

## Agenda

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

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

**Date: Wednesday 27 July 2016 at 10.00am**

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### Business

1. **Minutes of the meeting held on 13 April 2016** (Pages 6 to 13)
2. **Any Declarations of Interest**
3. **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 22 July 2016, 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 if no public questions or statements</i>
4. <b>Ringway Performance 2015/16</b> – Report of NYCC Corporate Director – Business and Environmental Services <b>(Pages 14 to 26)</b>	10:00-10:30
5. <b>Highways England</b> – Oral update from Roger Wantling, Service Delivery Team Leader, Highways England	10:30-11:00
6. <b>Road casualty figures in 2015, the provisional figures for Q1 2016 and the work of the 95Alive Partnership</b> – Report of NYCC Corporate Director – Business and Environmental Services <b>(Pages 27 to 36)</b>	11:00-11:30
7. <b>Airport Consultative Committees</b> – Reports of the NYCC representatives on the Airport Consultative Committees <b>(Pages 37 to 40)</b>	11:30-12:00
8. <b>Work Programme</b> – Report of the Corporate Development Officer <b>(Pages 41 to 45)</b>	12:00-12:30
9. <b>Such other business as in the opinion of the Chairman should by reason of special circumstances be considered as a matter of urgency.</b>	12:35

Barry Khan  
Assistant Chief Executive (Legal and Democratic Services)

County Hall  
Northallerton

19 July 2016

**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**

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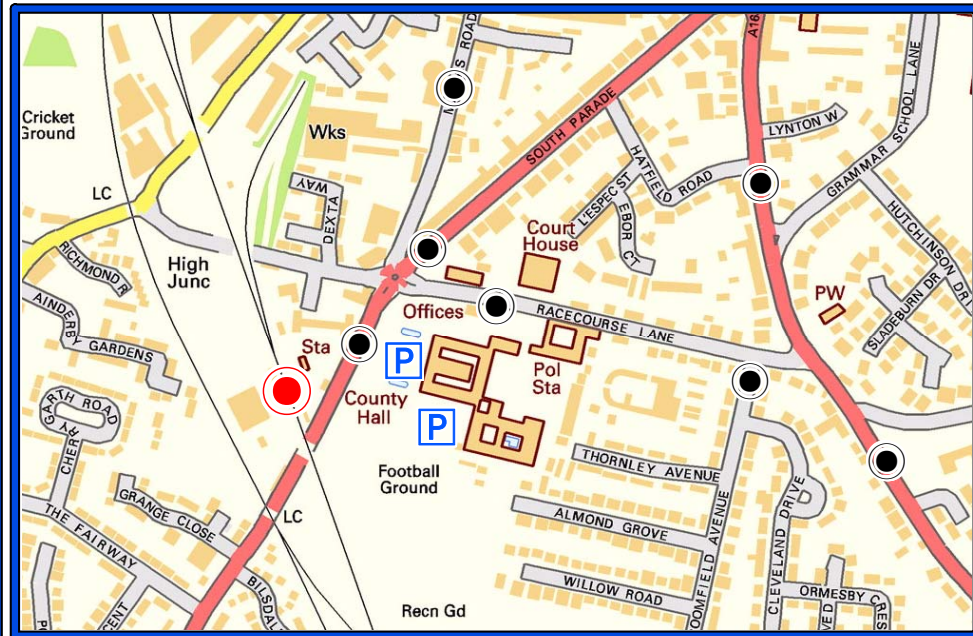
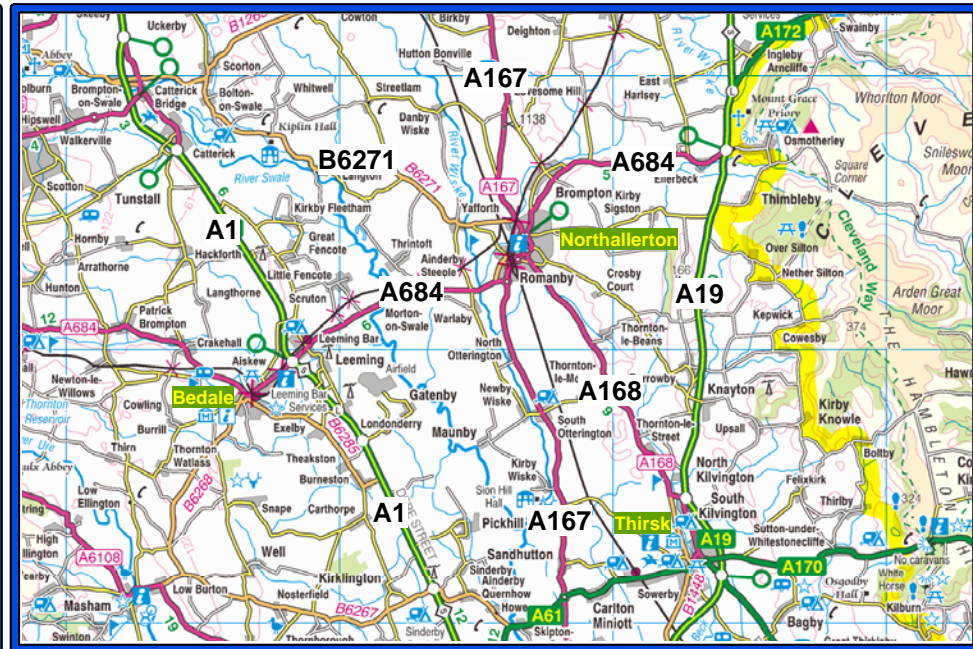
# Transport, Economy and Environment Overview and Scrutiny Committee

## 1. Membership

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

## 2. Substitute Members

<b>Conservative</b>		<b>Liberal Democrat</b>	
	<i>Councillors Names</i>		<i>Councillors Names</i>
1	PEARSON, Chris	1	GRIFFITHS, Bryn
2	BATEMAN, Bernard MBE	2	De COURCEY-BAYLEY, Margaret-Ann
3	BLACKBURN, John	3	JONES, Anne
4	HARRISON, Michael	4	
5		5	
<b>NY Independent</b>		<b>Labour</b>	
	<i>Councillors Names</i>		<i>Councillors Names</i>
1	BARRETT, Philip	1	BROADBENT, Eric
2		2	
3		3	
4		4	
5		5	
<b>Liberal</b>			
	<i>Councillors Names</i>		
1			
2			
3			



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DL7 8AD



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Yorkshire County Council

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## North Yorkshire County Council

### Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 13 April 2016 at 10.00 am.

**Present:-**

County Councillor Andrew Backhouse in the Chair

County Councillors Margaret Atkinson, Robert Baker, Andrew Goss, Michael Heseltine, Robert Heseltine, Peter Horton, David Jeffels, