not, in their view, be met apart from any action taken by them for that purpose.” This means we have to identify public transport requirements which would not otherwise be met and then provide what is needed. The Council is entitled to take account of the funding available when deciding what is needed and where.

At present we spend £4.4m a year on subsidising the network that carries 20% of bus passenger journeys which are not commercially viable. They are provided by private bus companies and are referred to as subsidised services because the Council pays the difference between the cost of providing the service, the fares paid by passengers and reimbursement for concessionary fares paid by the Council. We use competitive tendering to get the best price for these services. We also work with the Community and Voluntary sectors to enable them to provide alternative services such as Volunteer Car Schemes and Dial a Ride services.

In 2012/13, 3.3m passenger journeys were made on our subsidised services – the average subsidy per passenger journey then was £1.35. In most cases the services subsidised by the Council are the only ones available to the communities they serve.

In 2006 we produced a bus strategy which explains how and when we would consider providing funding for bus services. This was reviewed as part of developing our Local Transport Plan in 2011. The Bus Strategy gives priority to providing journeys to work, education, health and shopping and personal business. As part of the consultation process we engaged in considering proposals for bus subsidy, we will update this bus strategy, and the following sections set out these changes.

3.2.4 Policy Context

In revising our bus strategy we also need to reflect local and national policy and in this regard recent important national policy papers with an impact on public transport have been released by government:-

Transport for Everyone – an action plan to improve accessibility (December 2012)

This outlines government priorities for working together with operators, local councils and voluntary sector organisations to improve people’s everyday experience of public transport, particularly those with disabilities.

Door to Door Strategy (March 2013)

This sets out the view that a modern transport infrastructure is central to improving wellbeing and quality of life. Our vision is for an inclusive, integrated and innovative transport system that works for everyone, and where making door-to-door journeys by sustainable means is an attractive and convenient option.

We aim to make the transport sector greener and more sustainable, to promote growth and reduce carbon emissions. Central to this is encouraging and enabling more people to make more of their door-to-door journeys by sustainable means: public transport, supported by walking and cycling.

Transport an Engine for Growth (August 2013)

‘Transport is an engine for growth and essential for everything we do. When transport slows, everything slows. When it stops, everything stops. High-performing networks are essential for the UK to compete in the global race.’

‘As a compact, well-connected island, transport should be one of our advantages. Instead, in recent decades we have been falling behind other countries. Parts of the UK’s transport systems are as good as anywhere on the planet. For example, the Victoria line in London now runs 33 trains per hour at the busiest times, and our road networks are consistently ranked amongst the world’s safest. However, many other parts need improvement.’

The paper later sets out priority for sustainable transport and the preservation of key services while giving local communities more say:

‘In a tough Spending Round, transport will have to achieve savings and greater efficiency, but we will ensure that funding for key services on which people and businesses depend is protected. This includes funding in 2015/16 for buses, which are vital for helping people get work and supporting those with lower incomes.’

We will protect funding for buses in 2015/16 and give local authorities more say over how this funding is used. From January 2014, rather than paying all Bus Service Operator Grant (BSOG) directly to bus companies, we will pass to local councils outside London the subsidy that relates to services they pay for to allow decisions to be taken locally on how it should be spent.

In addition, we will support more local transport authorities outside London to set up Better Bus Areas to encourage councils and bus companies to work together to improve services and boost passenger numbers. In these areas BSOG for all services will be paid direct to the local authorities, rather than operators, together with a 20% top-up payment.

3.2.5 Revised Bus Strategy

Taking the need to reduce expenditure and with regard to national policy priorities the council has consulted on an overall strategy and for a range of measures to reduce expenditure.

This was subject to a very extensive consultation and scrutiny process before the council supported recommendations for areas of reduction or withdrawal of subsidy for bus services. The outcome of this will reduce expenditure on local bus services by approximately £2m pa, but to meet additional savings targets for 2015/16 and beyond the council will further review its subsidised bus network with a view to establishing the minimum practical network that will support the overall objective of maintain access to essential services and facilities.

3.2.6 School Transport Services

In 2011 the Council agreed that we should review all subsidised home to school transport provision to ensure greater fairness and equality in provision. We are now proposing changes to the schools transport network which caters for fare paying school children who are either going to their normal school but live under the statutory distance or are going to a preferred school. As part of this proposal we will assess the overall impact on the Council’s funding and the continued viability of schools and this will form part of our final report in January 2014.

3.2.7 Bus Strategy

Our overall strategy is to ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money. Our first priority is to provide services which meet the day-to-day transport needs of local communities.

The following describes our approach to deciding whether to provide a subsidy and is reflected in the Bus Strategy.

- Performance – looking at the extent to which our contracts represent value for money. This is defined as contracts that do not cost more than £6 per passenger journey, or where a journey carries fewer than 3 passengers on average.
- Service frequency – reducing costs by maintaining services but with fewer journeys. This is generally meant to be that we will not tender services at a frequency of greater than two hourly, but also means reducing the number of days a service operates in some cases
- Subsidy for Town Services – withdrawing subsidy for town services. It is felt that because the average passenger journey length for these services is approximately 1.5km then people are able to access the services and facilities they need by other means (walking, cycling, taxis etc), and because these services were heavily used, there was an opportunity for these to be continued on a commercial basis with no subsidy from the council. Where this would not be possible for some people, we would work to develop a community led transport service.
- School Transport services for fare paying students – These measures are designed to move the burden of cost to parents where they exercise their right of choice in the selection of the school they wish their children to attend, and ensure that if we procure such services, they would represent good value for money.
- Not provide services which take pupils to a school which is not the normal school for their home address (a preferred school).
- Not provide services for non-entitled fare paying pupils to the normal school where the subsidy per passenger journey is more than £1.50.
- Where we are able to provide fare paying services to a school the minimum fare will be £1 per journey.

Chapter 4 - Transport and Public Health

4.1 Introduction

4.1.1 The County Council's new public health duty

The 2012 Health and Social Care Act transferred the responsibility for public health to local authorities from April 2013. The County Council now has a key role in working to improve the health of residents of North Yorkshire through the Health and Wellbeing Board and partnership working with Clinical Commissioning Groups (CCGs).

The North Yorkshire Health and Wellbeing Board works to better the health and wellbeing outcomes of people in the area and is a forum for local commissioners across the NHS, public health and social care. The Board is responsible for producing the Health and Wellbeing Strategy¹ based on the Joint Strategic Needs Assessment² and performance manages health outcomes which are measured in the Public Health Outcomes Framework. The Director of Public Health (a senior officer in the Health and Adult Services Directorate) undertakes the role of coordination in order to protect the health of the local population.

