

Agenda

**Meeting: Transport, Economy and Environment
Overview & Scrutiny Committee**

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

Date: Wednesday 15 April 2015 at 10.00am

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Business

1. **Minutes of the meeting held on 21 January 2015**

(Pages 1 to 11)

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 10 April 2015, 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.

	<i>Suggested timings</i>
<p>3. Home to School & College Transport: Savings Proposals, Consultation Responses - Report of the Corporate Director – Children & Young People’s Service</p> <p style="text-align: right;">(Pages 12 to 40)</p>	10.05-11.05
<p>4. Business & Environmental Services Directorate – Oral update report from the NYCC Corporate Director – Business & Environmental Services.</p>	11.05-11.30
<p>5. Rail Services: the campaign for the reinstatement of the Leeds-Wetherby-Harrogate-Ripon-Northallerton railway line – Statement from the Chairman of Leeds Northern Railway Reinstatement Group</p> <p style="text-align: right;">(Pages 41 to 45)</p>	11.30-12.00
<p>6. Highways Infrastructure Asset Management Policy – Report of the NYCC Corporate Director – Business & Environmental Services)</p> <p style="text-align: right;">(Pages 46 to 54)</p>	12.00-12.30
<p>7. Work Programme – Report of the Scrutiny Team Leader.</p> <p style="text-align: right;">(Pages 55 to 63)</p>	12.30-12.35
<p>8. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.</p>	12:40

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

7 April 2015

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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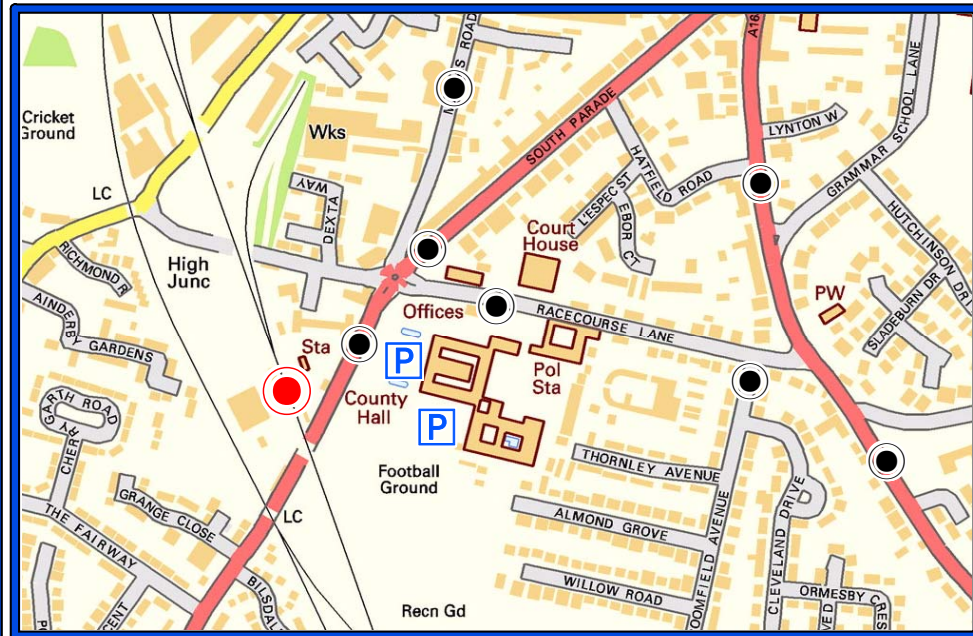
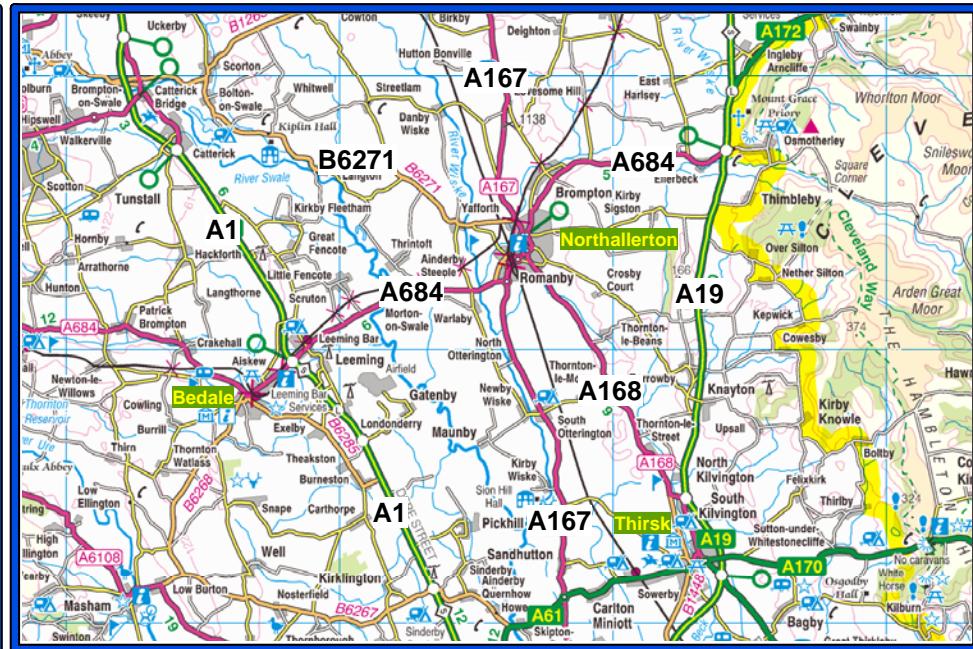
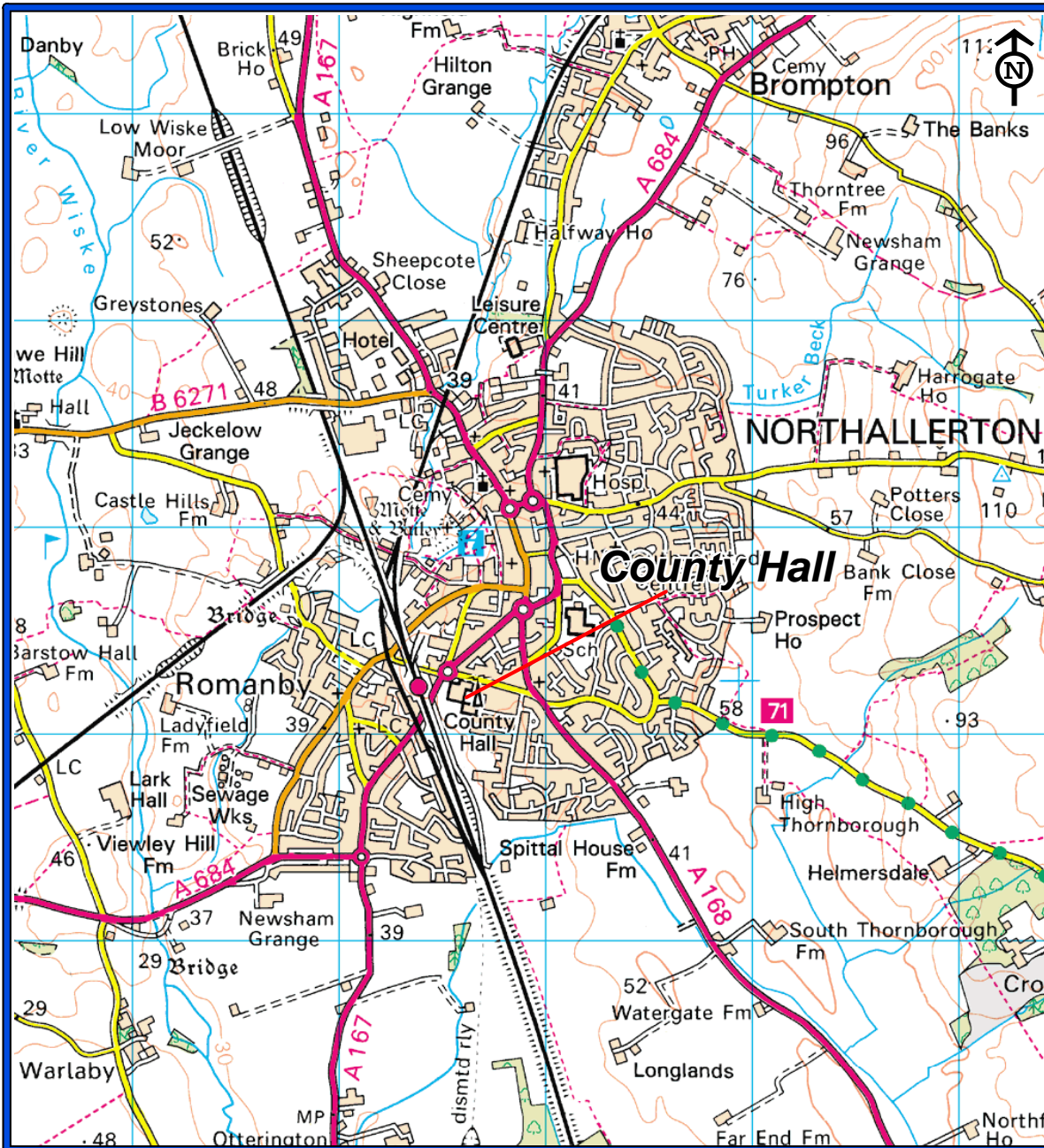
Transport, Economy and Environment Overview and Scrutiny Committee

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	HESELTINE, Michael				Conservative			
6	HESELTINE, Robert				Independent			
7	HORTON, Peter				NY Independent			
8	JEFFELS, David			Chairman	Conservative			
9	MARSDEN, Penny				Conservative			
10	PACKHAM, Robert			Vice Chairman	Labour			
11	SOLLOWAY, Andy				Independent			
12	WELCH, Richard				Conservative			
13	WINDASS, Robert				Conservative			
Total Membership – (13)				Quorum – (4)				
	Con	Lib Dem	NY Ind	Labour	Liberal	UKIP	Ind	Total
	8	1	1	1	0	0	2	13

2. Substitute Members

Conservative		Liberal Democrat	
	<i>Councillors Names</i>		<i>Councillors Names</i>
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	
	<i>Councillors Names</i>		<i>Councillors Names</i>
1	BARRETT, Philip	1	BROADBENT, Eric
2		2	
3		3	
4		4	
5		5	
Liberal			
	<i>Councillors Names</i>		
1			
2			
3			



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County Hall

Northallerton
North Yorkshire
DL7 8AD

Tel : 0845 8 72 73 74



North
Yorkshire County Council

North Yorkshire County Council

Transport, Economy and Environment

Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 21 January 2015 at 10.00 am.

Present:-

County Councillor David Jeffels in the Chair

County Councillors John Blackburn (as substitute for David Chance), John Fort BEM (as substitute for Margaret Atkinson), Michael Heseltine, Robert Heseltine, Peter Horton, Penny Marsden, Caroline Patmore (as substitute for Robert Baker), Andy Solloway, Richard Welch, and Robert Windass.

Other Members present were: County Councillor Gareth Dadd (Executive Member) and County Councillor David Blades.

NYCC Officers attending: James Farrar, Assistant Director – Economic Partnership Unit (BES), Douglas Huzzard, Senior Project Manager(BES), Barrie Mason, Assistant Director - Highways & Transportation (BES), Allan McVeigh, Integrated Transport Group Manager (BES) and Jonathan Spencer, Corporate Development Officer (Central Services).

Present by Invitation: Phil Jepps, Divisional Manager (Ringway), Will Naylor, Chief of Staff to the Police & Crime Commissioner for North Yorkshire, and John Nicholson, Regional Director (Ringway)

No members of the public were in attendance.

Copies of all documents considered are in the Minute Book

60. Minutes

Resolved -

That the Minutes of the meeting held on 15 October 2014, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

61. Public Questions or Statements

There were no general public questions or statements from members of the public concerning issues not on the agenda.

62. Highways Maintenance Contract: Ringway Performance 2014/15 Interim Update

Considered -

The report of the Corporate Director - Business and Environmental Services advising Members of Ringway's performance under the Highways Maintenance Contract (HMC) 2012 during the period 1 April 2014 to 30 September 2014.

Barrie Mason introduced the report. He summarised the background to the contract and performance to date of Ringway in delivering the contract. He reminded Members that the contract period had been reduced from 10 years to nine years following the results of the second evaluation panel held in May 2014. Both the County Council and Ringway were working hard to improve performance. The workload of Ringway had increased significantly this year. This was due to the additional funding provided by the County Council and the Department for Transport for the highways capital programme.

He went on to refer to Appendix B in the report, which provided a comparison for the first two quarters of 2014/15 against the previous financial year. He noted that the figures showed an improvement in the number of both Primary Performance Indicators (PPIs) and Secondary Performance Indicators (SPIs) showing as a pass, compared to the number at the end of 2013/14. A validation process was being undertaken though so some figures might change.

Phil Jepps said that the report showed that Ringway was delivering on its commitments even though further improvements needed to be made. In addition Ringway was delivering significantly more work for the County Council over and above when Ringway tendered.

John Nicolson referred to Appendix C detailing the Rectification Action Plans put in place for failing performance indicators. He explained that these were reviewed internally by Ringway on a monthly basis to check that the actions put in place were working to improve results. If the actions did not show improved performance other possible actions were looked at to put in place. He concluded by noting that Ringway's contract performance showed a vastly improved position from where things were at in 2013/14.

Members made the following key comments:

- Members were continuing to receive complaints about faded road markings from parish councils and other members of the public. What actions were being put in place to improve performance? John Nicholson acknowledged that this was an area where further improvement was still needed, though current performance was above the PPI target for 2014/15. Ringway had put in place additional resources for road marking by bringing in external providers as well as using the in-house team. Ringway was seeking to put a new programme together before end of the financial year. Barrie Mason added that road marking was one of the areas being reviewed to see whether the PPI adequately measured the performance of road marking. Client satisfaction of Road Marking was low compared to the CPI target and yet the PPI target for road marking was above its target. The PPI related to road markings undertaken where surface dressing had taken place, and so did not pick up road marking issues elsewhere.
- With reference to PPI RM07 (Defects), what provision was there for the County Council or Ringway to inspect work after it had been completed, and if sub-contractors were employed by Ringway where did the responsibility sit for ensuring that the work had been carried out properly? Barrie Mason confirmed

that Ringway carried out quality checks of work undertaken but the County Council also carried out inspections if work was found to be defective. With regards to sub-contractors Ringway was responsible as the principal contractor. The County Council was currently looking at ways that Highways Officers could incorporate more inspections into their day to day duties. However this had to be within the existing resource levels.

- A Member questioned the deployment of resources for road marking. She commented that within her division she was aware of cases of road marking and resurfacing work being done on minor roads. However road markings nearby on more major roads, including at junctions and cross roads, were in need of redoing. Work should be planned in a more co-ordinated way for different types of work within a local area. Barrie Mason said that he took on board the comments regarding road markings at junctions, and added that a 'LEAN Review had been undertaken of Basic Maintenance to look at processes and systems in order to plan work better. The outcomes from this review were likely to mean that equipment would be used to carry out a number of jobs at the same time such as road marking and gully-emptying. He explained that where work was carried out on minor routes this was proportionate in terms of ensuring that the road network as a whole was fit for purpose. He went on to refer to the LEP funding provided specifically for category 4a and 4b roads. Executive Member County Councillor Gareth Dadd added that when highways repairs were being undertaken it was for very good reasons. The Council operated on an 'invest to save' basis to stop the road network deteriorating yet further and avoid being served with costly Section 56 Notices under the Highways Act 1980.

Resolved -

That Ringway's performance under the Highways Maintenance Contract 2012 during the period 1 April 2014 to 30 September 2014 be noted.

63. Road Casualties 2013 North Yorkshire

Considered -

The report of the Corporate Director - Business and Environmental Services advising Members of the road casualty statistics and activity for 2013 in North Yorkshire. The statistics were monitored against the previous year. The report also provided a summary of road safety issues and activities and provisional data for 2014 together with a look forward for future road safety delivery.

Allan McVeigh introduced the report. He referred to sections two and three of the report detailing the statistics for personal injury accidents and casualties up to the end of 2013 and the provisional statistics for personal injury collision and casualties in 2014. The provisional records showed that there were 45 fatalities up to the end of December 2014 compared to 51 to December 2013. This modest but welcome reduction had been mainly been amongst motorcyclists, older drivers, passengers and pedestrians.

He went on to refer to sections four and five of the report highlighting the various initiatives being taken to reduce accidents including road engineering measures and road safety education and information. The continuing government funding cuts, referred to in section seven of the report were continuing to place pressure on the delivery of such preventative measures. The County Council was exploring with partners the potential for alternative funding mechanisms for delivering the most effective and key priority programmes. With reference to section six of the report he

mentioned about the benefits that the Speed Management Protocol for the county had brought since it was introduced in 2012. A Speed Management Protocol was also in place covering the City of York area. The intention now was to combine both into a single shared 'toolkit' approach to ensure a more consistent approach to addressing local speeding issues in both local authority areas.

Will Naylor gave an update on the four trial areas for the Police Community Speed Watch Programme due to commence in February in Selby district, two other North Yorkshire districts yet to be finalised and City of York. The pilot in Selby would be different to other areas in that any community with a speeding concern living there would be able to approach a community speed watch group to actively monitor speed. In other areas only specific pre-categorised sites would be included. Two types of devices would be tested. He went on to note that there was more scope for North Yorkshire Police and the County Council to join up on road safety initiatives. The joint Speed Management Protocol covering City of York and North Yorkshire should help foster this.

Members made the following comments:

- Members expressed various concerns about the road safety implications of increasing numbers of cyclists using the roads in the county arising from the introduction of the Way of the Roses route and in the wake of the Tour de France last year. A Member whose division was located on the route of the Way of the Roses commented that there were not specific signs to warn cyclists to slow down on Greenhow Hill near to Pateley Bridge. He suggested that Sustrans could do more to invest in this type of signage. There was also a need to do more to educate cyclists to ride safely on the roads as some cyclists were riding in an aggressive fashion including riding two abreast. Allan McVeigh said that he was aware that since the recent collisions on Greenhow Hill the County Council had worked with North Yorkshire Police and Sustrans to improve the signage in the area but that he would look into this matter further. It was noted that the Highway Code stated that cyclists should never ride more than two abreast, and should ride in single file on narrow or busy roads and when riding round bends.
- The Chairman read out a letter from Riccall Parish Council seeking permission to buy its own permanent pole-mounted solar panel sign. Allan McVeigh replied that it was possible to include Riccall Parish Council in the temporary VAS rollout. However an individual purchase was not provided for through the temporary VAS protocol. The process to identify parishes in the temporary VAS scheme was in process now. Parish councils needed to be in a position to buy into the scheme. Will Naylor mentioned that the Community Speed Watch Scheme could be another alternative for Riccall Parish Council to join. Whereas in the other two North Yorkshire districts only those parishes listed as low risk under the Speed Management Protocol would be eligible to apply, any local community in Selby district with speeding concerns would be able to approach a community speed watch group to actively monitor speed in their area. The reason for the difference was that the Police and Crime Commissioner wanted to trial two models – a restrictive scheme and a more open one. Executive Member County Councillor Gareth Dadd added that the principles put forward by the Transport, Economy & Environment Overview and Scrutiny Committee for the temporary VAS protocol was that speed signs needed to appear in a controlled manner in order for them to be effective. Community Speed watch would help tackle perceived speeding.
- The Chairman read out a letter from the Institute of Advanced Motorists requesting North Yorkshire Police help fund advance training schemes for

motorcyclists. He asked if a proportion of the excess cash raised by the Police Safety Camera Vans for motoring fines could be used to fund such training. Will Naylor commented that the use of the revenue raised from the safety vans was detailed in an annual report in respect of where, when and what the money had been spent on. For the foreseeable future the revenue would continue to be ploughed back into road safety projects. Allan McVeigh added that for a number of years North Yorkshire Police had run 'bike safe' and suggested that the Institute of Advanced Motorists be referred through to this scheme.

- The revenue raised from penalty notices from the Police Safety Camera Vans should continue to be put back into road safety initiatives. The public would otherwise see the vans as just a money making source of revenue to shore up the Police Force's budget.
- A Member commented that parish councils in his division were often at a loss to know which authority to approach to deal with speeding problems in their area. He commented on the range of organisations and partnerships involved in road safety in his district. Allan McVeigh said that this was precisely why the Speed Management Protocol had been produced to ensure a consistent, graduated method of managing inappropriate and excessive speed and to address complaints and concerns about speeding vehicles on the roads of North Yorkshire. Will Naylor added that with the introduction of the shared toolkit a list of central contacts was being produced. The Speed Complaint Form, together with information on the Speed Management Protocol was contained on the website of the North Yorkshire Police and Crime Commissioner.

Resolved -

That the figures for collisions and casualties on the roads in North Yorkshire and the actions being taken to improve safety be noted.

64. Grass Cutting Reductions Update

Considered -

The oral report of the Corporate Director - Business and Environmental Services to provide an update on the outcomes of the consultation on grass cutting reductions.

Douglas Huzzard explained that the grass cutting reductions programme had originally identified an initial savings target of £700,000. However a detailed analysis of the current service budgets and historic spend profile had concluded that such a sum was unachievable and suggested that a revised target of circa £500,000 was achievable.

He reminded the Committee that the current service was delivered by or in conjunction with the following:

- Rural grass cutting: HMC2012 Contractor (Ringway)
- Urban grass cutting: HMC2012 Contractor (Ringway)
- Urban grass cutting: Harrogate/Scarborough/ Selby – Service Level Agreements
- Urban grass cutting: Parish Councils/Town Councils/Residents Association/Housing Association

The total existing service costs was £1,062,644 comprising £567,874 for urban grass cutting and £494,770 for rural grass cutting.

The consultation with all parishes had provided the opportunity for communities to

consider what level of service they might wish to try to provide themselves, given that the County Council would be no longer able to due to its funding constraints.

County Council Members had been invited to make representations on behalf of parish councils at a meeting held on 12 December 2014 with the Corporate Director (BES) and BES Executive Members. County Council Members had been invited to make further representations at the next BES Executive Members meeting on 30 January 2015.

The contract negotiations with Ringway were nearing the end of the process and it was anticipated that the new rates would be set by the end of the month, with a view to taking proposals to the County Council's Executive in February. Both Harrogate and Scarborough Borough Councils were also aware of the proposals and consequences of the changes to be implemented by the County Council. Should either or both borough councils wish to exit the current service level agreement in its entirety this would likely trigger a further set of contractual discussions.

There had been a mixed response from parish councils. Some had fully embraced the opportunity to undertake grass cutting whilst others had not. The County Council had provided guidance and assistance to parish councils particularly around public liability issues. Some parish councils were proposing to extend the grass cutting area to get greater consistency through the village. A number of parish councils were proposing to 'piggyback' on to the grass cutting service provided by Ringway, the Highways Maintenance Contractor. Other parish councils were intending to make other arrangements.

Douglas Huzzard went on to explain about the data improvement project. Online maps of the county had been produced for the benefit of parish councils and local residents. The maps showed the grassed areas that the County Council was required to continue to cut in order to meet its highway safety requirements under the Highways Act 1980.

Members made the following key comments:

- There was confusion locally about whether parish meetings could raise a precept in order to fund grass cutting. Douglas Huzzard confirmed that parish meetings could raise a precept and the Chair of Parish Meetings had the delegated power to raise a precept. He agreed to re-circulate a briefing note for Members on the issue.
- The timescales for the consultation had not corresponded to the quarterly meeting cycle of some parish councils.
- A Member sought clarification on the contract price and deadline for parish councils wishing to 'piggyback' on to the North Yorkshire contract. Douglas Huzzard replied that the County Council was not yet in a position to enter into such discussions with parish councils. First the County Council needed to reach agreement with Ringway, which would be by February at the latest. The rate of payment that the County Council would pay parish councils for cutting areas that had to be cut, in order for the County Council to meet its highway safety requirements, had yet to be determined. He went on to add that whilst there could be a further review of grass cutting arrangements in the future any subsequent changes would be incremental.

Resolved -

- a) That the report be noted.

- b) That the Committee be provided with an update in 2016 on the grass cutting reductions programme.

65. On Street Countywide Civil Parking Enforcement Review 2013/14

Considered -

The report of the Corporate Director - Business and Environmental Services updating Members on the review of countywide Civil Parking Enforcement in 2013/14.

Barrie Mason introduced the report, providing an analysis of the 10 month period from the start of the on-street Countywide Civil Parking Enforcement (CPE) scheme in May 2013 to March 2014. Scarborough Borough Council and Harrogate Borough Council acted as the respective enforcement agents for North Yorkshire County Council and the other North Yorkshire district councils.

He referred to section 3 of the report detailing the traffic management benefits that had arisen from the introduction of the CPE scheme, especially in areas with identified traffic management problems. He went on to detail the financial position set out in section 4 of the report and Appendix 1. Expenditure to date was broadly in line with the business case projections. However in Hambleton, Richmondshire and Ryedale the expenditure figures were not fully reflective of the actual costs incurred. This was because more enforcement time had been spent in response to the nature of the issues. The 2013/14 figures for all new districts included start-up costs which would not occur in future years. The surplus position was the result of higher than projected income from Penalty Charge Notices (PCNs). The PCN issue rate and payment rate were both higher than projected.

Analysis had been undertaken of the locations where PCNs had been issued, as detailed in section 5 of the report. The PCN figures for Northallerton and Bedale were significantly higher than for other towns even though enforcement activity was consistently applied across all towns. There were a number of possible reasons for this. The figures for both towns would be monitored closely but the expectation was that the number of PCNs would reduce as motorists became accustomed to the CPE scheme.

With reference to section 6 of the report Barrie Mason noted that there had been some criticism from a number of communities about enforcement activity. This was to be expected given the much more limited level of enforcement undertaken prior to the introduction of the countywide scheme. Enforcement procedures had been carried out fully in line with the relevant legislation and both Scarborough and Harrogate Borough Councils had recently carried out a review to ensure compliance with the commitments set out in the government's document: 'Response to consultation to local authority parking'.

Members made the following key comments:

- The focus on key market towns meant that other areas with parking problems within a given district were not being sufficiently patrolled. Parts of Selby district and Craven district were specifically mentioned. Barrie Mason replied that the initial focus was on towns/tourist areas and outside schools. However in future resources would be deployed away from those areas when contravention rates became lower there. Executive Member Gareth Dadd suggested that Members highlight to their local highways team where the problem parking areas were within their divisions. These could help inform the deployment of resources in the future once contravention rates had fallen in the initial areas of focus.

- A Member referred to the surplus raised from the county-wide CPE scheme in the ten months to date since its inception. He queried how the surplus would be used in view of the government stating that revenue from parking charges should only be spent by councils on transport schemes. Barrie Mason confirmed that the surplus would be reinvested in transport and highways related projects. Executive Member Gareth Dadd added that the expectation was that over time the surplus would reduce as contravention rates fell.
- A Member queried if sufficient resourcing was being provided to patrol parking outside schools. Barrie Mason confirmed that schools were part of the initial focus and prior to the introduction of the county-wide CPE scheme targeted work had been done on inappropriate parking outside schools. The County Council did not 'micromanage' Scarborough Borough Council and Harrogate Borough Council's parking enforcement operations but quarterly meetings were held to analyse the latest statistics and areas where contraventions had taken place, including outside schools.

Resolved -

- a) That the report be noted.
- b) That the Committee be provided with an update in 2016 on the On Street Countywide Civil Parking Enforcement programme.

66. LEP Update on the Skills Agenda and Performance of the Current Programmes, and Local Governance for Economic Growth

Considered -

The report of the Corporate Director - Business and Environmental Services updating the Committee on the work of the York, North Yorkshire and East Riding Local Enterprise Partnerships (YNYER LEP) on the Skills Agenda and performance of the current programmes.

James Farrar introduced the report. He referred to section A of the report providing an overview of the work of the YNYER LEP on the Skills Agenda and performance of the current programmes.

Two skills programmes were being delivered on behalf of the LEP. These included Skills Support for the Workforce and the Local Response Fund. Each had been managed in a different way, however in both circumstances the contractual relationship was between Skills Funding Agency and the delivery partner. Delivery of both was through a consortium led by Grimsby Institute of Further & Higher Education. With skills Support for the Workforce, the LEP had limited influence, whereas delivery of the Local Response Fund was in partnership with, and led by the LEP.

The performance delivery of the Skills Support for the Workforce programme had been very poor. There were two restricting factors, firstly the LEP was not part of the contractual relationship, therefore had limited levers to influence delivery and secondly public procurement timescales dictate that it would not have been feasible to remove the contract from the consortium and re-tender. The LEP had therefore focused on ensuring the contract holder worked to recover the position. An under spend was expected and would be clawed back. A positive lesson had been learned from this issue because the delivery model with a contract from the Skills Funding Agency to a delivery partner is likely to be repeated and the LEP needs to ensure it has sufficient

controls over the programmes to ensure performance is achieved.

The Local Response Fund was fully on track and the funding almost fully committed. Five projects have been contracted out and delivery would commence shortly. The remaining projects would be going out to tender imminently.

James Farrar went on to explain about the Leeds City Region Apprenticeship Hub project, which in North Yorkshire was operating in Craven, Harrogate and Selby districts, and the City of York. A number of businesses had expressed an interest but the conversion to apprenticeship starts had been slower than anticipated. The nature of such a project was that there would be peaks and troughs depending upon different points in the academic year.

Reference was made to sections 6, 7, 8 and 9 of part A of the report. These detailed the objectives of the 'Inspired People' priority within the Strategic Economic Plan; and the future LEP Skills Delivery plan, including actions around promoting employment growth in micro businesses and providing stronger links to businesses and work with schools and local authorities. A key ambition was to connect every student to business, along with targeting gold standard careers advice in all schools.

Reference was made to section B of the report: local governance for economic growth.

James Farrar explained that the devolution agenda had accelerated in the last six to nine months arising from the referendum on Scottish Independence. What was clear from government was that in England if further powers and associated funding were to be devolved to a local area there would be a need to have robust local governance arrangements in place. In North Yorkshire, retaining the existing arrangements would not be an option if more powers and funding were to be devolved. The three options for change were to have a Joint Committee, an Economic Prosperity Board or a Combined Authority. The Economic Prosperity Board model was less attractive than the other two in view of it not covering transport issues. A decision on which model to adopt would need to be taken shortly after the General Election.

The optimum model to maximise investment into the region would be a Combined Authority. However the situation was complicated by the forthcoming General Election and the fact that in North Yorkshire there were overlapping LEP areas. A county council could not currently become a member of a combined authority with respect to part of its area, without each of the district authorities within the county area also being members. The government was consulting on changing this amongst other things to give local authorities greater flexibility in forming a Combined Authority. Another proposed change was to allow local authorities with non-contiguous boundaries to form or join combined authorities. If this proposal was implemented it would mean that City of York Council would have the option of joining the West Yorkshire Combined Authority. The current level of uncertainty meant that the preferred approach of Local Government York and North Yorkshire was to have a Joint Committee initially.

The next few months leading up to and immediately after the General Election would need to see a lot of work being done to try and present a unified county-wide to press the case for devolving powers from the incoming government.

Members made the following key comments:

- A Member said that in respect of economic development it was not just a matter of creating jobs but creating good quality jobs so that people could afford to live in the county. There was an urgent need to ensure that all district councils in North Yorkshire had local plans in place to increase the supply of affordable housing, particularly in rural areas. James Farrar replied that what made local

economies successful was a mix of good quality jobs, affordable housing and good quality skills, with schools playing a part in this. An issue was that government-led housing programmes tended to be urban-centric and so the LEP was working with the Homes & Communities Agency to develop more bespoke smaller housing schemes. In rural areas in conjunction with more affordable housing there was also a need for high speed broadband and mobile connectivity to attract more businesses. A Spatial Plan covering the whole of the North Yorkshire was in the process of being developed.

- The Chairman reported that the All Party Parliamentary Group for Yorkshire and North Lincolnshire was planning to launch a "manifesto" for devolution and prosperity in February. The manifesto would be making recommendations on transport, skills and support for businesses as well as outlining the key principles necessary for devolution to be successful.
- Members needed to be able to influence the devolution debate locally rather than react to it. It was important therefore for Members to be given a greater understanding of the direction of travel that the devolution agenda was taking and the consequences locally. Consideration should also be given to having a regional approach to devolution so that there was not an urban/rural split. Executive Member Gareth Dadd said that he supported the idea of having a Members Seminar topic on devolution. However he said that it was important to be aware that the devolution debate was a 'moving feast'. Things could change following the General Election and local elections in May.
- There was a case for developing a county-level economic development strategy in light of the devolution changes on the horizon. Such a strategy would provide the County Council and district councils with greater weight when lobbying government about devolving powers and funding to rural areas.

Resolved -

- a) That the work of the York, North Yorkshire and East Riding LEP on the Skills Agenda and performance of the current programmes be noted.
- b) That the topic of devolution/Combined Authorities be included as an item for discussion at a forthcoming Members Seminar.

67. Work Programme

Considered -

The report of the Corporate Development Officer inviting the Committee to:

- (a) Note the information in the report.
- (b) Confirm, amend or add to the areas of work shown on the Work Programme schedule (attached as Annex A to the report).

Executive Member Gareth Dadd mentioned that he had met with the local Member for Skipton East, County Councillor Robert Heseltine and local residents to discuss the situation regarding parking on the residential streets immediately to the east of Skipton Building Society's headquarters. The County Council's Residents Parking Scheme policy did not allow residents parking schemes to be put in place where residents had access to off-street parking. Parking congestion was an issue in certain locations

including some residential streets with off-street parking. He suggested that the Committee, with appropriate officer support, sets up a task group to consider whether any such changes should be made to the County Council's Residents Parking Scheme. He said that he did not have a view either way as to whether the assessment criteria in the current policy should be relaxed.

County Councillor Robert Heseltine said that local residents had been canvassed for their opinion and the vast majority was in favour of having a residential parking scheme. A large employer in the area had also offered to provide the appropriate funding. Properties did have off-street parking but several had only short private drives. This meant that some multiple car households had to park at least one of their cars on the street. Alongside this a significant number of visitors to the area also parked on the streets especially during the working week. This was resulting in parking congestion and access problems for residents. A solution needed to be found for those living in the area as the current situation was not acceptable. A possibility could be that the Residents Parking Scheme was adapted to allow bespoke arrangements to be implemented. This would take into account issues that were specific to an area, rather than having a 'one size fits all' approach.

The future Work Programme of the Committee was discussed. Jonathan Spencer confirmed that the Chairman of the Leeds Northern Railway Reinstatement Group had asked to attend a future Committee meeting to discuss the campaign to reinstate the railway from Harrogate to Ripon and onward to Northallerton. Arrangements were being made for this item to be discussed at the Committee's meeting in April.

Jonathan Spencer referred to Appendix B of the work programme report outlining the consultation on savings proposals in relation to home to school transport and college transport. The public consultation ran from 17 December 2014 to 11 March 2015. He invited the Committee to consider if it wished to receive a report relating to the results of the public consultation exercise at its meeting on 15 April 2015. This would be in advance of a final report with recommendations being presented to the Executive, enabling the Committee's views on the proposals to be included in that report.

Resolved -

- a) That the items listed within the future Work Programme schedule be agreed.
- b) That the Committee reviews North Yorkshire County Council's Residents Parking Scheme Policy.
- c) That the Committee receives a report at its meeting on 15 April 2015 relating to the results of the public consultation exercise on the savings proposals in relation to home to school transport and college transport.

The meeting concluded at 12.54 pm

JS

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

15 April 2015

Home to School and College Transport: Savings Proposals, Consultation Responses

1.0 Purpose of Report

- 1.1 To consider the responses to consultation on proposals to remove two areas of discretionary provision from the home to school and college transport policy in order to meet the target saving in the 2020 programme.
- 1.2 To seek the views of the Committee for inclusion in the report to the meeting of the Executive on 26 May 2015.

2.0 Background

- 2.1 Since 2010/11 savings of £3.928m have been made in the budget for home to school and college transport. The savings outlined in this report are a contribution to the savings to be made in the current £20.5m budget.
- 2.2 The meeting of the Corporate Director and Executive Members for CYPS on 9 December, 2014 agreed to public consultation on proposals to make further savings in areas of discretionary provision in the home to school and college transport service. A copy of the report which was considered at the meeting is attached at Appendix 1. The report was noted by Overview and Scrutiny Committee at the meeting of 21 January 2015. A request was made for the Committee to receive a report to consider the responses to the consultation exercise at its meeting on 15 April 2015.

3.0 Executive Summary

- 3.1 The Council has a duty to provide free transport for children over the age of 8 who live more than three miles from their normal or catchment school. For younger children, the Council must provide free transport if they live more than two miles from their normal or catchment school.
- 3.2 The Council's current policy is to provide **all** primary age children with free transport if they live more than two miles from their normal or catchment school, regardless of their age.
- 3.3 There are approximately 520 children aged between 8 and 11 who live between two and three miles from school and receive discretionary free transport. Most of these pupils travel to school on buses which are provided for entitled pupils but a small number (11 in 2014/15) are provided with taxis because there is no school bus available.
- 3.4 The consultation proposed changing this aspect of the policy so that free transport would be provided for those pupils aged 8-11 who live over three miles from their normal or catchment school, (which is the statutory requirement) but not for those who live between two and three miles from that school. During the consultation

period it has become clear that where pupils aged 8-11 are entitled to free school meals or their parents are in receipt of maximum Working Tax Credit, the local authority has a statutory responsibility to continue to provide free transport if the nearest suitable school is beyond 2 miles.

- 3.5 In cases where the route between home and school is deemed to be an unsafe walking route for a child, accompanies as necessary, the authority would continue to provide free transport. Requests for assistance with home to school transport are considered on a case by case basis.
- 3.6 Implementation of the proposed revision to the policy was projected to save the Council approximately £193k per annum. The free school meals entitlement could reduce this to £165k. This is based upon the assumption that on average, 20 percent of children will be entitled to free school meals. It is considered likely that most parents would choose to purchase an annual bus pass, which currently costs £380. It is proposed that these changes would be applied to pupils starting primary school from September 2016 onwards, to ensure any change in policy can be part of parents' decision when choosing a school for their child.
- 3.7 If pupils in Years 10 and 11 move house and their parents want them to remain at the school at which they started their GCSE courses, the Council currently provides free transport to enable them to do so. Some pupils in Year 9 may also be eligible for this support if they have commenced GCSE courses which their new school does not offer. In 2014/15, 191 pupils were provided with transport on these grounds.
- 3.8 The consultation proposed removing this area of discretionary provision. This would mean that in these cases, parents would be responsible for making transport arrangements for their children and for meeting any associated costs. The current policy would continue to apply to children who are in the care of the local authority.
- 3.9 It is estimated that this would achieve a saving of £135k per annum. The proposal would be phased in from September 2015 so that pupils already supported in this way would not have their current arrangements disturbed.
- 3.10 The report is supported by a number of appendices, as listed below.
 - Appendix 1 - Report to Corporate Director's meeting with Executive Members 9 December 2014.
 - Appendix 2 - Consultation responses
 - Appendix 3 - Draft Equalities Impact Assessment

4.0 Consultation

- 4.1 The consultation documents were made available online on the council's website. An online questionnaire was designed to allow people to submit their response and any additional comments in a structured way.
- 4.2 A twelve week public consultation on the proposals commenced on 17 December, 2014 and ended on 11 March, 2015. As noted above a report will be made to the Executive on the outcomes of the consultation before a final decision is made.

5.0 Analysis of Responses

5.1 In total 110 online responses were received to the consultation. Five responses were made by letter or email.

5.2 A numerical analysis of responses to the six specific questions in the consultation questionnaire shows that:

1. 70% disagreed or strongly disagreed with the proposal to cease providing free home to school transport for children age 8-11 who live between two and three miles from their normal or catchment school.
2. 47% disagreed or strongly disagreed with the proposal to cease to provide transport when pupils move home and parents wish them to stay at the school at which they commenced their GCSE's. [38% agreed or strongly agreed, 15% neither agreed nor disagreed with this proposal].
3. 76% agreed or strongly agreed that if the proposed changes go ahead more parents will drive their children to school.
4. 45% disagreed or strongly disagreed that if the proposed changes go ahead most parents are likely to purchase a bus pass. [34% agreed or strongly agreed, 21% neither agreed nor disagreed with this proposal].
5. 74% disagreed or strongly disagreed that if the proposed changes go ahead more children are likely to walk to school.
6. 75% agreed or strongly agreed that if these changes go ahead more families will face financial hardship.

5.3 Appendix 2 provides a record of all responses to the request in the questionnaire for comments.

6.0 Finance

6.1 If the two proposals in section 4, above, are agreed by the Executive, the estimated savings, below, would be achieved.

	£
Free transport for 8-11 year olds	165k
Pupils at critical stage	135k
Total	300k

7.0 Equalities

7.1 A draft Equalities Impact Assessment was published with the proposals and was included on the council's website during the consultation period. It has been amended to make clear the requirement to continue to provide free transport to pupils entitled to free school meals and to pupils whose parents are in receipt of maximum Working Tax Credit and the potential impact upon the estimated level of savings. See Appendix 3.

8.0 Conclusion

- 8.1 There was a relatively low rate of response to the consultation and, unsurprisingly the majority of respondents disagree with the proposals.

9.0 Recommendations

- 9.1 That the report be noted.
- 9.2 The Committee's views on the proposals are invited for inclusion in the report to the Executive at its meeting on 26 May 2015.

Pete Dwyer – Corporate Director Children and Young People's Service

Report prepared by:
Andrew Terry, Assistant Director, Access and Inclusion
Chris McMackin, Lead for Admissions

2 April 2015

Background documents – none

Annexes:

- Appendix 1 - Report to Corporate Director's meeting with Executive Members 9 December 2014.
- Appendix 2 - Consultation responses
- Appendix 3 - Draft Equalities Impact Assessment

NORTH YORKSHIRE COUNTY COUNCIL

CHILDREN AND YOUNG PEOPLE'S SERVICE

CORPORATE DIRECTOR'S MEETING WITH EXECUTIVE MEMBERS

9 December 2014

HOME TO SCHOOL AND COLLEGE TRANSPORT: SAVINGS PROPOSALS**1.0 PURPOSE OF REPORT**

- 1.1 To seek approval to options for consultation on proposals to achieve the 2020NY target saving of £1.1 million relating to home to school transport, and the remaining £200k MTFS 2 target relating to post-16 transport. The savings required through this would see the vast majority of the Post-16 subsidy reduction eliminated, with only £100k remaining for young people with SEN and those whose families are on low income.

2.0 SAVINGS ACHIEVED AND REMAINING TO BE MADE

- 2.1 A saving of £1.1m must be made in the home to school and college transport budget as part of the 2020NY programme.
- 2.2 The MTFS 2 saving of £400k relating to post-16 transport will be 50% achieved by increasing the annual change to £480 from September 2014 (with remissions for low income families and those with SEN). This leaves £200k to be saved.
- 2.3 In total, therefore, a saving of £1.3m is required. This is profiled over the next three years as shown, below.

Targets

	2014-15	2015-16	2016-17	2017-18	2018-19	Total
MTFS 2 (Post 16)	120	200	80	0	0	400
Achieved through increase to £480	-120	-80	0	0	0	-200
2020 - Procurement	0	450	0	0	0	450
2020 - Post 16	0	0	100	150	200	450
2020 - Other	0	150	50	0	0	200
	<u>0</u>	<u>720</u>	<u>230</u>	<u>150</u>	<u>200</u>	<u>1,300</u>

- 2.4 Some progress towards the achievement of this target has been made. In the case of the procurement savings, new contracts in Scarborough and elsewhere have come into effect from April 2014 and therefore the majority of the £450k identified will be achieved a year early.
- 2.5 In addition, there appears to be a significant reduction in costs on post 16 travel, due to a reduction in uptake (see 3.2 below).
- 2.6 Current estimates – which are very much based on early indications – suggest that in financial terms this Post 16 reduction would equate to a full year saving of around £450k, leaving £200k still to be found. Adding the remaining £200k 2020NY discretionary saving means that £400k remains overall to be found. The options in

Section 4, show how this can be achieved from the remaining discretionary items in the policy.

Savings Summary - current position

MTFS 2 (Post 16)	400
2020 NY Post 16	450
Achieved through £480	-200
Achieved through reduced use	-450
2020NY Other savings	200
Procurement Target	450
Contract Savings achieved	-450
	<u>400</u>

3.0 **DISCRETIONARY PROVISION.**

3.1 There are 3 types of discretionary transport provision to school and college. That is to say, areas of provision over and above that which the Council has a duty to provide. These are:

- Post-16 transport
- 8-11 year old provision between 2 and 3 miles
- Provision for pupils at a 'critical stage' of their education.

3.2 **Subsidised post-16 transport**

The local authority currently provides transport assistance to approximately 1400 students in post-16 education to enable them to access further education courses at their nearest or appropriate school or college. The current cost of a travel pass is £480 per annum, with remissions for those on low income, those with SEN, and other vulnerable groups.

The 33% increase in price of a travel pass in 2014, and an increase in the provision of transport made by colleges of further education and schools, has contributed to a significant reduction in the number of students applying to the Council for a travel pass since September 2014. This means that the subsidy to post-16 transport has reduced beyond what was anticipated and now stands at £300k per annum, of which £200k would be taken as a saving. As stated above, these figures are very early estimates and will be confirmed, or otherwise, through the normal Cost Centre Monitoring process over the next few months. For the moment however, the recommendations in this paper are based on the assumption that only £200k potential Post 16 savings remain.

3.3 **Free transport for children aged 8-11 to attend their normal school**

The local authority has a duty to provide free transport for children over the age of 8 who live more than 3 miles from their normal school. For younger children the local authority must provide free transport if they live more than 2 miles from their normal school. North Yorkshire's policy is to provide all Primary age children with free transport if they live more than 2 miles from their normal school which means that there are approximately 520 children who live between 2 and 3 miles from school who receive discretionary free transport. Most of these pupils travel on school buses

which are provided for entitled pupils but a small number (11 in 2014/15) are provided with taxis because there is no school bus available.

Assuming that 75% of parents of children living between 2 and 3 miles from their normal school would purchase a bus pass at the current cost of £380, the local authority is currently foregoing potential income of approximately £145k. The additional cost of dedicated transport for this group (taxis) is £48k per annum. Therefore the current cost of this subsidy to NYCC is £193k.

3.4 **Free transport for children at a 'critical stage' of their education**

Where pupils in years 10 and 11 move house and their parents want them to remain at the school at which they started their GCSE courses, free transport is provided to enable them to do so. Some pupils in year 9 may be eligible for this support if they have commenced GCSE courses which their new school does not offer.

In 2014/15 191 pupils were provided with free transport on these grounds at a cost to the local authority of £180k.

4.0 **OPTIONS**

4.1 **Subsidised post-16 transport:**

The 2013 consultation document for the proposal to achieve the first £200k MTF5 2 saving by increasing the post-16 charge to £480 per annum, explained that it may be necessary to further increase the charge from September 2015 to achieve the remaining £200k saving. This would mean an increase in the price of a post-16 travel pass to £600 per annum. The local authority undertook to work with schools and colleges on a proposal to delegate additional funds to them for three years to help them to develop their own transport arrangements, taking account of the 16-19 bursary funds which are provided to schools and colleges by the Government. This was seen as providing a more acceptable option than a further steep price or earlier withdrawal of post-16 transport.

Options were developed to utilise the anticipated remaining subsidy (expected to be in the region of £450k) to enable this. The options which were considered were:

- (i) delegation of the funding to colleges to further develop their own arrangements and for them to fix the charge to students
- (ii) payment by the local authority of a grant of approximately £ 350 per annum to eligible students for them to make their own transport arrangements, which could include using college provided transport
- (iii) a combination of (i) and (ii), above

The earlier than anticipated reduction in the remaining post-16 subsidy to only £200k means that the option of delegating funds to schools and colleges for them to develop their own arrangements realistically is no longer feasible. The issue mainly concerns colleges, as transport to schools, (on which post-16 pupils can purchase a travel pass) will continue to be available. No doubt colleges which already make their own travel arrangements would welcome some temporary additional funding from the Council, but the sums involved would be small, and where a college does not commission its own transport, this would be unlikely to tempt them to do so. Colleges would also be under no obligation to provide transport for those students living in deeply rural areas.

The increase in the price of a post-16 travel pass to £480 has led to a significant number of parents and students making other arrangements to get to school or college. Experience shows that this is likely to be a temporary effect, and that in the next two or three years if the price remains the same, and the policy continues to be in place, then demand will increase, the subsidy to post-16 transport will grow, and the savings target will not be achieved.

A better option now, mindful of the changed circumstances, would be to consult on removing post-16 travel assistance and to pay a mileage allowance to students to make their own arrangements where there is no school transport or local bus service available. It is estimated that this would apply to no more than 100 students. Where transport is available, they would be expected to pay their own way, and to meet the full cost. The existing remissions for students with SEN and other low income and vulnerable groups would continue to apply. The timescale for consultation and decision making on such a proposal means that it could not be implemented before September 2016.

Alternatively, Members might wish to leave the post-16 transport policy intact and monitor take-up over the next two years when the position could be reviewed. Because of the accelerated savings on post-16 transport this year, this would not affect the overall profile for achieving the £1.3M saving.

Whichever option is adopted, It is suggested that from September 2015, an increase in price of a post-16 travel pass to £550 would most likely mean that increasing numbers of parents and students would make alternative arrangements at no cost to the Council. The cost would also compare favourably with that charged by some colleges but would not be so significant as to require public consultation.

4.2 Free Transport for children aged 8-11 to attend their normal school

It is proposed that the home to school and college transport policy be amended for this group of pupils so that it meets statutory requirements, and no more. That is to say that free transport would be provided for those who live over 3 miles from their normal school, but not to those who live between 2 and 3 miles from their normal school.

This proposed amendment to the transport policy would have to be phased in to apply to new primary school admissions from September 2016. This is because some parents may have chosen a school for their children based upon the existing policy and to change the eligibility for free transport for them would be considered to be unreasonable and not in line with good practice.

4.3 Pupils at a Critical Stage of their education

It is proposed that this element of the current policy be removed and that parents be responsible for making transport arrangements in such cases, and for any costs arising.

5.0 FINANCIAL IMPLICATIONS

- 5.1 If the options in section 4, above, are adopted following consultation then the estimated savings, below, would be achieved.

Area of discretionary provision	£
Post-16 travel	200k
Free transport for 8-11 year olds	193k
Pupils at a 'critical stage'	180k
Total	573k

5.2 A saving of £573k, added to the £900k savings already made, as set out in paragraph 2.4, above, would mean that the combined MTFs and 2020NY total saving of £1.473M would be achieved, which would be £173k over target. The current profiling of the savings over financial years would need to be adjusted to take account of the earlier than anticipated Post 16 saving and the phasing in of the savings attributable to the changes in policy relating to free transport for 8-11 year olds.

6.0 LEGAL IMPLICATIONS

6.1 The Local Authority has a statutory duty under Section 508A of the Education Act 1996 (1996 Act) to promote the use of sustainable travel and transport.

6.2 The Local Authority has a statutory duty under Section 508B of the 1996 Act to provide, free of charge, suitable home to school travel arrangements to secure the attendance at school or other relevant educational establishment of eligible children.

6.3 The Education and Inspections Act 2006 inserted into the 1996 Act the definition of "eligibility" which is summarised as follows:

- A child with SEN and/or a disability or with mobility problems who cannot reasonably be expected to walk to school
- A child who does not live within walking distance of their nearest school (i.e. for children under the age of 8 more than 2 miles and children aged 8-11 more than 3 miles)
- A child who, having regard to the nature of the route which he/she could reasonably be expected to take, accompanied as necessary (taking account of any disability of the parent), cannot reasonably be expected to walk
- A child who is entitled to free school meals or their parents are in receipt of maximum Working tax credit

6.4 **Statutory Guidance: Home to School travel and transport guidance, DfE July 2014.** The Local Authority must have regard to this guidance.

- Where charges are imposed under the Local Authority's discretionary powers it is good practice from low income groups (those not eligible for extended rights either due to being just outside the financial limits or live just outside the distance criteria and therefore not in receipt of free travel) should be exempt.
- However the guidance recognises that the Local Authority is best placed to determine local needs and circumstances and balance the demands for a broad range of discretionary travel against their budget priorities. But there is an expectation that the Local Authority will engage with parents and clearly communicate what support can be expected from the Local Authority.

6.5 **Statutory Guidance Post 16 Transport Guidance (DfE, June 2010)**

Local authorities have a duty to prepare and publish an annual transport policy statement specifying the arrangements for the provision of transport, or otherwise, that the local authority considers it necessary to make to facilitate the attendance of all persons of sixth form age receiving education or training. A failure to make arrangements would amount to a failure to meet the duty.

6.6 Local authorities are expected to work with local partners, e.g. schools, further education colleges and other local authorities that may be appropriate in preparing their transport policies. Working with partners will help identify the transport needs of students and identify how best to support these students to ensure that transport is not a barrier to them accessing education and training.

6.7 Because of the recognition that the local response to transport arrangements is important in enabling young people's participation in education and training, the legislation gives local authorities the discretion to determine what transport and financial support is necessary to facilitate young people's attendance. It is important that the local authority does not differentiate between providers or institutions in its arrangements. The local authority must exercise its power to provide transport and financial support 'reasonably', taking into account all 'relevant matters'.

6.8 The local authority must have regard to the needs of those who could not access education or training provision if no arrangements were made. Local authorities should consider the needs of:

- the most vulnerable or socially excluded learners.
- Learners with Special Educational Needs (SEN) (who should be specifically considered and the arrangements in place for each group must be documented in the transport policy statement).
- those who are vulnerable to becoming NEET,
- young parents and
- those who live in particularly rural areas where transport infrastructure can be more limited.

6.9 **Statutory Guidance on the Participation of Young People in Education, Employment or Training for Local Authorities**

This guidance issued in accordance with the Education and Skills Act 2008 provides information on the duties of local authorities to promote effective participation. It includes the following relevant statements:

- local authorities should ensure young people are not prevented from participating because of the cost or availability of transport to their education and training.
- local authorities, schools and colleges will need to set out what services they provide for young people with SEN in the area – the 'Local Offer' – up the age of 25.

7.0 **EQUALITIES IMPLICATIONS**

7.1 A draft equalities Impact assessment is attached at Appendix 1. This will be published with the consultation document. It will be reported, as amended, in the report to the Executive on the outcome of the public consultation.

8.0 CONSULTATION

8.1 There will be a twelve week public consultation on the proposals with a report to the Executive on the outcomes.

9.0 RECOMMENDATIONS

9.1 That, in order to achieve the target saving in the 2020NY savings programme, public consultation be commenced on proposals to:

- i) cease providing free transport for pupils aged 8-11 who live between two and three miles from their normal school
- ii) cease providing free transport for pupils at a 'critical stage' if they move home and wish to remain at the school currently attended

9.2 That public consultation to cease to provide subsidised post-16 transport from September 2016 be commenced during the autumn term 2015, with the exception of provision for those with SEN and other vulnerable groups, including those on low income, and those where there is no local transport available.

9.3 That the price of a post-16 travel pass be increased to £550 per annum from September 2015.

PETER DWYER
CORPORATE DIRECTOR – CHILDREN AND YOUNG PEOPLE'S SERVICE

Report prepared by Andrew Terry, Assistant Director, Access and Inclusion

Action AgreedExecutive Member

Date: 9 December 2014

Action RequestedCorporate Director

Date: 9 December 2014

Record of responses to consultation Appendix 2

Are there any other comments you would like to make about...	
1	My children's school is a village school that serves several villages. All lie within 2 miles, but are not suitable to walk to the school from, and are really not safe to cycle either. My children travel on the bus mainly as I feel that the parking situation in the village at school drop off time is unsafe and road users are at risk due to the volume of cars. Parking near the school is very limited and it causes a terrible problem in Alne for the residents.
2	Clearly these savings have been forced on the local council by national government cuts. Given that we managed to print £400 billion and pump it into the banking system these cuts are an ideological choice not a necessity. The current government thinks cuts to public services are morally good. The impact of simple cuts like these on ordinary people's lives can be very significant.
3	Encourage more parents and carers to walk the/there children to school. Within primary schools do different challenges like "Walk to School Month!" - In that way children are getting daily exercise and encouraging them all to be active, because there walking to school everyday for the whole month. Children can learn and especially younger children can learn so much in the environment around them from just walking to school with there parents, guardian or carer. If all students and pupils "actually", use the school buses instead of the public transport, many people don't see the point in the school buses anymore, if the students and the pupils are using the public transport buses instead. Because the council could be saving a lot of money. What happening at minute, members of the public end up not been able to travel on the public transport-the buses, because its full of school students and pupils. Or less school buses for older students 14-18 yrs so not got option: they walk home from school or parents/guardian picks them up.
4	I don't believe the removal of the 8-11 year old transport will have a huge impact on parents and it will bring us in line with other authorities. Will this be removed from the end of the academic year in which a child is 7 years old? or in the term in which their 8th birthday falls? Will transport be honoured for pupils who are already attending the school and are currently in receipt of transport? Critical stage removal will save the Authority a huge amount of money. Most other neighbouring authorities do not have this in their policy and North Yorkshire have been too generous. Internal systems should be looked at. I believe that Integrated Passenger Transport should move forward with Technology and incorporate the new Synergy system to co-ordinate their transport instead of using PARIS. The module for Transport has already been purchased by NYCC so it should be used. Other forms of Discretionary transport should also be looked at - ie. Medical on parents side and childs side - broken legs, mental health issues, sudden house moves, etc. I wouldn't agree with removing this as some cases are very deserving but NYCC could look at charging for this service instead of providing short term transport free. Should the Authority not look at just providing free transport to the nearest school to the home address instead of looking at Catchment areas? This would fall in line with other Authorities.
5	By enabling children to go to schools near where they live.
6	The Council proposals have to be implemented. The Council have been far too laxed in the past.
7	In many instances, removing the free entitlement could lead to buses running at under capacity - this would not save any money. I would expect well over half the parents impacted would not buy passes - this would lead to increased congestion at school (already a major issue at our school). It is inconsistent with carbon reduction targets to encourage parents to drive to school. No children would walk 2-3 miles each way to school on rural roads often in semi-darkness. Implementing this from 2016 would mean that siblings at the same school would be treated differently. I am appalled by these proposals.
8	Children have to go to school and not all live within walking distance.
9	NYCC could save money by not providing free transport to school for families who do not need it and are not entitled to it but who cause a fuss in order to gain this.
10	There is no safe route to walk or bike the 2 miles from Crathorne to Hutton Rudby so unless a safe

	<p>route is put in this seems an incredibly unfair and unsafe decision. We live 1.5 miles from Crathorne village and receive a joining point allowance to take my children into the village for them to get the school transport to school (and in reverse for afternoons for after school). Crathorne is approx. 2 miles from Hutton Rudby Primary School. As the total of miles I live from the primary school is 3.5 miles would my children still receive free transport? Your consultation doesn't seem to answer this question. If the school transport was managed and administered more efficiently I do believe there would be no need for such action. Previously the primary school children shared the morning transport with those going to Stokesley Secondary School (this transport will remain I assume as it is over 5 miles to Stokesley). The primary school children were given separate provision of transport as the large coach (Atkinsons) said that they could not get close enough to the school to drop the primary school children off safely - this is despite it doing so for 10 years + (my eldest child, now 17 always got dropped off at the school gate). If the coach truly couldn't get to the school gate then why not liaise with the school and drop children off at the point where the school run a walking bus??? No communication with school at all - both school and the transport companies seem happy to pass the buck of responsibility. Further money could be saved on the afternoon routes as there are several taxis/mini buses which pick up from Hutton Rudby Primary and take only a handful of pupils to three different villages - why not have one minibus??????? Yes the children may be home a little later but as each village is only a couple of miles from the school it would only be a few minutes. Seems like common sense to me!!!!</p>
11	<p>Many parents of younger children - living in the two-three mile band will be driving in any case - and although it has been a nice to have benefit - the case for stopping this now can clearly be seen. If parents make a decision to move home - they cannot expect the Council to pay for transport but should weigh this up in the decision to move home. However - if there is a child with a disability of some kind - this could be looked at on an exceptions basis. Most parents - will be grateful that they can continue to choose to continue the education of their child at the school -- and can organise how to get there from their home - or expect the child to get a bus etc to the school.</p>
12	<p>These proposals seem reasonable in the current climate. The loophole in which families who preference a school nearer than their catchment school receive either free transport or a mileage payment could possibly also be addressed. It seems odd to pay some families to drive their children to a preferred school when there are places on the bus to another school from their home.</p>
13	<p>In order for all children to have equality of opportunity to attend the school that best meets their needs the current provision which has worked well should be maintained.</p>
14	<p>I don't believe no longer providing free transport to pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school will make the projected savings to the transport budget for the following reasons: • I don't think the figures published in the consultation are correct. There may be around 520 pupils aged 8-11 that currently live between 2 to 3 miles from school, however, a large proportion of these will still be eligible for free home to school transport. This is because the route from home to school has been deemed as an unsafe walked route for a primary school aged child accompanied as necessary, there are school closure notices in place, they get transport on medical/discretionary grounds or they are in receipt of Free School Meals or parents receive the maximum level of Working Tax Credits. In the academic year 2014/15, 345 reception pupils were eligible to free home to school transport on allocation day. Of those, 142 live between 2 and 3 miles from the school. If transport was withdrawn as proposed, over 2/3 (94 pupils) would still be eligible because the route to school has been deemed an unsafe walked route for a primary school aged child accompanied as necessary or there is a school closure in place. That would leave a potential 45 reception pupils in the whole county no longer eligible for free transport, however, 2 of them are currently get Free School Meals, therefore (assuming none of the others parents receive the maximum level of Working Tax Credits), 43 pupils would not be eligible for free home to school transport from the start of year 4 (14 in Scarborough & Ryedale area, 9 in Hambleton & Richmondshire, 11 in Harrogate, 2 in Craven and 7 in Selby). Taking the 43 pupils starting reception this year who would not be eligible for free transport from year 4 as an average, the total number of pupils not eligible for free home to school transport throughout the county would be 129 (43 pupils x 3 school years), not 520 as published.</p>
15	<p>Due to the current restrictions on budgets that NYCC face following central government policy this seems a fair approach. Many parents bus their children to other areas to attend 'better' schools, perhaps they should be responsible for paying to get them there.</p>
16	<p>Many families in our area are extremely rural. Many are farmers and financially cannot afford to buy a bus pass or the time it takes to drive to and from school twice a day, which in adverse weather conditions, on untreated roads (they rarely grit here) is considerable. It is also not necessarily safe for children to walk or bike this far to and from school on dark roads by themselves. The bus is vital to these families, and it is disgraceful that the county council are considering removing the service. The government is constantly telling us more people should be walking to school, for health and environmental reasons, but in the event it is too far (2 miles is a long walk for an 9 year old, they would need to leave home in the dark in winter and approximately 8am, and would return in the dark at approximately 4.30) a bus service is essential.</p>

17	If parents are required to buy a bus pass, what guarantee is there that NYCC will provide adequate seats? If these extra pupils mean that another bus is needed to run on that route, will NYCC provide it? This could mean that parents chose a school, intending to buy a bus pass, and then find that there is no bus for that route and need to reconsider the school or are forced to make alternative arrangements.
18	Access to schools is one of the main considerations for families when moving into an area. Without this subsidy, families will simply not move into these rural communities and will seriously threaten the viability of schools.
19	The council currently runs two taxis from this area for 8 children when a minibus would surely be cheaper, a minibus would have capacity to spare if required also reduce congestion at school which is a real problem at the minute and would be exasperated if the proposed plans go ahead, Currently there are children from 6 families which could be transported to school in one vehicle but if the plans go ahead people would be forced to drive to school as there is no public transport available on this route this would increase the school traffic from a current possible of 1 to a probable of 6 The increased traffic in my mind would adversely affect the already poor level of road safety around the school which the staff at the school have raised concerns about in parent newsletters. I am also aware of parents living in the village who do not drive, what will the provisions be in these circumstances? This will add to the current decline in young family's being able to live in rural areas which I have witnessed over the years. I see these plans as a step too far when pensioners are issued with free bus passes regardless of financial status or distance to local amenities.
20	Children living in rural areas are not able to walk along the country roads as there are no pavements and no lighting. This will also cause splits in families where older children cannot use school transport whereas their younger siblings can - what are parents supposed to do? More families will have to travel by car. This is a serious disadvantage once again to those of us living in rural North Yorkshire.
21	We are based in the coastal, rural area of Whitby, we are the only 11 - 19 College, therefore if anyone moves out of the area, we would assume that parents include and take into account transport issues within their conditions of moving and where their son/daughter is to do their GCSE's. With regard to the Primary age children and transport, again, because of our coastal and rural location, children between the ages of 8 - 11 who live in our catchment area desperately need transport to their primary school. A lot of parents cannot afford bus passes and a lot of parents do not drive. The primary schools are mostly country based, the roads are not fit for children to be walking 2 and 3 miles. We have a lot of farms, sometimes it is a mile to the end of their driveway! The situation with transport needs to be looked at on an individual area basis, it cannot be "an across the board" arrangement. Once you get out of our villages you are straight onto busy main roads with no footpaths or lighting.
22	How much would the bus passes be? How is distance to school determined? Is it by each house or by village - some in a village may be entitled and others not by virtue of the long single street villages in N Yorks which could come across as odd/petty although I imagine most are sympathetic to the cost cuts to be imposed. What is the rationale behind the 2 mile / 3 mile differential for KS1 and KS2 pupils? Why not universalise at 3 miles?
23	I think this needs to be looked at very carefully and on a case by case basis especially in rural areas. Our primary school is small and is experiencing a decline in pupil numbers with over 60% of our pupils travelling to school by school transport. If this transport was taken away it could well affect parents decisions as to which school to send their children to and have a serious detrimental affect on our intake in coming years. If pupils that currently get school transport were to lose it this could cause hardship for already struggling rural families and due to the age range you will have the ridiculous scenario where some families will have some children eligible for transport whilst others in the household are not. There would be no alternative but for parents in our areas to drive their children to school (so you are therefore assuming that all families have access to a car) as there are no forms of public transport and outside of the village boundaries, where all these children live; their routes to school are unsuitable for walking with no footpaths, street lighting and especially in our cases very dangerous roads for pedestrians. In our local area we have significantly less families with young children compared to other neighbouring areas and this is mainly due to the lack of affordable housing, lack of employment opportunities and higher costs of living; therefore if these proposals go ahead it would only be adding to these barriers. I would hope that the council would use some common sense with these proposals as I am sure there are some areas where cuts can be made in school transport budgets but this is not a case where 'one policy fits all'! Please do not disadvantage the already poorer relations of the County out in the rural areas by cutting more of our services; as many are already asking, what do we get out here for our council tax compared to more urban areas?
24	This will radically affect school choices in small rural communities. It may lead to families moving away from villages, a drop in pupil numbers and threaten the continued existence of small rural schools who already are being squeezed in other budget areas. It is yet another attack on rurality and sustainability.
25	In rural areas such as upper Wharfedale public transport is often not an option

26	Our nearest (and catchment) primary school is Kettlewell Primary School. Currently children in Starbotton (2 miles away from Kettlewell) receive free transport to school on the school bus which comes through the village from further outlying villages. It would not be safe for those children to walk to school as the road between Starbotton and Kettlewell (B6265) is narrow, has no footpaths, and would not be safe. The families living in Starbotton, as an example, would have considerable financial hardship if they had to purchase bus passes for their children and therefore it would result in additional cars taking those children to school. I think the policy that you are proposing would only work in areas where there was a provision for a path for children to safely walk on.
27	Children who live in rural areas already face sometimes long and sometimes difficult journeys to school. Nothing should be done to make these journeys even harder. We do want to keep villages alive by encouraging young families to stay. Don't we?
28	Many will work or have children at other schools making it impossible to transport them to be in numerous places at once or have younger children they can't also get out with to transport the disabled child. Often it is only 1 parent at home in the mornings as the other may be working and depending on parents may find it difficult and exhausting to get them in the car and then drive them there in the first place even if they haven't got other children to consider Many special schools do not have space for dropping and collecting children making it impossible. Walking is most often not an possible because these kids will have physical and or behavior needs which could cause them to have a melt down on the way and in bad weather get cold wet and may make them ill. Even older young people of college age may not have the capability of using buses just because they are older. It is good for there independence if they can manage but some may never get to that stage. Each case has to be looked at on its merit Parents have not asked to have a disabled child and any benefits will not cover the full cost of parents using their own money to arrange transport. I think this would be diabolical to put parents through this as it is the hardest thing to have a disabled child and go anywhere with them let alone the trouble this would cause every day. What if people had to pay something towards the cost of transport depending on means but keep the current transport in place.
29	Our primary school has a long thin catchment area, on winding country roads. I have had more than one accident on the road between Kirklington and Burneston school, no school bus for Kirklington and Carthorpe would only cause more accidents, making it more dangerous for all road users. It is a busy road with many blind corners and high hedges which is used by a wide variety of traffic from farm machinery, to lorries (especially horse boxes), and cars. I won't allow my teenagers to cycle along it, never mind younger children, nor would I feel safe doing so myself. Leaving parents of children in Key Stage 2 at primary school a choice between driving their children to school or paying for the priviledge to travel on the school bus that will be coming to pick up the younger children. Paid for transport to Ripon Secondary schools has proved to be highly unreliable, with a high cost, putting it out of reach of some parents, especially those with more than one child, but also a worry for those parents of children aged 8-11 whether transport will even turn up at the appointed time and place. As Burneston is our catchment school, we are not going there from choice, but because for parents who do not drive or have access to a car during the day it is our only option. It is coming to the point where the only people left in villages will be the rich, those of us who are less well off will be forced to move into more urban areas as more and more services are removed from us, or brought to us at a far higher cost. This feels like discrimination for wanting to bring our families up in a rural setting.
30	County Council provision for those living and working in a deeply rural area ensures basic service provision only. Transport to the ONLY local school option, which for the majority is not in walking distance, nor a safe cycle route for children of school age, is essential; not just for the farming families who are guardians of the (internationally renowned) landscape, but also for those families who are the lifeblood of their communities. Cutting school transport in the Dales risks the sustainability and affordability of living here for those in the family formation years and ultimately the sustainability of entire communities.
31	In terms of young children the effect of these proposals will be that some children would have to walk to school on single track country roads with no pavements. It would only be a matter of time before there is a serious accident. Parents will not take this risk and consequently once again pupils will be driven away from country schools and people with young families will not move to rural areas, putting more pressure on the viability of rural schools and the sustainability of rural communities. The council needs to take a holistic view the economics of the Dales - or they will turn them into a theme/retirement park. To save money the council should consider reducing expenses paid to councillors
32	It is a ridiculous proposal and will have detrimental effects on the sustainability and community, as well as having negative impacts on any young families wishing to move to the area. One way to save money without damaging communities and small schools would be for councillors to reduce their expenses claims. That alone would save enough money to allow free transport to continue.
33	It is often that those living in rural areas have to suffer financially. Often they live in the area due to parent(s) work. They should not be penalised for this and if implemented then there will be more cars parking near schools and the danger of accidents. It is also a way of becoming more independent by travelling on a school bus at primary school age.
34	My comments relate specifically to the impact of these proposals on families living in and around Starbotton, Upper Wharfedale, whose children attend the local primary school at Kettlewell - although I recognise that my arguments might easily apply to others living in remote rural locations. There is no other alternative

	primary school within six-seven miles; if the Kettlewell school were to be closed due to a loss in numbers, all pupils would have to be bussed to Grassington - at a greatly-increased cost to the Authorities, along with added pressures on the pupils and their parents. The Kettlewell school has an excellent educational record; no doubt the residents of Starbotton are well aware of the value of the education on offer there. However, there is just one, narrow, twisting and very hazardous country road linking Starbotton with Kettlewell - a road totally unsuitable for any pedestrians, let alone primary school children and their parents facing such a return journey twice a day, in darkness in the winter months. These raise genuine fears locally; they are practical problems requiring practical solutions. How can one justify running a bus from higher up the dale, having to pass through Starbotton to reach Kettlewell and yet not collect the Starbotton children on the same 'free' basis. Is there any Councillor who would be prepared to walk that route with a child or children? Are these Councillors, who are aware of the safety issues, prepared to charge some families 'protection money'? - remember, the bus is running along the route anyway, on which others travel for free (within the Law). As a parent of Buckden children who attended Kettlewell - and now a grandparent of two more Buckden children attending the same school - I am worried that the children of Starbotton be so disadvantaged. Parents joining the school run that only adds cars to a busy road. One-size solutions are not always the best. Please, safety 1st. Mr D. Lusted, Buckden, N. Y.
35	My pressing concern relates to children aged 8-11 already suffering real rural poverty who live in areas between 2 and three miles from the nearest local school. The parents may not have cars and may not have an income which would allow them to purchase a bus pass. The decision which NYCC will take (I do not believe that they are really taking any notice of consultations) will make it even more difficult for these families, who are already under tremendous financial pressure, to send their young children to school. The argument that their great-great grandparents may have had to walk two miles to school when they were eight years old does not impress me. NYCC has closed many of its rural village school rendering it necessary for some eight year olds to travel two miles to school. The savings that would be made by removing the discretionary concession are miniscule by comparison. I would therefore hope that NYCC will prove me wrong and, at least, make special provision for those who live in rural areas and will suffer increased financial hardship because of the removal of this discretionary help.
36	Please consider those small rural schools for which many children attend who live between 2-3 miles however the routes are most unsafe for them to walk and no alternative public transport is available. Many families are members of our poorer rural community and purchase of bus passes would be an additional financial burden. Many of our children would have to negotiate 1 in 3 hills that have sharp bends on them and no pavement facility. This would be particularly perilous in winter conditions as we are not always gritted before 9am.
37	If the school bus service was taken away from my daughter's school it would be increasingly difficult to take my daughter to school every day. There is no other public transport that runs through our village which would result in several parents having to run cars twice, sometimes three times a day to drop children off at school.
38	The effect of children not being entitled to free bus to Burneston C of E primary could be that more parents would have to drive along country lanes. From Carthorp village there is no suitable footpath to walk along. As any bus would still be calling at Melmerby, Wath and Sutton Howgrave it seems stupid not to stop at Kirklington and Carthorpe as it passes through these villages on the way to the school. As the age of children affected is 8-11 it is likely that parents could have 1 child entitled to the bus whilst another is not. The safety of children could be put at risk as there could be confusion as to who is being collected and who is on the bus.
39	Whilst I understand the pressures that Councils face I believe that a significant increase in the cost of a bus pass will lead many people to get lifts to school and think that this will have a significant impact on the environmental and safety issues at schools. If the total cost of a bus ticket is not too high people may buy / continue to buy tickets but if the increase in cost as a result of removing the subsidy is significant I believe more people will drive and therefore it could prove a cost to the council for other reasons not considered.
40	The existing transport already passes the doors of the children this will effect, it will be very dependent on the costs of continuing with the school bus. As a parent I would not want to alter my child's routine he will have been going on the school bus 4 years before this affects him however if this policy is to then claw back additional funds from the unfortunate few parents it is ill thought out. I do not object to contributing where I can to assist in savings however as the route/driver/bus etc are all already provided and scheduled for those under 8 I would object to paying the full pupil fare for this service.
41	Remember families are trying to save money on many things too.
42	The school bus that I take to Tadcaster Grammar School (001S) is falling to pieces. The council give us the most unsafe and grotty buses to travel to and from school. Some of these aren't even equipped with seatbelts and have barely any legroom to put your bag and of course your legs. I feel unsafe and uncomfortable when travelling to school and this must change as if one of these buses was involved in a crash, it is more likely for the passengers to be injured as some of the seats only come up to chest height. This situation is truly ridiculous in a society like ours.
42	Please see Appendix 1 word document
43	Please see Appendix 2 word document
44	Please see Appendix 3 word document

45	Please see Appendix 4 word document
46	As a school that serves a large and diverse area - with a predominately rural catchment a commitment to safe and secure bus travel is vital. We would be extremely concerned if there was a change made to critical age transport was made. This will adversely effect students whose parents may be forced to move during critical school years and where a move to another school could be very detrimental.
47	I have been waiting for school bus permit since november as there is no space on the bus , more buses required to meet the needs of the children at school rather than having meeting to consider how to save money, parents would be willing to pay for permits if buses where available
48	<ul style="list-style-type: none"> • There is no public transport for Sawdon, we cannot rely on a bus service to take the children to school. • Not everyone has access to a car or can drive. Some of those with cars have siblings at other educational settings making car sharing impossible. The financial impact on driving numerous miles each day will make it impossible for low income families to live in rural communities. • Serious congestion issues at school, no parking or drop off point at school. • Safety issues, there is no footpath or cycle path to Brompton, it is a fast and busy road used by heavy agricultural vehicles and local traffic. • The road to Brompton has no street lighting and has limited speed notifications. • Once in Brompton there is a busy main road to cross (A170) with pedestrian crossing facilities available. • Families who want to support their local village school would be penalised should our taxi service be cut. In supporting our local Brompton and Sawdon School, it makes it difficult for Sawdon pupils to get to school whereas the Brompton pupils are able to walk. • We have more primary aged children attending Brompton and Sawdon school than in recent years. At present NYCC is paying for the running of two taxis which are full. • Environmentally it does not make sense to run so many vehicles.
49	I think if parents choose to send a child to a school that is further away than their local catchment school then it should be their full responsibility to get them there. In fact, it should always be the parents responsibility to get their child to school. The only exceptions should be help for disabled parents and/or children. As for parents who move during such an important time as their child's GCSES, they should have to sort that out themselves too!! The council should work with local bus companies to ensure that bus routes etc are available to cover schools but parents should pay for these buses in full (even those on tax credits etc). In remote/ difficult areas, parents should be encouraged to work together to get local kids to their schools.
50	I can only foresee a huge increase in the number of children being transported to school by cars, with the effect of increasing the traffic on local roads, congesting the areas immediately around schools and making it less safe for pedestrian students.
51	I have always had to pay for my kids to go on the bus as we elected to go out of catchment. As they have gone to sixth form it is cheaper to let them drive to school than go on the bus.
52	If parent move away they should not have access to free transport as it's their decision to move.
53	- This consultation has been based on current numbers of school children but demographics change over time so your costings cannot be relied upon to achieve savings. - In rural areas where parents do not have access to transport the journey to and from sc
54	The proposed changes to school transport provision for pupils aged 8-11 years are ill thought through and frankly ridiculous as: (1) SAFETY ISSUES. For example there is no footpath or PROW that children can use to get from Yedingham to their catchment school at West Heslerton. Though if council staff would like to accompany my children along the frankly treacherous Station Road they would be more than welcome to (2) SHORT-SIGHTEDNESS as you aware many families have more
	than 1 child at school, as a result you may be in a position where one child has school transport provision and another has none. So by default families will have to drive to school. In the long-term this will enable NYCC to justify the withdrawal of all school transport provision due to apparent 'poor uptake'.
55	I have a younger son who will still be eligible. I cannot understand how my elder son will not be able to travel on the bus with his brother when 1. The bus will be travelling through the village anyway to collect the younger children 2. There is plenty of space on the bus for all of the children I work away a lot and the bus enables me to do this. If my eldest son is not allowed on the bus, I may have to give up work. There is no pavement between Kirklington and Burneston and it would be extremely dangerous for a child aged 8 to "walk" to school.... There should be a sibling priority and if you have a younger sibling still eligible then the older child should also be on the bus. It seems madness that I would have to drive my elder son when my younger son is allowed on the bus.....
56	By changing this I will likely have two children who do not qualify for bus transport and one who does. This puts me in the position of not being able to wait for the bus with the youngest or the other two will be late for school, and our financial situation will not allow me to pay for the bus passes. Then there is the parking congestion problem at the school - more parents will be forced to drive their children to school which will mean a problem with congestion at Sand Hutton School and there will be a safety issue with children getting in and out of cars on the roadside as there is not a dedicated parking lot or drop off area for parents to use. As it is now, the buses pull up right in front of the school gates and the children get off/on safely and there is little disruption to the residents of the village.

57	<p>While i totally understand the need for efficient use of resources and the need to make cut-backs is a top priority for the council i cannot support this proposal as it is hugely unfair on the rural communities such as the one in which we live. The children in this village have only 2 options to get to school and these are the school bus or driven by car. This is because there is no safe walking or cycling route from the village to the school. I feel that the council are acting in a discriminatory way and that we are being penalised for living in a small village. The £380 cost of a bus-pass is totally ridiculous for a 2.2 mile journey to the school and i would not pay it. Instead i would drive my child to and from school, which would impact upon me and the local community and environment hugely. It will add to the already busy and sometimes congested road where the school is situated. It will add to fuel emissions. It will also impact upon our working lives, because it will mean that I will be late for work. In summary, whilst i understand the need to reduce costs i think this proposal discriminates against those families who live in rural places and that the ridiculously high cost of the bus pass will put many families off buying it. This will lead to increased traffic in Sand Hutton, increased pollution from increased traffic and will negatively impact upon many families. Maybe this proposal could work for families who have alternatives to getting the child to school (ie safe walking or cycling routes) or if the bus pass was priced more appropriately. My calculations were that at current costings it would equate to £10 per week per child over the school year. Many families i have discussed this with have agreed that they would not pay this and would instead drive their children to school. This would then mean the council will be paying for buses to be run from villages 3+ miles away that are only half full and not being utilised efficiently at all. This is CRAZY</p>
58	<p>Our village may be within the 2 - 3 mile distance - however the route is unsafe for children to walk to school as there is NO footpath. Parents who work will be forced to allow their children to walk or face financial hardship by being expected to pay for a pass - unacceptable. The people who will lose out most are the children through health and safety issues or families who are already under financial pressure choosing between important purchases within the household i.e eat or heat.....</p>
59	<p>Sand Hutton is a small school which accommodates all of its surrounding villages. There is only the village that it is situated in, in which it is possible for children to SAFLEY walk. I can not afford to pay for bus passes for both my children so I would have to drive them. There is little parking in such a small village and is going to cause congestion and make it unsafe for everyone involved.</p>
60	<p>I think it is the moral duty of the council to provide transport for statutory education so that families living in rural areas can be assured that their children are safe when travelling to and from school without prejudice against the more remote villages, keeping our countryside populated and vibrant. I think it is imperative that families have a choice of good (and better) schools from which to choose and transport plays a key part in that choice. Withdrawal of transport for some families will limit choice and impact on children's life chances.</p>
61	<p>I believe that in for our school bus route you would not be making a saving whatsoever. Children get the school bus from villages up to 6 miles away from the school, this school bus would still be contracted for the route regardless of how many children get on it, the bus already runs at below capacity so it the number of children on it will not correlate to its running cost. By making us pay for a bus pass we would be more likely to drive our children to school on principle thus you are not saving any money. I feel it is a disgrace that families from 2 of the 5-6 villages our village serves would be made to pay. It is not like we can walk to school, I feel strongly that it is just another way that nycc is disadvantaging rural communities. Children from the village of Melmerby are entitled to attend Baldersby or Burneston school. A bus passes through their village for both schools so children in that village would be entitled to a free bus service to either school yet we in Kirklington would not get any free transport to our one school. What a disgrace that you think you can do this to us! Why chose children from villages 2-3 miles away? On a rural bus route the distance has no correlation to the impact it has on a family, it is an unfair split either make children from every village on the route pay or none at all. We have just spent 2.5 weeks with no car due to a breakdown and can say how isolating it is not to have any transport or daily public bus services due to other cuts by nycc. I understand you need to make cuts but why not look at your top staff salaries rather than cutting our services and school transport? One factor you could consider to make savings is that of transport for SEN. The number of private taxis sent out to pick up individual children is fairly high, why not look at a more feasible way for SEN transport?</p>
62	<p>I am writing about my circumstances, I have 2 children aged between 8 -11 and we live approx. 2 miles from school. Currently a school bus provides transport and is not at full capacity by any means, should the change come into action I assume the bus will continue to pass through the village each day. I can only assume these changes are a money making scheme as I can't see the sense that the bus would continue to pass through the village and not pick up children. I will not be buying a bus pass and my children will have to go to school by bike on a road that has high speed traffic and not considered safe for children.....is this the way forward???</p>
63	<p>Ingleby Arncliffe Parish Council are against these proposals which we feel could have a negative impact on our small village school. The school could lose pupils and become unviable which obviously we do not wish to happen. It is a faith school and these cuts could cause financial problems for parents. These proposals target rural communities unfairly when facilities such as schools are important to our community. It is unfair to single us out in this way when urban communities would be left alone.</p>

64	I find the whole idea undermining for rural communities, for the primary schools in the county and indicative of the cuts mentality which will fundamentally disadvantage rural communities. Do you seriously believe that having 8-10 year old children walk along the A64 or worse have to cross it, where there has already been a death of a young child crossing the road, is acceptable. Will NYCC take future responsibility for any deaths arising from the reduction in school transport; this seems unlikely. The move seems cynically and deliberately designed to create an environment where support for bussing children to school disappears completely, although it could of course provide a basis for closing small schools. The environmental impact and danger to children at school forecourts by forcing almost all children to be delivered to school in domestic vehicles or have them walk along main roads or unlit narrow country lanes defies intelligence.
65	Sand Hutton school, York, is a rural school where transport is essential, it's a small village and its natural charm, peacefulness would be ruined by constant traffic. I have two children one aged 7 and one aged 4, starting in September. Meaning I will have to pay for one and not the other. It's crucial these children have this service as it will mean more cars dropping/picking up around the school causing parking congestion and risk to the children's safety around school. I've always thought the school transport system was an excellent idea as it reduces the carbon footprint, the children have independence getting on the bus and keeps them all safe getting to school. It's such an important part of rural life and would be a great shame in losing it. If I was forced to pay then I would have to drive them to and back from school myself.
66	Often the size of the coach or bus is bigger than required [idea] keep a closer track of how many children require the transport and link school routes together with buses of appropriate sizes. It would be unsafe to have higher volume of traffic (parents taking children) on the small country lanes, and no other method is safe (mine would like to go by bike, but it is too dangerous, due to narrow bendy roads, fast cars, lorries and wet, icy and dark mornings and evenings). Surely it is important to get children to school in a safe manner, as important as the free school meals that has recently be given out to children 5-7 years (they seem to do ok out of the system). Families who live in rural villages should not be expected to pay for transport to school, they should be supported.
67	Please see Appendix 5 word document.
68	The proposed changes seem a ludicrous way of saving money, for this area the proposed changes mean a bus actually driving past pupils of a certain age to collect other pupils that are under the age limit. The rural areas struggle to fight sustainability, these proposed changes place a significant threat to the closure of our school and will be fought against whole heartedly
69	You will have situations where buses drive past parents homes yet their children can not get on without paying extra. You will have situations where one sibling has to pay and the other one doesn't which seems like madness. You will encourage more parents to drive to school, this will increase congestion en route and outside schools. I would be interested to find out how the proposed change in policy fulfills any 'green' requirements that NYCC have as I understand one bus is more environmentally friendly than numerous extra cars dropping off children. NYCC covers a vast rural area and should provide the means for children in these rural areas to get to school without discriminating between them on age. A change in this policy would inevitably cost those parents of children who don't qualify for free places more money depending on where they live which does not seem fair. I think cycling to school would be great for fitness and this policy may encourage this, unfortunately the roads are not safe anymore for young cyclists and certainly in our case this would involve crossing the A64! Regarding alternative cost saving. Are we getting the best deals from bus companies? Is this regularly reviewed/ negotiated? Are suitable/ cost effective buses being used? Ours is regularly a 40+ seater coach for 20 or so children. Ask the parents of children who need taxi's to drop their children at the nearest bus stop.
70	There used to be a school in Kirklington which my child could have walked to. This was closed and the local (and nearest) primary became Burneston. It is therefore only right that the government provides free transport for all children who can no longer walk to a village school. Given that the bus will continue to drive through our village, it will not cost the council extra for it to stop and collect children. So this is NOT an opportunity to make savings, as suggested above, but seems more like an opportunity to boost revenue by forcing parents to pay for a bus pass! I find it extraordinary that a village such as Melmerby will still benefit from free bus travel to a school which is not nearest to them, while those of us who are supporting our local school will in effect be penalised.
71	I live in Boroughbridge and I am the parent of a 16+ student who goes to sixth form in Harrogate. At the time of choosing St. Aidan's for his A level courses my son felt that Boroughbridge High School was not a viable option as it had failed in teaching him well in some subjects. Since then it has had a tremendous period of upheaval and recently a new headteacher has been appointed. At the time of choosing he could travel to Harrogate independently on the PUBLIC BUS. Since then North Yorkshire County Council has cut the public bus service to and from our town and so now there is NO public transport to Knaresborough or Harrogate before 9 a.m. It is now impossible for people to travel to these other towns to school or work unless it is in a car. I realise that this has no relevance for younger pupils, but it does for older ones. It totally lets people down who cannot drive or afford a car and forces more cars onto the roads; detrimental to the immediate and wider environment. Parents may have to cut down working hours or leave their jobs in order to drive their children to school as there are not enough places on school buses. With this public transport policy - cutting important bus services from towns as big as Boroughbridge - the council needs to provide MORE SCHOOL BUSES and not fewer.

72	<p>My children attend a rural primary school and the school buses collect children from a few local villages. The distance from our village to school is short but the walking route is not safe due to the lack of footpath / difficult bends. The majority of children travel on the bus at present. If parents have to pay for passes, I believe that more families will start using the car to travel to school - even though the bus will travel the same route with children from further afield. So the pollution and petrol use from the bus will continue but be added to by additional cars - does this appear sustainable or does it further damage the environment? The morning drop off and evening collection already causes congestion close to the school which will only be increased by more families using cars as transport. Surely Councils should be leading the way in reducing carbon footprint - this policy can only lead to increased traffic and car usage. It has been observed that the buses used are large - could smaller buses be used? Presumably this would only impact the costs of the bus service provider though.</p>
73	<p>The impact will hit those families who are struggling to make ends meet but who are not eligible for child related benefits. Parents where possible to transport children to school causing disruption and mayhem outside the school which could result in child relating incidents, such as running over. The council could save money by looking at their internal operations, as from past experience of working in an organisation similar to NYCC, money is constantly wasted in departments from bad management and poor systems of work. Hitting childrens services is just an easy option and if the Council wants to maintain young people and families in the rural areas, they should think of other ways of saving money. Town schools wont be affected as they are not usually in the bus catchment areas anyway but rural schools are struggling with numbers and this is just another thorn in their side which could result in school closures in rural areas. Think of something else and stop punishing rural families!</p>
74	<p>1) I anticipate increased number of cars in Sand Hutton and other affected schools. Increased volume of cars has safety issues for children and other road users. Villages will become congested take Welburn primary school as an example. Welburn is hideous at school start/finish times and they have the option of using the local pub car park. Increased traffic makes using country/ village roads very difficult as passing long streams of stationary traffic is difficult/dangerous. This could also lead to increased tensions between schools and local residents. Increased volumes of cars also results in more unnecessary fuel miles and has an environmental impact. 2) What occurs when 2 siblings are at the same school and one is entitled to free transport the other not? Ultimately parents will have to collect both, as one can't be collecting one child whilst at home waiting for the school bus for the other child? 3) Use of a school bus is a good life skill for children to learn. 4) I anticipate for some families this will result in financial hardship.</p>
75	<p>We would like to put forward our concerns regarding transport to school for young children. We understand that from September 2015 North Yorkshire County Council are proposing to cut the school transport for primary school children. We are deeply worried about the effect this will have on families in rural communities, especially ours in Sawdon.</p> <p>We would like to put our views across,</p> <ul style="list-style-type: none"> • There is no public transport for Sawdon, we cannot rely on a bus service to take the children to school. • Not everyone has access to a car or can drive. Some of those with cars have siblings at other educational settings making car sharing impossible. The financial impact on driving numerous miles each day will make it impossible for low income families to live in rural communities. • Serious congestion issues at school, no parking or drop off point at school. • Safety issues, there is no footpath or cycle path to Brompton, it is a fast and busy road used by heavy agricultural vehicles and local traffic. • The road to Brompton has no street lighting and has limited speed notifications. • Once in Brompton there is a busy main road to cross (A170) with pedestrian crossing facilities available. • Families who want to support their local village school would be penalised should our taxi service be cut. In supporting our local Brompton and Sawdon School, it makes it difficult for Sawdon pupils to get to school whereas the Brompton pupils are able to walk. • We have more primary aged children attending Brompton and Sawdon school than in recent years. At present NYCC is paying for the running of two taxis which are full. • Environmentally it does not make sense to run so many vehicles would a mini bus be more economical. • Another village service being cut. <p>We would really appreciate if you could consider our concerns with the matter</p>

76	<p>I don't believe no longer providing free transport to pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school will make the projected savings to the transport budget for the following reasons:</p> <ul style="list-style-type: none"> I don't think the figures published in the consultation are correct. There may be around 520 pupils aged 8-11 that currently live between 2 to 3 miles from school, however, a large proportion of these will still be eligible for free home to school transport. This is because the route from home to school has been deemed as an unsafe walked route for a primary school aged child accompanied as necessary, there are school closure notices in place, they get transport on medical/discretionary grounds or they are in receipt of free school meals or parents receive the maximum level of working tax credits. <p>In the academic year 2014/15, 345 reception pupils were eligible to free home to school transport on allocation day. Of those, 142 live between 2 and 3 miles from the school. If transport was withdrawn as proposed, over 2/3 (94 pupils) would still be eligible because the route to school has been deemed an unsafe walked route for a primary school aged child accompanied as necessary or there is a school closure in place. That would leave a potential 45 reception pupils in the whole county no longer eligible for free transport, however, 2 of them are currently in receipt of Free School Meals, therefore (assuming none of the others parents receive the maximum level of Working Tax Credits), 43 pupils would not be eligible for free home to school transport from the start of year 4 (14 in Scarborough & Ryedale area, 9 in Hambleton & Richmondshire, 11 in Harrogate, 2 in Craven and 7 in Selby).</p> <p>Taking the 43 pupils starting reception this year who would not be eligible for free transport from year 4 as an average, that would mean that the total number of pupils not eligible for free home to school transport throughout the county would be 129 (43 pupils x 3 school years), not 520 as published.</p> <ul style="list-style-type: none"> No longer providing free transport to pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school will result in parents' requests for the assessment of walked routes for safety to increase. <p>This will not only incur the cost of the assessment itself (Assessor's fees and admin costs), but if the route is identified as an unsafe walking route for a primary school age pupil, accompanied if necessary, free home to school transport will have to be provided to all pupils living further away than the unsafe section. For example, a route could be assessed as unsafe at 0.5 miles from the school; therefore any pupil living over 0.5 miles using that route will get free transport (this could also affect secondary school aged pupils, or entitled pupils walking routes to buses' pick-up points)</p> <ul style="list-style-type: none"> No longer providing free transport to pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school will also substantially increase the work load to the School Transport Team. <p>Every year, the Team assesses the eligibility for free home to school transport of all pupils starting any of the County's 310 primary schools, 34 Secondary School and any allocated out of county schools. This is a time consuming exercise that needs to be accurately completed between March and June. By changing the qualifying distance, the team will have to re-assess pupils again before the age of eight (or when they start year 4), therefore increasing their workload considerably at that time of the year.</p> <p>The day to day workload will also increase by having to assess all pupils aged 8 and over who become eligible for free school meals, rather than just secondary school aged pupils and those attending a denominational school as is current practice. Likewise, appeals, discretionary transport requests and, as previously mentioned, requests of assessment for safety of routes to school will naturally increase as less pupils will get free home to school transport, all which are time consuming and have additional costs attached.</p> <ul style="list-style-type: none"> Finally, assuming 75% of parents will purchase a bus pass on our services is, in my opinion, an over-optimistic figure. While working parents may choose to buy passes for their children, families with a stay-home parent may find taking their child to school themselves, or car sharing with other pupils' parents, a more economical way, particularly when they have more than one non-eligible child. <p>I believe not providing free transport to pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school could make considerable savings in authorities with population living in large urbanised areas. However, the vast majority of North Yorkshire's primary school aged pupils who get free transport, will travel to their village school from either outlying farms/properties or other villages nearby through poorly unlit country roads without pavements, therefore presenting completely different challenges than in other parts of the country.</p> <p>I think a sensible way of making savings from the home to school transport budget would be to remove free transport to the nearer schools (not nearest). Currently the council provides free home to school transport to the "normal and appropriate" (catchment) school, the nearest (as statutory guidance issued by the DfE) and any school in between. In some cases this means that pupils living in a particular area may get free transport to a choice of up to 5 or 6 schools, therefore increasing the number of services the authority have to run.</p> <p>I have not researched in depth the number pupils affected, however, a couple of examples are:</p> <ul style="list-style-type: none"> Primary school aged pupils residing just outside Harrogate, opposite the Army Foundation College (Burley Bank HG3 2RX) will get free home to
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	<p>school transport to:</p> <ul style="list-style-type: none"> o New Park CP (normal and appropriate)- 2.52 miles (23 pupils) o Saltergates Infant & Junior (nearest) 2.12 miles (36 pupils) o Hampsthwaite CE- 2.13 miles (currently no pupils) o Beckwithshaw CP- 2.16 miles (5 pupils) o Killinghall CE - 2.23 miles (2 pupils) <ul style="list-style-type: none"> • Secondary school aged pupils residing at Dishforth Village (Y07 3JU) will get free home to school transport to: <ul style="list-style-type: none"> o Thirsk School (normal and appropriate} - 6.74 miles (3 pupils) o Boroughbridge High School (nearest) - 4.79 miles (15 pupils) o Ripon Grammar - 5.61 miles (11 Pupils) o Outwood Academy Ripon - 5.78 miles (3 pupils) <p>As I said, I have only looked at these two locations, but by only offering free transport to the "normal and appropriate" and the nearest schools, 21 pupils that currently are eligible for free home to school transport would no longer be.</p>
77	<p>May I firstly thank you for your letter which I received by hand on Wednesday 4th February. Which I found very annoyed about considering we have only got 4 more weeks to make an appeal to this business when the consultation started on the 17th December 2014. I suppose you thought the less time we give these people the less they will respond!! Well more fool you.</p> <p>My son goes to Brompton cp school. We live in the lovely village of Sawdon which is 2.2 miles away. From this letter that I have received I understand that you are wanting to stop school transport for the children over the age of 8?? Well you obviously don't know this village and possibly live in a town,</p> <p>Would you let your 8 year old sibling walk 2.2 miles on an unlit road in the dark clothes and no footpath?? Could you live with yourself if a child got hit by a car tractor hgv wagon going to school harmed or even KILLED!!</p> <p>What I would suggest you come up to the village and have a look at the route and it yourself at 7.30am and see how dark to see the problem yourself.</p> <p>This village at the present time has 8 pupils that use the service and it has TWO taxis twice a day to bring them to school. Surely you could save money by having a mini bus to collect them like they did 4 years ago. That would save money as we have a villager who used to transport the children to school but because it went under a bid she lost that. I feel that the children would be safer going with this villager as they would know her instead of these taxis drivers they have not always the same person. I know they have been crb to do the job but there are too many strange people about.</p> <p>We feel that the town people always discriminate the country people as we do things differently to those who live in town. My neighbour who doesn't drive how would she get her son to school , We work full time leaving at 8.00am and my husband at 4am.</p> <p>We know that its our choice to live were we do we don't even have a service bus know either. Please stop cutting out services and help the younger generation get to school safely instead of worrying about them getting to and from school.</p>
78	<p>I write on behalf of Burneston C. of E. Aided Primary School Governors in response to the School Transport Consultation currently being undertaken.</p> <p>The proposal to end free home to school transport for children aged 8 and over who live between 2 and 3 miles from school will affect some of the pupils attending Burneston School. The Governors would like to make the following points:</p> <ol style="list-style-type: none"> 1. The proposed arrangements would mean that some families can use the free bus service for children aged under 8 whilst not being able to use the bus transport for children aged 8 and over. 2. If parents have to transport their own children to school there will be an increase in traffic movements on the C45 Kirklington to Burneston road. This road is in poor condition and, in places, dangerous. There would be a concern over road safety for parents using this road. 3. Those pupils living 3 miles or more from Bumeston C of E School will continue to be provided with free school transport. The LEA already have a contract to provide this transport so there would be no savings to be made by stopping other children aged 8 and over from using the bus. Likewise, there would be no extra cost to allow all children to still use the bus. 4. The pupils attending Burneston School have been provided with free school transport for more than 40 years. The village primary schools at Kirklington and Wath closed and a new school was built at Burneston on the agreement that the children would be provided with free school transport by the Local Authority. <p>We hope that these points will be taken into account when the matter is discussed by the Local Authority.</p>

Equality Impact Assessment (EIA): evidencing paying due regard to protected characteristics

[November 2014]
Revised April 2015

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔



Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Children and Young People's Service. Access and Inclusion
Lead Officer and contact details	Andrew Terry, Assistant Director, Access and Inclusion, e-mail andrew.terry@northyorks.gov.uk
Names and roles of other people involved in carrying out the EIA	Anton Hodge Assistant Director Assistant Director – Strategic Resources CYPS, Richard Owens, Assistant Director Integrated Passenger Transport BES, Catherine Price Passenger Transport Integration Manager BES
How will you pay due regard? e.g. working group, individual officer	A small group of council officers has developed this draft EIA. It will be published on the Council's consultation website and will be amended in light of the consultation on proposed revisions to the existing policy. It will be included as a completed document in the report to the Council's Executive on the outcomes of the consultation.
When did the due regard process start?	First draft of EIA started on 11 th November, 2014
Sign off by Assistant Director (or equivalent) and date	

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

This EIA is about proposals to remove 2 areas of discretionary provision from the home to school and college transport policy. These are:

- i) to no longer provide free transport to pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school. This would be phased in to apply to pupils admitted to primary school from September 2016.
- ii) to no longer provide free transport to pupils in Years 10 and 11 where they have moved house and their parents wish them to remain at the school at which they commenced their GCSE courses of study. This would also apply to some pupils in Year 9 if they have commenced GCSE courses which their new school does not offer. This would be phased in from September 2015.

Section 2. Why is this being proposed? (e.g. to save money, meet increased

demand, do things in a better way.)

The Council is committed to savings of £92m by the end of March 2015. Following recent announcements by the government over future funding it now needs to find a further estimated £77m between 2015 and 2019. The council proposes to make a £299k saving in the home to school and college transport budget as part of this savings target.

Section 3. What will change? What will be different for customers and/or staff?

It is estimated that 520 families of children aged 8-11 and who live between 2 and 3 miles from their normal or catchment school would be responsible for making their own transport arrangements because they would no longer be provided with free transport by the Council.

It is estimated that 190 families would be responsible for making their own transport arrangements for pupils in Years 9,10 and 11 if they moved house and wanted their children to remain at the school at which they commenced their GCSE courses.

Section 4. What impact will this proposal have on council resources (budgets)?

Assuming that 75% of parents of children [not entitled to Free School Meals] aged 8-11 living between 2 and 3 miles from their normal or catchment school purchase a bus pass at the current rate of £380, then the Council would gain income of £119k per annum.

The additional cost of dedicated transport for this group where there is no bus available is £45k per annum, which would also be saved.

The proposal to cease providing free transport where pupils in Years 9,10 and 11 move house would potentially save the Council £135K per annum.

The total reduction in the home to school and transport budget is therefore estimated at £299k, per annum.

Section 5. Will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? State any evidence you have for your thinking.
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Age			X	Pupils aged 8-11 who live between 2 and 3 miles from their normal or catchment school would no longer be entitled to free transport
Disability	X			Pupils with a Statement of special educational needs (or Education, Health and Care Plan) would be provided with free transport where this was required. Pupils with medical needs would be considered for free transport on a case by case basis. Cases where a parent with disabilities was unable to accompany their child walking to school would be considered for free transport on a case by case basis
Sex (Gender)	X			
Religion or belief	X			
There would be no additional impact for those with Protected Characteristics under the headings of Race, Gender Reassignment, Sexual Orientation, Pregnancy or Maternity, Marriage or Civil Partnership				
Section 6. Would this proposal affect people for the following reasons?	No impact	Make things better	Make things worse	Why will it have this effect? Give any evidence you have.
Live in a rural area			X	A very small number of pupils aged 8-11 (currently 11 in number), have no school bus on which they would be able to purchase a pass.

Have a low income			X	There is currently no reduction in the cost of a bus pass for those on low income, other than those post-16. It is difficult to estimate the number of families per annum that would be affected by the proposal as we do not have any record of numbers of people in receipt of certain benefits. Where pupils aged 8-11 are entitled to free school meals or their parents are in receipt of maximum working tax credit, the local authority has a statutory responsibility to continue to provide free home to school transport if the nearest suitable school is beyond 2 miles.
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Section 7. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men?) State where this is likely to happen and explain what you think the effect will be and why giving any evidence you have.

No, it will not.

Section 8. Only complete this section if the proposal will make things worse for some people. Remember that we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us.

Can we change our proposal to reduce or remove these adverse impacts?

The council will meet its statutory obligations if these proposals are agreed following consultation.

Families who purchase a bus pass will be able to pay in instalments, as currently is the case.

The schools affected will be asked to review their school travel plans.

If parents believe that a walked route to school is unsafe for a child, accompanied as necessary, then the council will make an assessment and may provide free travel.

Can we achieve our aim in another way which will not make things worse for

people?

The Council is already in the process of saving approximately £2million from the home to school transport budget for those of statutory school age, following full public consultations in 2010 and 2013. This is mainly the removal of other discretionary elements of the policy (primarily the withdrawal of free or assisted transport to denominational schools and a 33% increase in the charge for post-16 transport).

All Directorates within the Council are required to make reductions to help achieve overall efficiency savings, and as outlined in Section 2 above, this proposal is thought to be fair and proportionate in contributing towards this.

If we need to achieve our aim and can't remove or reduce the adverse impacts get advice from legal services. Summarise the advice here. Make sure the advice is passed on to decision makers if the proposal proceeds.

The proposal illustrates that some measures may have an adverse effect, i.e. the removal of free transport between 2-3 miles for 8-11 year olds. As this is discretionary and not statutory provision, it is possible to introduce such changes even though it can have a negative impact on those receiving this provision. It is important that it should be a proportionate action having regard to the available budget and the need for change.

Section 9. If the proposal is implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

We will monitor the take up of bus passes for those aged 8-11 who live between 2 and 3 miles from their catchment or normal school.