4.1.2 Public health links to transport

Public health focuses on both individual lifestyle choices and the wider determinants of health through the following key areas:

- Health improvement – promoting healthier lifestyles, increasing life expectancies and reducing health inequalities between different groups in society.
- Health protection – preparing for emergencies and preventing the spread of infectious diseases and environmental hazards.
- Health services – planning health services based on the needs of the population.

The County Council's approach to the following transport related areas impacts on the public health of the population of North Yorkshire: road safety; active travel (walking and cycling); and the environmental impacts of traffic. Public health considerations are already embedded throughout the main Local Transport Plan 2011-16 (LTP3) report and appendices with further detail provided in this chapter. It is also recognised that the County Council now has a number of public health commissioning responsibilities and several of these have links to transport: increasing the levels of physical activity in the local population; tackling social isolation; and reducing the public health effects of environmental risks and impacts.

This chapter of the LTP 2011-16 mid-term review will outline existing public health policy and identify the main links between public health and the County Council's transport strategy, objectives and delivery plan as set out in the LTP3. This chapter will also outline the County Council's approach to integrating transport and public health policy and strategies by building on what we are already doing in LTP3.

¹ North Yorkshire Joint Health and Wellbeing Strategy 2013-2018 <http://www.nypartnerships.org.uk/>

² North Yorkshire Joint Strategic Needs Assessment 2012 Report <http://www.nypartnerships.org.uk/>

4.2 Policy context

4.2.1 Public Health Related Transport Policy

Recent Government policy has placed an increasing emphasis on the health benefits of active travel. In January 2011 the Department for Transport and Department of Health released the joint guidance 'Transport and Health Resource: Delivering Healthy Local Transport Plans'³. The report outlines the advantages of health conscious transport planning including the benefits of increasing physical activity by walking or cycling in place of car use and also the impact of road safety improvements in reducing fatal and serious injuries. The guidance points out that public health commissioning responsibilities can assist with devising measures to increase daily activity for example, through promoting school age active travel.

The National Institute for Health and Care Excellence issued guidance in November 2012 promoting walking and cycling⁴. This report highlights the reduction in congestion, air pollution and carbon emissions that can be achieved by encouraging active travel and the resulting improvements to health and wellbeing as well as benefits to the local economy.

Public Health England and the Local Government Association produced a joint briefing in 2013 titled 'Obesity and the environment: increasing physical activity and active travel' which included evidence on the importance of implementing tools within the local transport plan to increase walking and cycling.⁵

The government recognises the economic benefits of encouraging active travel modes. A 2011 Transport for London⁶ study found that people walking to a town centre spent an average of £93 per week there compared with £56 for car drivers or passengers. Recent research also indicates that for every £1 spent on cycling provision the NHS recoups £4 in reduced health costs while the economy 'makes' 35p profit for every mile travelled by bicycle instead of car.⁷

The Department for Transport has in recent years demonstrated support for sustainable travel measures by providing funding, including through the 'Links to Communities' fund. Between 2011 and 2015 the Government, through the Local Sustainable Transport Fund (LSTF), is contributing £560 million in grant funding to transport authorities in England for sustainable travel measures to help reduce carbon emissions and support economic growth through projects to improve walking and cycling infrastructure, provide better traffic management, improve road safety and encourage modal shift. The County Council was successful in obtaining funding for two LSTF⁸ packages and further detail is provided in this Chapter and Chapter 2 of this document.

³ Transport and Health Resource – Delivering Healthy Local Transport Plans <http://www.gov.uk/>

⁴ NICE Public Health Guidance 41 - Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation November 2012 <http://guidance.nice.org.uk/>

⁵ Public Health England & Local Government Association November 2013 'Healthy people, healthy places briefing – Obesity and the environment: increasing physical activity and active travel' <http://www.gov.uk/>

⁶ Transport for London (2011) Town centre study 2011. London: Transport for London

⁷ Burgess, K. (2013) Going Dutch on cycling could cut £1.6bn a year from health budget <http://www.thetimes.co.uk/> [Accessed 17 January 2014]

⁸ Further information on the LSTF projects is available at: <http://www.northyorks.gov.uk/>

4.2.2 Transport Related Environmental Policy

Air Quality

The Department for Environment, Food and Rural Affairs (Defra) has recently consulted with local authorities regarding options to improve Local Air Quality Management in England. Local air quality monitoring and management is primarily the responsibility of district councils. However, where an air quality action plan is being prepared for a designated Air Quality Management Area (a defined area where there is a recognised air quality issue) county councils have a statutory duty (Environment Act 1995, Part IV s.86) to participate in action plan development by submitting proposals which aim to assist in the achievement of air quality standards, particularly in cases of transport related air quality problems. Defra consider that the current level of local air quality reporting distracts resources from air quality improvement and therefore aim to change from a focus on review and assessment towards action planning together with increased public health input. This would place a greater responsibility on district councils and also the County Council, as the local authority with statutory duties for both public health and the local highway network, to develop action planning and report on the measures taken to improve air quality.

Noise

Defra's Noise Policy Statement for England⁹ identifies that noise exposure can cause annoyance and sleep disturbance which in long term cases can cause adverse health effects. The European Commission Environmental Noise Directive (2002/49/EC) requires member states to draw up strategic noise maps identifying local noise issues. Following the identification of local noise issues the 'competent authorities' are expected to draw up an action plan to reduce noise. This directive does not set any noise limit values (unlike for air quality) nor prescribe specific measures that should be taken to reduce noise. In accordance with the Environmental Noise (England) Regulations 2006 (as amended) Defra have produced strategic noise maps for England which estimate (through computer modelling) noise levels near major roads, railways and airports as well as the main centres of population. Where significant local noise issues are identified Defra will work with the relevant local authorities (including local highway authorities) to consider whether any action to reduce noise is appropriate and/or deliverable.

4.2.3 Overview of North Yorkshire Public Health Policy

As outlined in the introduction to this chapter the North Yorkshire Health and Wellbeing board is responsible for producing the Health and Wellbeing Strategy¹⁰ based on the Joint Strategic Needs Assessment¹¹. The 2012 Joint Strategic Needs Assessment (JSNA) provides analysis of the current and future health and wellbeing needs of individuals and communities in North Yorkshire. The JSNA identifies health inequalities and key issues within the County by examining available health indicator data including transport related issues such as the number of people engaged in physical activity and road traffic collisions.

⁹ Noise Policy Statement for England Department for Food Environment and Rural Affairs March 2010 <http://www.defra.gov.uk>

¹⁰ North Yorkshire Joint Health and Wellbeing Strategy 2013-2018 <http://www.nypartnerships.org.uk/>

¹¹ North Yorkshire Joint Strategic Needs Assessment 2012 Report <http://www.nypartnerships.org.uk/>

The data analysis included in the JSNA feeds into the Joint Health and Wellbeing Strategy 2013-2018 which sets out the overarching vision and strategy for health and wellbeing in North Yorkshire. The Strategy recognises the challenges specific to North Yorkshire including the rural nature of the county which can lead to social isolation and difficulties delivering services efficiently. The commissioning intentions of the six Clinical Commissioning Groups (CCGs) which cover the North Yorkshire area must also align with the strategic objectives of the Health and Wellbeing Strategy.

An annual report is produced by the Director of Public Health which provides a snapshot of public health needs in North Yorkshire and highlights key recommendations.¹² The 2013 report 'What is Public Health?' has a number of recommendations for actions to improve health and wellbeing in North Yorkshire. One of the key recommendations is to ensure that the public's health and wellbeing should be a "central consideration in the decision-making of all of the organisations and agencies within North Yorkshire; particularly North Yorkshire County Council, the clinical commissioning groups and the district councils, recognising that public health is about the big picture in our society not just individual choice and behaviour." It is therefore important that public health remains a key consideration in the County's local transport plan.

4.3 Local Transport Plan 2011-16 and public health

Public health considerations are already embedded throughout the main LTP 2011-16 report and appendices with various sections referring to road safety, active travel, social isolation, and the environmental effects of transport. There are several key outcome indicators which are public health related including air quality management area pollutant levels, road safety statistics and modal share of journeys to school. Details of the LTP3 key outcome indicators are included in Chapter 5 of this report. Local Transport Plans are required to be assessed through a Strategic Environmental Assessment (SEA) and addressing human health is a key requirement of the SEA. Further detail on the Strategic Environmental Assessment is available in Chapter 6 of this report. There is also a statutory duty to assess health impacts within the equalities impact assessment of Local Transport Plans and therefore the LTP3 has already been fully considered in terms of the health impacts.

The transfer of responsibility for public health to local authorities will also assist in further strengthening the links between transport and public health policy. The designation of the Director of Public Health as the senior officer responsible for coordination with the Business and Environmental Services directorate and the appointment of a Public Health Project Officer with a remit that includes liaison with Business Environmental Services (including in relation to transport policy and road safety) will help to facilitate early engagement and improved coordination between the directorates. This section outlines how the County Council's transport strategy, objectives and delivery plan set out in LTP 2011-16 already aligns with North Yorkshire's public health priorities, and also identifies the ways in which public health and transport policy will be integrated further in the four key areas of: road safety, active travel, social isolation, and the environmental effects of transport.

¹² Report of the Director of Public Health for North Yorkshire <http://www.nypartnerships.org.uk/>

4.3.1 Road safety

One of the five objectives of the LTP3 is safety and healthier travel which aims to improve transport safety and security as well as promoting healthier travel. The LTP3 identifies several groups and issues that require particular attention in terms of road safety including older drivers (as the population of older people is set to rise in the County) and younger drivers who feature highly in the numbers of killed and seriously injured generally as a result of their relative lack of experience and road skills as well as the likelihood of riskier driving behaviour. Road safety remains a statutory duty of the County Council and since 2011 we have continued to use a range of methods with the aim of improving road safety. This includes the continuation of the York and North Yorkshire Road Safety Partnership '95 Alive' through which the County Council has taken a lead role in reducing road casualties in North Yorkshire through coordinated multi agency education, engineering and enforcement measures. The Road Safety and Travel Awareness Officers continue to work with road users in North Yorkshire to deliver road safety education, training and publicity. The partnership takes a targeted approach that focusses resources and expenditure on the highest risk groups, routes and on those who are most vulnerable to involvement in a collision. This approach has resulted in road safety improvements. There have been established road safety improvements since 2007 and over the last 3 years there has a continuing downward trend in the number of people killed or injured in road collisions in the County.

Public Health are represented on the 95 Alive officer working group and the Director of Public Health is the designated senior lead officer who represents public health on the partnership's steering group. The County Council will continue to strengthen links between all lead partners including public health. The public health team bring a different perspective on road safety which will be beneficial to achieving a further reduction in casualties, for example, the public health team could review and benchmark future road safety strategy against public health guidance on road safety including World Health Organisation guidance.

There has been much recent debate amongst road safety and environmental commentators about the relative benefits of introducing 20mph zones. One recent report suggests that the implementation of 20 mile per hour speed limits in predominantly residential areas where 30 mph ones have usually been in place would save lives, prevent injuries and reduce health inequalities¹³. The report suggests that lower traffic speeds may also bring benefits in terms of reduced traffic congestion and air pollution and encourage more individuals to walk or cycle. The report suggests that a small amount of resources could fund the introduction of 20mph signs and assist in the longer term challenge of changing perceptions of appropriate driving speeds, as it is recognised that enforcement alone will not necessarily change driver behaviour. The County already has several locations where 20mph zones are in place but their effectiveness in practice is not yet clear. More research is required to determine whether the anticipated benefits would be forthcoming before funding the introduction of further 20mph limits within the County. During the next LTP period it is recommended that the Business and Environmental Services and Health and Adult Services directorates work together, through the 95 Alive partnership, to investigate the potential effects of introducing 20 mph speed limits. This should involve a broader review of the available evidence and, where resources allow, this could involve funding a study or facilitating University based research into the impact of current 20mph zones and the effects of introducing 20mph limits more widely in North Yorkshire.

¹³ Dorling, D. (2014) '20 mph speed limits for cars in residential areas, by shops and schools' in *If you could do one thing...* British Academy for the humanities and social sciences

4.3.2 Active Travel

The benefits of encouraging active travel (e.g. walking and cycling) are recognised in the 2011-16 LTP and we will continue to encourage people to choose healthier and more sustainable types of travel such as walking, cycling and public transport (particularly on shorter trips) by communicating the health, financial and environmental benefits. Since the time of publishing the 2011-16 LTP there have been significant developments in terms of funding for sustainable travel. At the time of writing the third LTP the full details of the Local Sustainable Transport Fund were not yet available and the 2014 Yorkshire Grand Depart of the Tour de France were not yet on the County Council's horizon, however over the next 12 months they will form an important part of the County Council's approach to sustainable and active travel.