Section 10. List any actions you need to take which have been identified in this EIA

Action	Lead	By when	Progress
Consultation	Andrew Terry, Assistant Director, Access and Inclusion	Closing X	
Monitor take up of bus passes	Richard Owens, Assistant Director, IPT	Ongoing	

North Yorkshire County Council**Transport, Economy and Environment Overview and Scrutiny Committee****15 April 2015****Rail Services: the campaign for the reinstatement of the
Leeds-Wetherby-Harrogate-Ripon-Northallerton railway line****1 Purpose of the report**

- 1.1 To provide a covering report to the presentation given to the Transport, Economy and Environment Overview and Scrutiny Committee on the campaign to reinstate the Leeds-Wetherby-Harrogate-Ripon-Northallerton railway line.

2 Background

- 2.1 Dr Adrian Morgan has been campaigning for over 25 years to reopen the Leeds-Wetherby-Harrogate-Ripon-Northallerton line, which was closed in the 1960s. Dr. Morgan is the Chairman of the Leeds Northern Railway Reinstatement Group.
- 2.2 Dr. Morgan has submitted a written statement, in advance of his presentation to the Committee meeting on 15 April, which is attached in Appendix A.

3 Recommendations

- 3.1 That the Transport, Economy and Environment Overview and Scrutiny Committee notes and discusses the findings in the written statement and presentation provided by the Chairman of the Leeds Northern Railway Reinstatement Group.

**Jonathan Spencer,
Corporate Development Officer**

Tel: (01609) 780780

Email: jonathan.spencer@northyorks.gov.uk

1 April 2015

Background Documents – none.

Annexes: Appendix A: April 2015 Statement to NYCC about reinstating a rail link to Ripon.

APRIL 2015 STATEMENT TO NYCC ABOUT REINSTATING A RAIL LINK TO RIPON

Since the birth of railways in 1807, there has been progressive, continuous improvement in speed, frequency and comfort for those communities lucky enough to be rail connected. Realisation that CO2 levels from burning fossil fuels, particularly in road transport, is leading to irreversible warming of the planet, a lengthy programme of total railway electrification has begun.

Those communities escaping the 1964 Beeching closures continue to have investment in rail improvements creating inequality with those communities that lost their railway service reflected in growth, employment and development prosperity fifty years on. Harrogate was fortunate in retaining a railway link despite loss of two routes and all through services instead of complete closure, in 1967 as happened to Ripon and Wetherby but, compared to other towns of similar size or less in Leeds City Region, Harrogate station is very much under performing in annual footfall figures. See table 1. This is thought to be due to loss of through route to the North and South and through trains. Until closure of the Wetherby line in 1964 and Ripon line in 1967, Harrogate was a hub station connected to Ripon, Wetherby, Tadcaster and all "West Yorkshire Five" towns by regular daily through trains but now only to Wakefield, beyond Leeds, by the one daily Kings Cross train each way.

The Leeds Northern Railway Reinstatement Group, endorsed by transport consultants, believes that reinstatement of the railway line between Leeds and Northallerton via Wetherby/Tadcaster, Harrogate and Ripon will not only improve the local economy of Ripon, Tadcaster and Wetherby but will increase the prosperity of Harrogate by restoring through trains to other parts of the North of England and Scotland.

Only Ripon-Harrogate was looked at in the 2006 Report as the greatest daily flow from Ripon was south along the A61 to Harrogate, 48%, Leeds, 11%, Bradford, 6% and other 3%. Northbound flow was 27% and to less defined destinations, but not taking account of the needs of Harrogate residents and visitors to travel north without having to travel via York and an inconvenient change of train there with greatly extended journey times. The marked difference in journey quality between Harrogate line local trains and Inter City trains is a deterrent to visitors using rail. More through trains of better quality would attract more visitors to Harrogate increasing footfall and revenue.

It was shown in a 2004 Demand Forecast that fare box revenue would cover operating costs between Ripon and Harrogate but not enough flow onwards to Leeds to cover costs of two Ripon-Leeds trains per hour and not sufficient profit from the fare box to repay construction costs and interest on the capital within sixty years, the yardstick for infrastructure investment.

Where is the evidence that Benefit to Cost Ratio will be any better in 2015 than that calculated in 2005?

In 2005 BCR was calculated as 1.3 at best, just below Government threshold of 1.5 for infrastructure schemes of this type. The only way of improving the ratio is to reduce construction and operating costs or increase revenue from the fare box or both. Professionals believe BCR could now be as much as 4.3 for the following reasons.

1. By reinstating the whole route between Harrogate and Northallerton, operating flexibility is introduced by connecting two parts of the National rail system at Leeds and Northallerton as recommended by the Association of Train Operating Companies, ATOC, in its 2009 Report

“Connecting Communities”. A through route scores higher than reinstating a stub especially this through route as it creates an emergency diversion route for York-Northallerton, the only section of the East Coast mainline between Kings Cross and Dundee without one.

2. The technicalities of calculating BCR have altered since 2005 to our benefit. Just recalculating data from 2005 in the revised way will lift BCR to above 1.5.
3. The Department for Transport has instructed that the winner of the Northern Rail franchise bid must introduce four trains an hour between Harrogate and Leeds from December 2017. This reduces operating costs of the two trains an hour proposed to Ripon by 66% compared to 2005 as the cost of operating the Leeds-Harrogate leg of the service is now borne by Northern Rail. This will increase BCR above 1.5
4. The Electrification Task Force has just published its final report. Electrification of the Harrogate Loop has been given priority and with a business case part funded by NYCC already completed in 2013 with a BCR of 3.61, installation should be completed between 2019 and 2024. If Harrogate is electrified, then the Ripon line will be electrified also. Electric trains are 30% cheaper to operate than diesel trains therefore operating costs of the Ripon line will be further reduced compared to 2005 lifting BCR even higher.
5. Average footfall at Harrogate Line stations has grown by 54% since 2004, only 32% at Harrogate station. There is every reason to suppose that Ripon would be 50% had a station reopened in 2004. Additionally, fare revenue has increased by 27% in the last ten years, 22% higher than inflation index. This has increased revenue which in turn raises BCR. Demand Forecast for Ripon station in 2004 was 0.73m annually. Actual footfall for Skipton station in 2004 was 0.72m. Actual footfall for Skipton in 2013 was 1.1m. Ripon station could be similar considering 1.023 million annual visitors to the five Ripon attractions in 2013 although visitors are not reflected in Ripon fare box but could be in Northern Rail receipts elsewhere.
6. The population of Ripon has risen from 8,600 in 1961 to 17,000 in 2011. Despite manufacturing employment in Ripon remaining static since line closure in 1967 and service industry employment increasing since, population and employment has stubbornly remained unbalanced. This will remain in the foreseeable future due to the loss of 650 army jobs by 2017. With planned housing developments in the District Core this imbalance will become acute requiring daily out-of-Ripon commuting to employment centres elsewhere.
7. If the GRIP stages are far enough advanced, construction costs can be reduced by planning and delivery of the former Dragon Junction, Harrogate, when resignalling and upgrade work is carried out between Harrogate and York in 2018/19 as was done at Horsforth in 2012.

Reduction of 7.3 million vehicle kilometres annually on the A61, where there have been 24 fatalities and 118 serious injuries since 2000 between Ripon and Harrogate alone, removing tonnes of CO2 emissions and potentially carcinogenic diesel exhaust particulates. This is more than twice the saving of 3.0 million vehicle kilometres in the WSP, 2013 Harrogate Loop Electrification study.

An online poll of Ripon residents in 2013 showed 96.7% of respondents (483) wanted a railway station. 72% of Ripon Sixth Form students, in a Civic Society poll in the same year, suggested a railway station as the best way of improving life for them in Ripon.

New economy jobs in regional centres are replacing heavy industry manufacturing jobs in the North of England. This requires a large residential hinterland to give an adequate pool of suitably qualified employees from a greater commuting area. Current transport networks are now considered inadequate by constraining the transformation of the Northern economy. Fast, frequent rail links are now considered as necessary for commuter journeys in the North. Better connectivity and increased capacity between communities is a key to unlocking potential and generating wealth by allowing greater interaction between people and offering a choice of residential, employment and leisure opportunities especially social inclusion opportunities for those with disabilities.

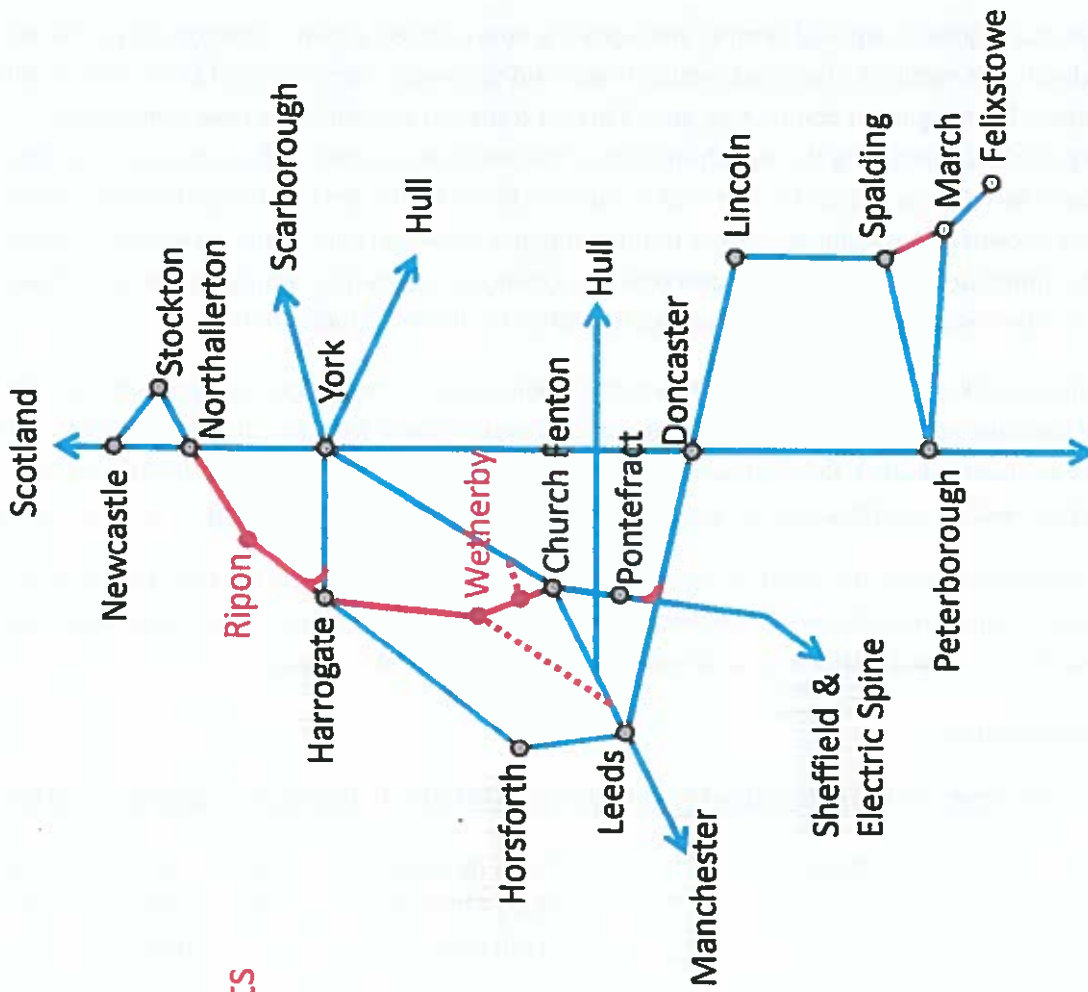
The rail network is seen as a critical component in delivering this vision because it has the potential to knit together communities across the North to provide growth and capacity of main centres which are key economic drivers. Reinstating Harrogate-Ripon-Northallerton will unlock additional rail capacity as well as reintroducing an essential vehicle for economic growth in Ripon and Harrogate.

Local authorities across the North of England, including NYCC, believe that the local rail network has not seen an appropriate level of investment over the last twenty years and now needs significant enhancement in capacity if it is to underpin the regeneration of the region.

Dr Adrian Morgan.

Table 1. Random Settlements within Leeds City Region Relative to Harrogate Population and Footfall

	Population	Annual Journeys 2013/14 (millions) ORR Data	Annual Journeys relative to Harrogate population (millions)
Harrogate	77,000	1.40	1.40
Ilkley	12,000	1.25	8.02
Skipton	16,000	1.10	5.29
Shipley	28,000	1.70	4.68
Bingley	20,000	1.18	4.50
Guiseley	24,000	1.20	3.85
Horsforth	23,000	1.10	3.68
Wakefield	76,000	2.80	2.83
Garforth	23,000	0.64	2.14
Halifax	82,000	1.90	1.78
Keighley	89,000	1.64	1.42
Northallerton	16,000	0.68	3.27



- Current mainlines
- Proposed reinstatements

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

15 April 2015

Highways Infrastructure Asset Management Policy

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose of Report

- 1.1 The purpose of this report is to seek members views on the draft Highways Infrastructure Asset Management Policy prior to it being submitted to Executive and then County Council for adoption.

2.0 Background

- 2.1 The Highways Infrastructure Asset Management Policy describes the County Council's commitment to highway infrastructure asset management. The asset management policy aims to demonstrate to the public and all stakeholders, including senior decision makers, elected members, practitioners and service providers, how it supports the County Council's corporate objectives. It provides a visible commitment to achieving the benefits that can be delivered through asset management.
- 2.2 The adoption of the asset management policy is fully in line with the Department for Transport's Highway Maintenance Efficiency Programme requirements and a draft copy is attached at Appendix 1.
- 2.3 The policy has been developed in line with the Local Transport Plan 3, adopted in 2011 and will complement and further enhance our established asset management based approach to highways maintenance and management. A Highway Infrastructure Asset Management Strategy is also being developed and this will be the subject of a further report in the coming months.

3.0 Next Steps

- 3.1 It is proposed that the draft asset management policy, along with any comments from the Transport, Economy and Environment Overview and Scrutiny Committee, is reported to Executive for approval on 28 April and ultimately County Council for adoption on 20 May 2015.

4.0 Financial Implications

- 4.1 It is anticipated that the formal adoption of a Highway Infrastructure Asset Management Policy will be a key part of the Department for Transport's (DfT) highway efficiency self-assessment questionnaire. The outcome of the self-assessment process later this year will determine part of the County Council's highway maintenance capital allocation for 2016/17.

5.0 Legal Implications

- 5.1 The County Council, as highway authority, has a statutory duty to maintain the highway under the Highways Act 1980 and the development of this policy will support the Council in fulfilling its duty.

6.0 Equalities Implications

- 6.1 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. A copy of the 'Record of Decision that Equality Impact Assessment is attached as Appendix 2.
- 6.2 As stated at 2.3 above, a Highway Infrastructure Asset Management Strategy is also being developed which will influence our approach to highway maintenance work and therefore may impact on the public and this will be the subject of a further equalities assessment.

7.0 Recommendations

- 7.1 It is recommended that Members provide comments on the draft Highway Infrastructure Asset Management Policy which will then be included in the report to Executive seeking approval for the strategy ahead of adoption by the County Council.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of report – Barrie Mason

Background Papers: None

Highways Infrastructure Asset Management Policy



2015

Background Documents: Draft	Issue Reference: Version 2.1
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Title	Highways Infrastructure Asset Management Policy
Document Type	Policy
Author	DG Huzzard
Approved By (including date)	
Approval Date	
Issue Date	
Review Date	
Reviewing Officer	
Links to other NYCC documents	Local Transport Plan (3) Highway Maintenance Plan Highway Safety Inspection Manual

Document Control	Date	Version	Comment
Approved Document			
Under Development	March 2015	2.1	B Mason
Under Development	March 2015	2.0	DG Huzzard
Initial Concept	February 2015	1.0	DG Huzzard

Scope

This policy will form the basis for strategy development for the management and maintenance of Highways Infrastructure related assets.

Legislation and Standards

In addition to a general Duty of Care, there are a number of specific pieces of legislation which provide the basis for powers and duties relating to highway maintenance.

The Highways Act 1980 sets out the main duties of highway authorities in England and Wales. In particular, Section 41 imposes a duty to maintain highways maintainable at public expense, and almost all claims against authorities relating to highway functions arise from the alleged breach of this section.

Section 58 provides for a defence against action relating to alleged failure to maintain on grounds that the authority has taken such care as in all the circumstances was reasonably required to secure that the part of the highway in question was not dangerous for traffic.