The County Council produced a Sustainable School Travel Strategy as part of the requirements of the Education and Inspections Act 2006, which places a duty on local authorities to promote sustainable travel to school. This strategy is currently being refreshed. This has involved liaison between various County Council directorates including Health and Adult Services, Business and Environmental Services, and the Children and Young People's Service. There are a number of indicators within LTP 2011-16 which are public health related. The modal share of journeys to school indicator was a very useful indicator for both transport and public health, in terms of effective targeting of interventions to increase active travel to school and then assessing the impact. Whilst this is no longer a national indicator, many local authorities, such as Leeds City Council have seen the benefit of continuing to gather and use the data locally. The Sustainable School Travel Strategy recognises the importance of collecting mode of travel data through the school census, however due to changes in the way that data is collected the results of the mode of travel school census question are not currently available for analysis. Officers from Business and Environmental Services are therefore working with colleagues in the Children and Young People's Service to ensure that the school census continues to include the mode of travel question and to enable this useful data to be collated and analysed.

Due to local government budget constraints there is less funding available to deliver the LTP over the 2011-16 period. This has resulted in reduced funding for improvements to the transport network. Whilst the funding situation has impacted on the County Council's ability to deliver pedestrian and cycling infrastructure improvements the County Council has continued to deliver improvements by sourcing third party funding such as government grants (for example the LSTF) and developer contributions. Between 2011/12 and 2013/14 inclusive the County Council spent £1.4 million on cycle & pedestrian schemes. This figure includes external grant funding such as Links to Communities funding and the Local Sustainable Transport Fund as well as schemes funded from the Local Transport Plan Integrated Transport Block funding allocated to the County Council. These (non-maintenance) schemes included new footways and cycle tracks in towns and villages to allow people to walk and cycle to work, school and shopping and new pedestrian crossing facilities to allow people to cross busy roads safely and more easily. A couple of examples of schemes which have recently been implemented are the Cutpurse Estate pedestrian accessibility scheme in Richmond and the Bilton to Ripley cycle route which has proved popular with both visitors and local residents.

Road Safety and Travel Awareness Officers continue to promote active travel to the wider population, for example through Walk to Work Weeks, and supporting the government's Change 4 Life campaign with linked activities. They also provide a vital role in auditing and commenting on business travel plans as part of the planning process, to ensure that new developments enable and encourage active travel through their design and the implementation of behaviour interventions. There are opportunities for the Road Safety and Travel Awareness team to link with Public Health in the promotions of active travel, especially to those most at risk from the effects of obesity and sedentary lifestyles. The Road Safety and Travel Awareness Officers also continue to promote sustainable travel to schools, for example by providing resources to all schools for initiatives such as Walk to School Week and various curriculum resources throughout the year. The County Council promotes cycling for children in schools through government funded Bikeability training which continues to have a high demand and was delivered to over 4000 children in North Yorkshire in 2012/13 with similar numbers anticipated in 2013/14.

As indicated above the Government has in recent years provided grant funding for active travel measures via a competitive bidding process and has encouraged transport authorities to make clear links the health benefits of new cycle and pedestrian infrastructure schemes. The government has funded two North Yorkshire LSTF packages and delivery is underway for both projects:

- Whitby & Esk Valley
 - £3.661 million was awarded to the County Council to deliver the Whitby Park and Ride facility as well as the Esk Valley hopper bus service and improvements to the rights of way network in the North York Moors.
 - Rights of way network improvements include gateway improvements, surface improvements and signposting within the North York Moors National Park to facilitate active travel in the national park including to and from public transport including bus services and the Esk Valley Railway.
 - This project is being delivered in partnership with the North York Moors National Park Authority

- Harrogate & Knaresborough
 - £1.65 million was allocated for a package of measures to support the economic development of Harrogate through a reduction in traffic congestion and introduction of sustainable travel options.
 - In addition to traffic signal upgrades and improvements to bus priority systems, the project will also deliver improved cycle and pedestrian infrastructure improvements in Harrogate.
 - The above improvements are combined with travel planning and marketing measures (delivered by the LSTF funded Sustainable Travel Project Officer) to promote sustainable travel to conference and exhibition visitors and local residents.
 - One of the ways in which sustainable modes of travel including walking, cycling and public transport usage will be promoted is using electronic media. A dedicated website and smartphone application are being developed which will encourage people to explore the town on foot and by cycle. The electronic media will enable users to plan journeys and calculate calories burned and CO2 savings from choosing not to travel by car.

The LSTF projects are time-limited and funded until March 2015. With the public sector funding cuts there is no opportunity for the County Council to fund a continuation of this work which is over and above the authority's statutory transport and highway duties. However, the County Council will investigate whether there are any external sources of funding which could be used to support a continuation of the active travel promotion through the role of Sustainable Travel Project Officer which could potentially be extended to other urban areas in the County and also to work more closely with businesses and places of work in relation to travel planning.

Where future funding opportunities arise Public Health will be involved, where appropriate, in proposed transport schemes to ensure that the County Council's health expertise is fully utilised, for example, when developing bids to government for sustainable travel funding. It is also recognised that Business and Environmental Services can provide professional and technical assistance to the public health team where required, for example, in relation to public transport, road safety, active travel and traffic engineering and also pedestrian and cycle infrastructure, including public rights of way. In the development of new transport infrastructure pedestrians and cyclists are considered as part of the risk assessment and when designing highway improvements, such as a junction improvement, pedestrians and cyclists should continue to be considered in the design of any new road/junction layout. Where possible, and funding and space allows, measures to improve pedestrian and cyclist facilities should be considered. For example, on highway cycle route lines may be provided or Advanced Stop Lines could be provided if space allows or upgraded pedestrian crossing facilities could be considered.

Promoting healthier lifestyles through increasing physical activity levels in both adults and children is also a priority for North Yorkshire's public health team. This is classed as 'health improvement' which aims to increase life expectancy and reduce health inequalities. The public health team have a role in terms promoting and educating people about healthier living, including exercise and active modes of travel. The public health team has historically worked with CCGs to promote exercise options through GPs and it may be possible in the future to tailor this communication and education to encourage the use of active travel options. For example, active travel could be suggested as an option in certain cases or potentially Public Health could work with the Public Rights of Way team to promote and publicise the health benefits of leisure walking on local routes. This could encourage more individuals to exercise, which contributes to better health outcomes.

As indicated above public health are in a unique position whereby they have access to people at key decision making times in their lives such as during a baby's first year or when a child starts school. Active modes of travel can be promoted to individuals at these key life stages as at these times people are already in a position of change, so there is potential to positively affect their travel behaviour. Of all state school pupils in North Yorkshire 53% of primary school pupils and 36% of secondary school pupils walk to school, which is below the England averages of 59.5% and 42.0% respectively.¹⁴ Relative to the England average, a similar percentage of North Yorkshire primary pupils' cycle to school (1.0%) and relatively fewer secondary school pupils (1.1%) travel to school on their bicycles. School is a setting in which young people have the greatest opportunity to be active. However, fewer children now walk to school than in previous generations and very few cycle to school. The majority of young people are receiving less than 2 hours of physical education in the school day with only small minorities playing sport after school¹⁵. The Public Health team can work with the Road Safety and

¹⁴ North Yorkshire's joint strategic needs assessment report 2012 <http://www.northyorks.gov.uk/>

¹⁵ Start Active, Stay Active, Department of Health 2011 <https://www.gov.uk/>

Travel Awareness team, Children and Young People's Services and schools to reinforce the message of encouraging active travel by promoting the health benefits of walking and cycling to school, where this is appropriate and achievable e.g. where students live within reasonable walking or cycling distance and thus incorporating exercise into the school journey.

One of the key recommendations of the Director of Public Health's 2013 report is that the enthusiasm and sense of wellbeing created by the hosting of the Grand Depart of the 2014 Tour de France be harnessed with the aim of creating a social and physical activity legacy in the county. The County Council is working to ensure that the highway network is ready for the event and also coordinating with Tour de France regional partners to ensure that the event and its lasting legacy is a success. The Road Safety and Travel Awareness team are working with regional colleagues to produce a rural cycling guide application providing information about how to ride the routes and challenges in the scenic and popular routes enjoyably and safely. An urban cycling guide DVD has already been produced in conjunction with regional collaborators on a co-funded basis. As indicated above the team continues to deliver Bikeability cycle training to all primary school pupils in the County. There is also a Le Tour supporting education pack for schools and various local activities are planned. North Yorkshire Sport are working closely with the Road Safety Team on Legacy programmes, particularly the instigation of a Cycling as Sport competition between all secondary schools in the county, culminating in a County championship competition at the cycling circuit in York. This initiative will enable students in all secondary schools, even in very rural areas where they are bussed to school, to take part and so develop an interest in cycling. The County Council is working with British Cycling to deliver the Go Ride Programme in schools within the Yorkshire Dales. The programme provides a fun and safe way to introduce young riders to the world of cycle sport and provides a platform to improve bike handling skills. In addition, Public Health has a representative on the Tour de France legacy committee and has agreed to contribute funding towards a proposal by Sustrans to map several "Slow Tour of Yorkshire" cycle routes.

4.3.3 Social Isolation

The effects of social isolation and maintaining access to health care services is a key public health concern and consequently transport and public health policies and strategies should be carefully integrated in this area.

LTP3 recognises that the travelling needs of those aged over 70 years should be carefully considered to ensure that this cohort continues to lead independent lives with full access to services. Through the Clinical Commissioning Groups (CCGs) the public health team have a clear link to the general population including groups such as the elderly. The County Council, through the Public Health team, may be able to disseminate road safety and transport information e.g. through General Practitioners and healthcare providers, to targeted groups of the local population. The Public Health team have recently contributed funding for social isolation projects within the County and are also investigating the potential to develop community hubs which draw on existing community assets to support more vulnerable members of the community and aim to reduce social isolation. The Road Safety and Travel Awareness Team deliver a programme of driver education and training for people aged 50 and over, in order to keep people driving safely for longer. For the predominantly rural population of North Yorkshire, for many people if they were to lose access to the car this would greatly impact on social isolation. Specific support is also offered through carers support groups to help those who may have to take up driving again after a significant gap, due to the illness of their spouse or partner who can then no longer drive.

Encouraging people to walk has been found to increase social inclusion by increasing access to social networks and amenities¹¹. In rural North Yorkshire due to the remote location of many settlements it is not possible to completely remove dependence on vehicular transport including the private car, however where-ever possible, and particularly in towns and villages, the County Council will encourage and promote walking for both physical and mental well-being.

At an early stage in the development of new transport policy, including future local transport plans, the public health team will be involved to ensure that health issues are considered and to ensure that, where-ever possible, negative public health consequences are avoided. Guidance may also be sought from the Director of Public Health as to whether it is necessary to carry out a health impact assessment before the implementation of a new transport policy.

4.3.4 Environmental Effects of Transport

Transport can have a negative impact on health particularly where poor air quality is caused by exhaust fumes. In public health terms air quality is a health protection issue. The County Council continues to encourage cleaner means of travel e.g. public transport, walking, cycling which help to reduce air quality problems caused by traffic.

The County Council works alongside district councils to investigate how traffic can be managed or reduced at locations where there are transport related air quality issues. Over the last three years the County Council has worked closely with several district Councils to develop air quality action plans for the three transport related Air Quality Management Areas (AQMAs) in North Yorkshire. This has involved the identification of a number of measures to reduce the impact of transport emissions on air quality at these locations. One of these measures is the implementation of the Brambling Fields junction improvement on the A64 which is aimed to help reduce congestion and traffic related air pollution in Malton town centre by routing traffic away from the 'Butcher Corner' junction. The County Council and district councils will continue to monitor the impact of the interventions on air pollutant levels in the Air Quality Management Areas.

The County Council will consider further remedial measures and identify potential projects. Due to funding constraints the County Council will consider opportunities for third party funding such as s106 and Community Infrastructure Levy contributions from developments that have a direct impact on an Air Quality Management Area. It may also be possible to identify spin-off or combined benefits from other planned works, for example traffic signal works. Other revenue funded travel awareness type measures will be provided by the re-prioritisation of relevant Road Safety and Travel Awareness staff workloads although this would potentially have an impact on other duties including road safety initiatives.

It is recognised in LTP 2011-16 that traffic noise can negatively impact on health. Defra noise modelling has identified several locations where noise is calculated to exceed acceptable levels. However, these are localised and low in comparison to more densely trafficked urban areas. As indicated in LTP3, the County Council will continue to seek to minimise noise levels from new highway schemes and where possible from the existing highway and continue to work with partners to contribute to initiatives that may reduce noise.