Other duties and powers are prescribed by:

The New Roads and Street Works Act 1991
Road Traffic Regulation Act 1984
Traffic Signs, Regulations & General Directions 2002
Road Traffic Act 1988
The Traffic Management Act 2004
Railways and Transport Safety Act 2003

Further Documentation

UK Roads Liaison Group / Highways Maintenance Efficiency Programme (HMEP)

Highway Infrastructure Asset Management Guidance

Well-maintained Highways: Code of Practice for Highway Maintenance and Management

Management of Highway Structures

Well Lit Highways

Management of Electronic Traffic Equipment

CIPFA

Code of Practice on Transport Infrastructure Assets – guidance to support asset management, financial management and reporting (2013)

Policy Statement

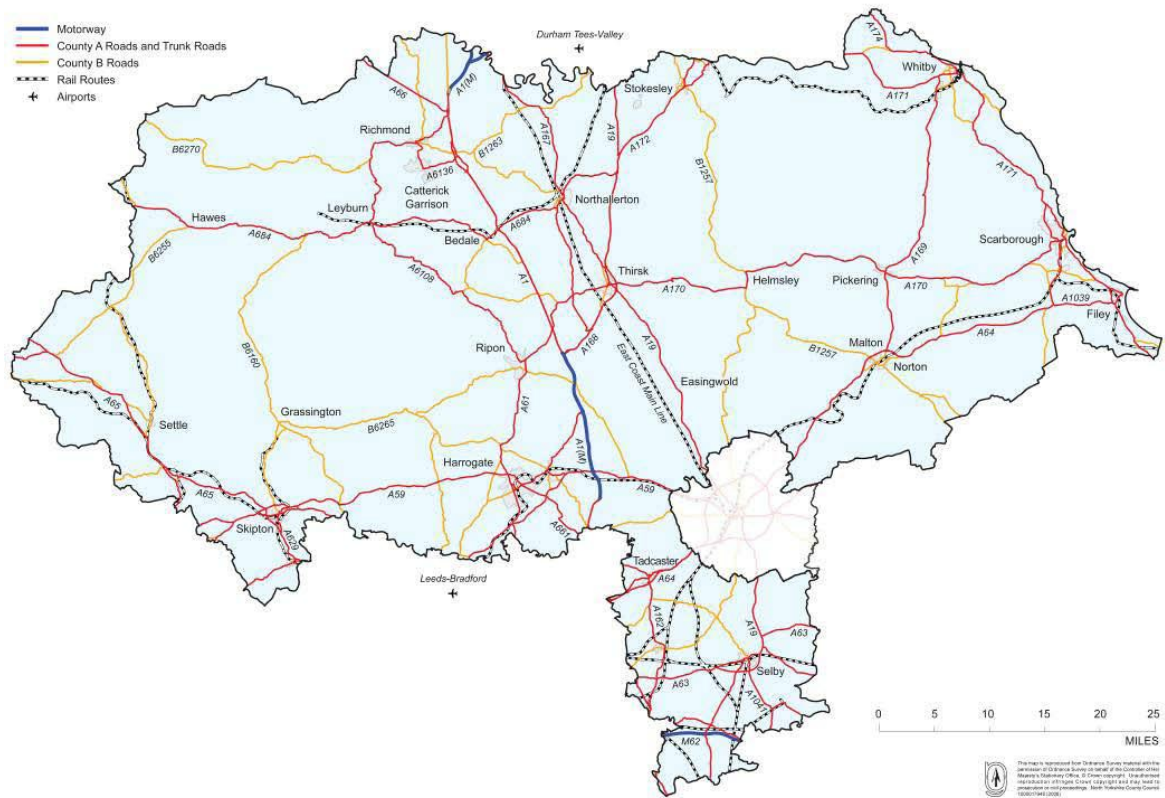
This policy has been developed with the primary aim of providing guidance to those officers responsible for developing strategies for the management and maintenance of highways infrastructure related assets.

Equality Impact Assessment

An Equality Impact Assessment is not required. A Highway Infrastructure Asset Management Strategy is also being developed which will influence our approach to highway maintenance work and therefore may impact on the public and this will be the subject of a further equalities assessment.

Background

Main Transport Infrastructure in the County of North Yorkshire



At over 9000km in length and with an annual highway maintenance budget (capital and revenue) of approaching £50M, the highway network in North Yorkshire is one of the longest of any Highway Authority in the Country. Managing this vast highway asset is therefore vital to achieving the best possible value for money and delivering the best possible outcomes for the users of the highway network, both the residents of North Yorkshire and visitors.

Every business, resident or visitor to North Yorkshire uses the highway network in some way every day of the year and over 5 Billion kilometres are travelled on the County Councils roads every year.

Asset Management is not a new concept but is a strategic approach for addressing the many competing demands associated with managing the highway network. For many years highway authorities have been operating their networks and making the best use of the data and systems available to them.

The culture of continual improvement has been embedded within our systems since the late 1980s and since that time we have improved our data collection and storage processes.

Recent developments in technology have afforded greater benefit by allowing more in depth analysis of condition data to support improved alignment of service delivery with the changing needs of our stakeholders.

Policy for Highways Infrastructure Asset Management

The County Council recognises the vital role played by North Yorkshire's local highway network in supporting the authority's vision -

"We want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work, and visit"

The County Council is committed to making the best use of its budgets, and advocates an asset management approach for the maintenance of the county's local highway network, in order to help deliver the best long term outcomes for local communities.

The Highway Infrastructure Asset Management Strategy will set out how highway asset management will be delivered in North Yorkshire. This strategy will take into account current and projected financial pressures and will explain how available funds and resources should be utilised to maximise their benefit.

Through its Local Transport Plan (LTP3), in order to further support its vision and duties, the County Council developed a series of local transport objectives. To help meet these objectives, the Highway Infrastructure Asset Management Strategy will seek to:

Support flourishing local economies by delivering reliable and efficient transport networks and services (local economies)

Well maintained highways are essential to the local economy. Reliable journey times for customers, for the delivery of goods and for staff travel are essential to good business. Well maintained roads also reduce the costs of damage and wear and tear on business vehicles. Asset management optimises the planned maintenance over the lifecycle of the highway to contribute to the best possible outcomes for the available funding and also reduces disruption to traffic resulting from unplanned reactive maintenance works.

Reduce the impact of transport on the natural and built environment and tackling climate change (environment and climate change)

A key element of asset management is to integrate sustainable solutions and treatments, which minimise waste and landfill arising from highway maintenance works. Asset management also allows improved highway condition and reduced delays for vehicles at unplanned roadworks which contribute towards improved vehicle fuel efficiency and therefore carbon emissions.

Improve transport safety and security and promote healthier travel (safety and healthier travel)

Asset management, by ensuring that we have the best possible maintenance outcomes for the available funding, contributes towards minimising accidents and incidents (resulting in injury and / or damage to vehicles and property) directly attributable to the condition of the highway network. Good asset management, by helping to ensure good networks for active travel (cycling and walking), also helps people to make healthier travel choices.

Promote greater equality of opportunity for all by improving people's access to all necessary services (access to services)

An effectively maintained local highway network is essential to all modes of travel used to access local services (car, bus, community transport, cycling and walking) and hence contributes towards providing people with easier travel and access to these local services.

Ensure transport helps improve quality of life for all (quality of life)

A well maintained highway network reduces the impact of traffic on communities (e.g. traffic noise), improves the visual amenity of places and generally contributes to an improved quality of life for residents, visitors and travellers.

Record of decision that Equality Impact Assessment is not required (March 2015)	
Directorate and service area	Business and Environmental Services Highways and Transportation
Name and contact of officer(s) taking decision that EIA not required Barrie Mason Ext. 2137	
What are you proposing to do? Adopt a Highway Infrastructure Asset Management Policy	
Why are you proposing this? The Highways Infrastructure Asset Management Policy describes the County Council's commitment to highway infrastructure asset management.	
Does the proposal involve a significant commitment or removal of resources? The proposal will direct the use of existing resources.	
Will this proposal change anything for customers or staff? What will change? It provides a visible commitment to achieving the benefits that can be delivered through asset management.	
Will the proposal make things worse for people with protected characteristics (age, disability, sex, disability, gender reassignment, religion or belief, pregnancy or maternity, marriage or civil partnership)? (Customers, staff etc). How do you know? Do you have any evidence to support your assessment? The policy has been developed in line with the Local Transport Plan and will complement and further enhance our established asset management based approach to highways maintenance and management. As such the adoption of this policy will not impact negatively on any individual's use of the highway. A Highway Infrastructure Asset Management Strategy is also being developed which will influence our 'on the ground' approach to highway maintenance work and therefore may impact on the public. The strategy will be the subject of further equalities impact assessment work as it is developed.	
If there might be a negative impact on people with protected characteristics can this impact be reduced? How? -----	
Could the proposal have a significant negative impact on some people with protected characteristics or a less severe negative impact on a lot of people	

with protected characteristics? If “Yes” more detailed analysis should be undertaken and an EIA completed.		
No		
Does the proposal relate to an area where there are known inequalities (e.g. disabled people’s access to public transport)?		
No		
Could the proposal have a greater negative impact on people in rural areas?		
No		
Could the proposal have a worse impact on people with less money?		
No		
Will the proposal have a significant effect on how other organisations operate (e.g. partners, funding criteria, etc). Do any of these organisations support people with protected characteristics?		
No		
Do the answers to the previous questions make it reasonable to conclude that there will be no or very limited adverse impacts on people with protected characteristics?	Yes	
Will there be no or limited adverse impacts on people in rural areas?	Yes	
Will there be no or limited adverse impacts on people with low incomes?	Yes	
Further analysis and full EIA Required		No
Decision not to undertake EIA approved by (Assistant Director or equivalent)	Barrie Mason	
Date:	19.03.15	

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

15 April 2015

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 (**Appendix A**).
- c. Approve the scope of the Residents Parking Scheme Policy review.

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 Mid Cycle briefing meeting – 3 March 2015

3.1 Residents Parking Scheme Policy

The Committee agreed at its meeting on 19 January 2015 to review the County Council's Residents Parking Scheme Policy.

At the mid cycle briefing meeting Group Spokespersons agreed to lead the review and report back the findings to the Committee later in the year. The draft scope of the review was discussed and is attached in **Appendix B**.

3.2 Policy announcements of the political parties: General Election 2015

Group Spokespersons also discussed the key policy announcements to date relating to transport, the economy and the environment of the three main UK political parties and the SNP, the Green Party and UKIP. All their manifestos are expected to be published by early April.

The devolution debate is likely to play a prominent part in the General Election and linked to this Group Spokespersons discussed the region's All-Party Parliamentary Group's document 'Devolution for Prosperity – a “manifesto” for Yorkshire and Northern Lincolnshire after May 2015'. Copies were also circulated to other Members on the committee.

The Mid Cycle briefing meeting scheduled for 5 May 2015 has been cancelled.

4 Recommendations

4.1 That the Committee:

- a. Notes the information in this report.
- b. Confirms, amends, or adds to the areas of work listed in the Work Programme schedule.

4.2 Approves the scope of the Residents Parking Scheme Policy review.

**Jonathan Spencer,
Corporate Development Officer**

Tel: (01609) 780780

Email: jonathan.spencer@northyorks.gov.uk

1 April 2015

Annexes: Appendix A – Work Programme
 Appendix B – Draft scope of Residents Parking Scheme
 Policy review

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2015/16

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	8 July 2015 10am	14 Oct 2015 10am	20 Jan 2016 10am	13 April 2016 10am
Scheduled Mid Cycle Attended by Group Spokespersons only.	15 Sept 2015 10am	1 Dec 2015 10am	1 March 2016 10am	3 May 2016 10am

Overview Reports

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

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2015/16

Meeting	Subject	Aims/Terms of Reference
8 July 2015	Highways Maintenance Contract	To receive the annual report on actions being put in place by the highways maintenance & highways improvement contractor (Ringway) to improve performance and communications
	Highways Agency	Regular annual update
	Adult Learning Service	Overview of the Adult Learning Service and actions arising from the Ofsted inspection carried out in November 2014
	Rail Services	To give an update on current and planned rail services affecting North Yorkshire: overview of the Rail North franchising partnership and replacing the franchises for TransPennine and Northern rail services
Items where dates have yet to be confirmed	Airport Consultative Committees	Annual report by the County Council's representatives on: <ul style="list-style-type: none"> • Leeds/Bradford International Airport • Durham and Tees Valley Airport • Robin Hood Airport
	Grass cutting	To provide an update on grass cutting arrangements with parish councils in North Yorkshire
	Civil Parking Enforcement	To provide an update on the county-wide Civil Parking Enforcement scheme
	Results of the consultation on the proposed reduction in bus subsidy for local bus services	To discuss the results of the consultation and make recommendations to the Executive
Member working groups		
	Working group on the Minerals and Waste Development Framework <i>(Next meeting will be held on 15 April 2015 at 2pm)</i>	To contribute to the preparation of new spatial planning policies for minerals and waste
Possible future overview reports and presentations from external partner organisations		
Meeting	Subject	Aims/Terms of Reference
	Promoting access to our heritage	To give an overview and promote discussion.

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2015/16

	Finance Yorkshire	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.
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In-depth Scrutiny Projects/Reviews

Subject	Aims/Terms of Reference	Timescales
Task group review of North Yorkshire County Council's Residents Parking Scheme Policy	<p>To review North Yorkshire County Council's Residents Parking Scheme Policy, in particular the current eligibility criterion that: 'in order to be eligible for a Residents Parking Scheme less than 50% of the properties have either:</p> <ul style="list-style-type: none"> existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or available off-street parking within 400m.' <p>To consider if there are circumstances that would merit increasing the percentage threshold of properties for this criterion. This would be in order to accommodate areas where 50% or more of properties have off-road parking but have a high percentage of on-street parking taken up by non-residents and meet the other criteria within the policy.</p> <p>To consider if there are other criteria that should be reviewed, for example to address the problem of on street parking by non-residents in streets with sheltered housing, which causes carer and medical access to be made more difficult.</p>	Spring-Summer 2015

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

Transport, Economy and Environment Overview & Scrutiny Committee

Plan of Scrutiny Review

Topic	Residents Parking Scheme Policy: off-street parking
<p>Objective</p>	<p>To review North Yorkshire County Council’s Residents Parking Scheme Policy, in particular the current eligibility criterion that: ‘in order to be eligible for a Residents Parking Scheme less than 50% of the properties have either:</p> <ul style="list-style-type: none"> • existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or • available off-street parking within 400m.’ <p>To consider if there are circumstances that would merit increasing the percentage threshold of properties for this criterion . This would be in order to accommodate areas that have limited off-road parking with a high percentage of on-street parking taken up by non-residents for long periods of time.</p> <p>To consider if there are other criteria that should be reviewed, for example to address the issue of on street parking by non-residents in streets with sheltered housing, which can cause carer and medical access to be made more difficult.</p>
<p>Reasons for review</p>	<p>The Transport, Economy and Environment Overview and Scrutiny Committee agreed at its committee meeting of 21 January 2015 to set up a task group to review the criterion listed above. This arose from the committee’s discussion about a residential estate in Skipton where more than 50% of the properties have off-street parking but experiences high levels of on-street parking from non-residents. Residents report that this is leading to: traffic/parking congestion; driveways being blocked; parking on or near to some of the bends; and households with several cars being unable to park in the vicinity of their property. In several other aspects the area meets the criteria for the introduction of Resident Parking Schemes.</p> <p>The remit of the Transport, Economy and Environment Overview and Scrutiny Committee, (which includes transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met), means that it is the appropriate overview and scrutiny committee to undertake this review.</p> <p>The current Residents’ Parking Scheme Policy was approved by the</p>

	<p>Executive in September 2003. The County Council Parking Strategy makes a commitment to review this policy.</p> <p>The Residents Parking Policy was last revised in March 2012. (This was in respect of the requirement that 55 % of owners/occupiers of properties within the proposed zone should be in support at the outset. This was amended to stipulate that over 50 per cent of owners/occupiers of properties within the proposed zone should be in support at each stage. An additional criterion was added that a self-appointed champion needs to come forward for a scheme to be considered.)</p>
Task group members	County Councillors Andrew Goss, Robert Heseltine, Peter Horton, David Jeffels and Bob Packham.
Method	<p>Officer briefing on existing policy.</p> <p>Site visits including to: Skipton ('Regent Estate'), Selby and Harrogate districts, and an existing Residents Parking Scheme in Scarborough district.</p> <p>Research other local authorities' Resident Parking Schemes in respect of off-street parking criteria.</p>
Issues	<p>Defining what is meant by a 'high percentage' of on-street parking taken up by non-residents.</p> <p>Defining what is meant by 'limited' off-road parking.</p> <p>Other solutions for areas suffering from parking congestion.</p> <p>Under what circumstances (if any) could the introduction of Residents Parking Schemes in areas where the majority of residents have off street parking be justified?</p> <p>Residents cannot be forced to pay for a parking permit. It may be the case that insufficient numbers of residents with off-street parking will be prepared to pay for a parking permit to justify the expense to the County Council of putting in place and administering such a scheme in areas where the majority of households have off-street parking.</p> <p>Ensuring that we do not accommodate areas where parking problems are simply linked to over demand from residents for on-street spaces - e.g. because households own multiple cars and/or do not make full use of their available off-street parking including garages.</p>

	<p>Ensuring that implementing Residents Parking Schemes in areas where the majority of households have off-street parking is not simply undertaken in response to residents' wishes for no other motorists to park vehicles outside their houses.</p> <p>What should the percentage threshold of properties with off-street parking be set at (if any) and what are the implications of increasing the existing threshold of less than 50% of households with off-street parking? For example, increasing the percentage threshold of properties with off-street parking eligible for a Residents Parking Scheme will provide improved access to properties for residents (and visitors to those properties). It could however lead to parking displacement problems to adjacent streets. Whilst this is a risk that applies to Residents Parking Schemes in general could this risk increase if the percentage threshold of properties with off-street parking is raised? If so, could this risk be managed and if so how?</p> <p>How would we ensure that making changes to the scheme would not result in the County Council being faced with requests for Residents Parking Schemes that it could not resource (in terms of finance and officer time) but met the revised eligibility criteria? The funding and resourcing constraints of the County Council around enforcement and on-going administration of the schemes need to be taken into account.</p> <p>Ensuring that the criteria for the Residents Parking Scheme Policy continue to ensure fairness, including equity of resources, across the county.</p> <p>The number of permits that would be issued to households with off-street parking – e.g. differentiating between households with one off-road parking space and those with more (such as those properties with an outside off-road parking space plus a garage).</p> <p>Do the existing criteria in the Residents Parking Scheme Policy mean that they do not address the issue of on street parking by non-residents in streets with sheltered housing? If so which aspects of the existing criteria do we need to change, and/or do we need to do more to raise awareness of the various solutions that are available?</p>
<p>Schedule</p>	<ul style="list-style-type: none"> ▪ 3 March 2015 – Mid Cycle briefing meeting to discuss the County Council's Residents Parking Policy and the rationale & scope of the review. Agree membership of the task group. (Scope of review to be formally approved at TEE O&SCtee meeting: 15 April 2015) ▪ May to June/July 2015 – Desk research, site visits. ▪ July to August 2015 – Draw together findings and recommendations

	<ul style="list-style-type: none"> ▪ 14 October 2015 - Transport, Economy and Environment Overview & Scrutiny Committee to consider and approve the task group's finding and recommendations ▪ Late October 2015 – Recommendations considered by the Executive
<p>Success indicators</p>	<p>Recommendation/s to the Executive regarding whether under certain circumstances [to be specified] Residents Parking Schemes should or should not be implemented in areas where 50% and above of the properties have either:</p> <ul style="list-style-type: none"> • existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or • available off-street parking within 400m. <p>Recommendations [if applicable] to revise other criteria within the Residents Parking Scheme Policy.</p>

DRAFT