The County Council's Public Health duty means that the County Council has a role in increasing public awareness of air quality and noise as public health issues. The Director of Public Health's 2013 report used the Malton Air Quality Management Area as a case study and highlighted the fact that elevated levels of nitrogen dioxide are associated with adverse health effects because of impacts on the respiratory system. The report also highlighted the partnership working to develop action plan measures with the aim of reducing the ambient levels of nitrogen dioxide from road vehicle exhaust emissions in the Malton Air Quality Management Area. The Director of Public Health can provide a link between Public Health England and the County Council as well as district councils by disseminating the latest air quality and noise research and guidance.

4.4 Going Forward

This chapter highlights the work that the County Council is already doing in relation to transport and public health. The chapter also sets out an approach to building on existing work and ensuring that wherever appropriate public health is a consideration within the delivery of the local transport plan. To achieve this aim the Public Health team will be involved at an early stage in transport policy and strategy development. Also regular liaison between the health team and transport colleagues will take place including through formal partnerships e.g. the 95 Alive road safety partnership.

In the development of the next local transport plan the Public Health team will help to determine whether there are any additional public health related indicators relevant to transport which could be monitored. These indicators may draw on existing public health intelligence and data sources. The National Institute for Health and Care Excellence (NICE) produces several pieces of guidance around topics relevant to the current and future LTP's. Where quality evidence exists, NICE guidance is routinely used to inform decision making at both NHS and Local Authority levels. As part of Public Health's contribution to County Council policy and strategy development, the next LTP will be supported by the transport related NICE guidance, using the auditing tools provided by NICE as a framework for a joint approach to addressing health issues.

Given the current public sector funding constraints it is realistic to expect that the availability of funding for delivering new pedestrian and cycle improvements over the remainder of the LTP period and beyond 2016 is limited. Funding has been provided to the County Council until 2014/15 for the promotion of sustainable travel to school, under the general duty contained within the Education and Inspections Act. It is unknown whether funding will continue beyond this period. However, despite financial barriers the economic benefits of encouraging more walking and cycling are clear and therefore the County Council will encourage the Local Enterprise Partnership to consider incorporating sustainable travel in new transport schemes funded through the Local Growth Fund. Further detail on the County Council's approach to working with the LEP is outlined in Chapter 2 of this report. The County Council will also consider opportunities for external funding of cycle and pedestrian improvements, for example through developer contributions or grant funding.

Chapter 5 – Transport and Local Plans

NB – information to follow for Executive on 29 April

Chapter 6 - Key Outcome Indicators

6.1 Funding, performance management and indicators

As set out in Chapter 2, the funding regime for local transport and highways schemes has changed significantly since the third LTP was published. LTP3 was developed during the period before austerity measures were fully implemented and it was only after LTP3 had been adopted that the full scale of the austerity measures became clear. However, an addendum to the plan was issued in March 2011 which set out the revised funding situation and the updated performance management indicators, in light of the funding changes.

In summary, and as set out in Chapter 2, direct capital funding by way of the LTP capital allocations has decreased significantly, various funding streams have been withdrawn and now new bidding competitions have been opened up to local transport authorities (LTAs). The approach for bidding for 'major schemes' (traditionally those costing more than £5m) has been reviewed and decisions about how the devolved major scheme funding is spent locally have been taken by the newly formed Local Transport Boards and subsequently the LEPs.

All of the above has reduced the funding available to deliver our programmes and has required a fundamental review of our methods of delivery and our selection of schemes and projects. However, this review of approach was undertaken during the time when the draft LTP was being finalised to enable delivery using the new approach to start as soon as the new plan period commenced.

Working with our Highways North Yorkshire partners, we have invested in technology to allow smarter working practices, reduced bureaucracy and more responsive highway operations teams. We have focussed on the management and maintenance of our existing network, with investments in improvements being predominantly funded through developer contributions and external funding sources such as the LSTF.

We have continued to give precedence to those areas of our work which we are legally obliged to carry out, like maintenance of the highway asset, furtherance of road safety policy and scheme delivery and provision of some socially necessary bus services. However, activity in those areas of statutory responsibility has had to be slightly restricted due to reductions in capital and the Council's own revenue funding.

6.2 What has this meant in terms of delivery?

Improvement works have reduced significantly, with some exceptions being funded predominantly by external sources or Government bidding competitions. Developer contributions secured through the planning process allow targeted improvements to be made and work is continuing with each of our nine planning authorities on development of the Local Plans and in some cases a Community Infrastructure Levy (CIL).

In Integrated Passenger Transport the budget for supported local bus services will have reduced by 75% by the end of LTP3. Consequently this has resulted in the tendered bus network being considerably smaller than in previous years.

As previously stated, at the time of publishing LTP3, the full extent of the funding situation for local transport authorities was unclear. At the adoption stage for the plan, it was difficult to set meaningful targets and trajectories for the spending programme and an addendum to the report was later published setting out that the County Council's approach would be to collect key outcome indicator data and monitor trends, rather than to set targets which would have to be pitched so low as to not be 'realistic and meaningful.' The indicators that we do monitor still give us an indication of how we are performing in terms of meeting our key performance questions, which in turn relate to the five objectives of the third LTP.

The Local Area Agreement (LAA) and the requirement to monitor the national indicator set from that, was removed by the Coalition government at the start of their tenure in Parliament. However, many of the indicators that comprised our LAA suite of transport indicators remain important to the County Council or have been carried into the current mandatory indicators set by the Coalition Government. Therefore, we continue to monitor them as we did prior to 2011.

6.3 Funding position and indicative allocations

Figure 1 below sets out our current funding position compared to previous years and projections for future financial years.

Figure 1 – Funding Position and Indicative Allocations

	09/10 £000s	10/11 £000s	11/12 £000s	12/13 £000s	13/14 £000s	14/15 £000s	15/16 £000s	16/17 £000s
Integrated Transport	11,940	11,908	4,474	4,091	4,091	5,753	3,000*	3,000*
Maintenance	27,208	28,858	25,252	24,065	21,839	20,571	28,000*	28,000*
Total LTP/DfT Allocation	39,148	40,766	29,726	28,156	25,930	26,324	31,000*	31,000*

*indicative allocation - an estimate based on details announced in the June 2013 Spending Review

In addition to the significant cuts to transport funding, there have been annual 'unprecedented' weather episodes which have resulted in significant amounts of unplanned spending. As these episodes become more common, it is becoming evident that greater amounts of funding will need to be made available to support network resilience works. Some additional funding has been made available to help deal with the effects of the winter damage and in the last three years approximately £12.6m additional funding has been provided. Whilst this funding will go some way to helping improve the condition of the highway damaged by poor weather conditions, there is still a significant amount to be done.

6.4 Performance tables

The following tables set out the data that has been collected since the start of LTP2 (2005-2011) and into the current LTP plan period (2011-2016). They set out, where possible, the year on year progress for each indicator. Figure 2 lists the indicators and the data that has been collected. Figure 3 sets out the detail behind each indicator. Some of the data that we set out to collect is no longer available; where this is the case, we have given an explanation in figure 3. Figure 3 also details the approach we have taken and also set out where there are gaps in the data. In some cases data is only collected in alternate years or on a less than annual frequency and this is also explained in figure 3.

The data in figure 2 is traffic-light colour coded to give an 'at a glance' view of whether indicators have improved, worsened or stayed the same.

LTP No	Key Outcome Indicator	Notes	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	Bus Punctuality in Harrogate and Scarborough			0.63	0.75	0.74	0.79	0.84	0.86	0.85	
2	Bus Usage on key corridors		See narrative, no longer collected								
3	Local Bus Patronage		14.8m	16.6m	16.9m	17.7m	17.4m	16.9	17.3	17.3	16.4
4	Ease of access to key services						74%			80%	
5	Air quality management area pollutant levels	Knareboro'						36.68	40.43	37.47	TBC
	pollutant levels in AQMA: Average value (highest reading in brackets)							(44.17)	(54.07)	(56.98)	
	Intervention level is 40µg/m3	Ripon						34.47	37.34	37.47	TBC
6	Road transport CO ₂ emissions		2170*	2178*	2217*	2067*	1966	1946	1930	TBC	
	Road transport vehicle mileage in North Yorkshire (DfT Table TRA8904)		7919	8257	8345	8045	7881	7811	7813	7635	
7	Number of people killed in road collisions		85	69	81	52	46	50	49	35	51*
8	Number of people killed or seriously injured in road collisions			703	709	656	597	491	454	473	456*
9	Number of people slightly injured in road collisions		2531	2307	2470	2243	2217	1954	1872	1893	1727*
10	Number of children killed or seriously injured in road collisions			49	49	43	39	28	21	28	20*
11	Modal share of journeys to school	Based on academic years			30	27	27	See narrative, no longer collected			
12	Recycling materials used in highways operations (% of total)								6.69	TBC	n/a
13	Carbon footprint of highway maintenance and improvement works by NYCC (tonnes of CO ₂ for every £1m turnover)								171.6	TBC	n/a
14	% of Principal 'A' Road network (in poor condition) where maintenance should be considered soon			4%	3%	4%	5%	4%	4%	4%	3%
15	% of Non Principal B and heavily used C road networks (in poor condition and) where maintenance should be considered soon						11%	11%	11%	9%	4%
16	% of lesser used C road and unclassified road network (in poor condition and) where maintenance should be considered				15%		18%	18%	20%	21%	25%
17	% of heavily used (cat1a,1 and 2) used footways where structural maintenance should be considered						8%	10%	3%	4%	4%
18	% of lesser used (category 3,4 and 5) footways where structural maintenance should be considered										n/a

Figure 2 - LTP Key Outcome Indicator Table

LTP No	Key Outcome Indicator	Narrative
1	Bus Punctuality in Harrogate and Scarborough	Punctuality is recorded on Fridays in the early summer months to represent the most challenging period for journey time consistency and compliance. Performance has been improving; last year's performance was a slight worse than in earlier years, but in general the trend is towards improving punctuality.
2	Bus Usage on key corridors	This data is no longer recorded. This is due to the lack of influence that the county council have on the commercially operated bus routes.
3	Local Bus Patronage	This indicator is now collated by DfT as part of the national bus operators' questionnaire. The results for 2012/13 are not as good as expected, but reflected a national decline. Analysis suggests this was due in part to poor weather in the early part of the year and also to the Olympic games where travel by bus reduced as more people stayed in to watch the games.
4	Ease of access to key services	This is collected every three years through the Citizens Panel. The data shows that perception of people's ability to access to services remains relatively high.
5	Air quality management area pollutant levels pollutant levels in AQMA: Average value shown, (highest reading including in brackets) All figures are for NO ₂ µg/m ³ (Derived from district council data)	Air quality values in Malton have remained relatively constant in the last three years. The primary scheme in the air quality action plan, Brambling Fields junction improvement, only opened in September 2012, so it is likely that traffic movements have not yet fully settled down and that is the reason for no discernible trend as yet.
		Air quality values in Harrogate have worsened. Background concentrations have increased overall. The air quality action plan developed by Harrogate Borough Council in partnership with NYCC highways officers for the Harrogate AQMAs was completed in 2013, so it is anticipated that air quality levels should start to improve with the introduction of the measures in the plan. Funding for air quality measures is limited, but officers will continue to seek out opportunities for additional funding, and will also look to seek air quality add-on benefits from planned schemes wherever possible.
6	Road transport CO ₂ emissions	Correlates to decreasing traffic mileage and continued improvements in vehicle fuel technology.
7	Road transport vehicle mileage in North Yorkshire	The trend of decreasing mileage has continued overall despite a plateau effect in 2011. The reasons for this are not clear, although it is thought that the economic down turn, cost of fuel and the success of new sustainable transport measures, plus perhaps the Olympics effect, encouraging healthier lifestyles, may all be contributory factors.
8	Number of people killed in road collisions	The overall trend in casualty numbers has continued to fall. Allowance must be made for the variations that can occur from year to year – numbers rarely fall in every category every year. For example, the number of fatalities in 2012 was the lowest ever seen in North Yorkshire, at 31. In the same year there were moderate increases in the numbers of people seriously injured and the number of children injured.
9	Number of people killed or seriously injured in road collisions	
10	Number of people slightly injured in road collisions	
11	Number of children killed or seriously injured in road collisions	Provisionally for 2013 there have been 475 KSI casualties in North Yorkshire, a rise of 2 compared to 2012. Slight casualties are lower than in 2012, with 1727 to the end of 2013.
		Provisional records indicate there were 51 fatalities during 2013 compared to 31 in 2012. The increases have mainly been among the riders of large motorcycles (31% of all fatalities in 2013 compared to 10% in 2012) This is thought to be due, at least in part, to better weather conditions resulting in increasing numbers of motorcyclists on the county's roads this year back to more normal levels after an exceptionally wet spring and early summer in 2012. These numbers are also considered alongside usage data that shows there was a significant increase in motorcyclist using some of the most popular routes during 2013, up to 51% more than during the same sample periods in 2012. Therefore the data for 2013 indicates that 2012 was an exceptionally low casualty year – an outlying year – and that although there have been some

LTP No	Key Outcome Indicator	Narrative
		increases during 2013, these are within normal, expected fluctuations so the general overall trend continues to be downward.
12	Modal share of journeys to school	This data is no longer automatically collected as part of the annual school census. H&T staff are working with colleagues in CYPS to establish if there is a way in which this data could continue being collected.
13	Recycling materials used in highways operations (% of total)	Thus far only one year's worth of data has been collected by our infrastructure term contractor. Therefore, until the figures for 2013 are provided it is impossible to determine whether or not improvements have been made.
14	Carbon footprint of highway maintenance and improvement works by NYCC (tonnes of CO2 for every £1m turnover)	Thus far only one year's worth of data has been collected by our infrastructure term contractor. Therefore, until the figures for 2013 are provided it is impossible to determine whether or not improvements have been made.
15	% of Principal 'A' Road network (in poor condition) where maintenance should be considered soon	Figures reflect the continued high priority afforded to this by the County Council.
16	% of Non-Principal B and heavily used C road networks (in poor condition and) where maintenance should be considered soon	Improved figures due to continual investment. Figures reflect the continued high priority afforded to this by the County Council.
17	% of lesser used C road and unclassified road network (in poor condition and) where maintenance should be considered	Increasing deterioration, particularly in terms of 'edge failure' and the amount of 'surface course deterioration.' Worsening condition reflects the County Council's priority being afforded to the higher class of road (those used the most.) See 14 and 15 above.
18	% of heavily used (cat1a,1 and 2) used footways where structural maintenance should be considered	Consistency over recent years has been maintained due to effective targeting of the maintenance programme.
19	% of lesser used (category 3,4 and 5) footways where structural maintenance should be considered	No data as yet due to a need to improve the data quality. There is a need to work with Symology (our software provider) to extract and analyse the data captured during routine highway safety inspections.

Figure 3 - Key Outcome Indicators Narrative

Chapter 7 - Strategic Environmental Assessment (SEA)

Information to follow for Executive on 29th April 2014

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

16 April 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.'

3 Review of local bus services

3.1 The Task Group met on 17 February and 19 March. At the February meeting the task group had a wide ranging discussion about transport provision in the county and signed off the scope of the review. At the March meeting representatives from Rural Action Yorkshire, North Yorkshire Forum for Voluntary Organisations and Northallerton & District CVS attended to explore with us people's access needs. We also discussed with them community-led transport solutions - chiefly volunteer car schemes - and gained an overview of Grassington hub. Grassington hub is an example of a community run hub providing a range of services for people living in a market town and immediate surrounding areas. The hub means that people are less reliant on public transport in order to be able to access some services. At our following meetings we will be meeting representative interest groups (chiefly those relating to older people, young people and disabled people), Community Transport providers and commercial bus operators.

4 Mid Cycle Briefing – 19 March 2014

4.1 At the Mid Cycle Briefing held on 19 March, Group Spokespersons were updated on the LEP's Local Growth Fund bid; potholes; 20mph speed restrictions; road casualties in North Yorkshire; and shale gas and fracking. The

written reports presented to the meeting have been circulated to all Members on the Committee.

- 4.2 In respect of 20mph speed restrictions, the County Council is undertaking a light touch review of its approach. This is partly in response to guidance produced by the Department for Transport encouraging the introduction of more 20mph speed restrictions in urban areas and in built-up village streets that are primarily residential. The Association of Police Officers (ACPO) has indicated that there will be enforcement of 20mph restrictions if the Police regard the limit to be appropriate given the prevailing road conditions. The road will need to look and feel like a 20mph restriction rather than the road giving the impression to motorists that a 30mph or higher limit is in place. North Yorkshire Police has yet to adopt the latest ACPO guidance and is currently reviewing its enforcement criteria in light of these changes. The County Council intends to work closely with North Yorkshire Police before it makes any changes to its policy; Group Spokespersons saw this as a sensible approach.

5 Mid Cycle Briefing – 12 May 2014

- 5.1 The mid cycle briefing meeting scheduled for 12 May has been cancelled. The next mid cycle briefing meeting will be held on 12 September.

6 Recommendations

- 6.1 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.

Bryon Hunter, Scrutiny Team Leader
Central Services
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Date: 2 April 2014

Background Documents: None

Annex: Annex A – Work Programme

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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 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
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/Allan McVeigh
	Annual casualty report	To receive the details of the annual casualty figures.	Allan McVeigh
	Temporary Vehicle Activated Speed Signs	Interim feedback on how the use of temporary vehicle activated signs has worked following the Committee's scrutiny review in September 2012	Allan McVeigh
	The use and management of Unsurfaced, Unclassified Roads (UUR)	Feedback from pilot schemes	Doug Huzzard
	2020 North Yorkshire	To receive an overview of the 2020 North Yorkshire programme and the implications for County Council services	Gary Fielding
	Airport Consultative Committee	Annual report by the County Council's representatives on: Durham and Tees Valley Airport (Cllr Jeffels) Robin Hood Airport (Cllr Pearson) Leeds/Bradford International Airport (Cllr Trotter)	Jonathan Spencer/Cllrs. David Jeffels, Chris Pearson and Cliff Trotter
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
	Finance Yorkshire	To be provided with an overview of the work of Finance Yorkshire in supporting businesses in, or relocating to, the Yorkshire and Humber region (with 'seed corn' finance, business loans and equity-linked finance); and to explore the ways in which the County Council and Finance Yorkshire could work together in the future to help support businesses in our area.	Jonathan Spencer/Alex McWhirter

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	Grass-cutting – biodiversity and the potential to make savings to the grass-cutting service	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
Items where dates have yet to be confirmed	Economic Development <i>(15 October 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 on 30 May 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
	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 consider the access needs of communities in North Yorkshire and how these might best be met using a range of transport options.	Task Group Members/ Richard Owens/Jonathan Spencer	February to June 2014

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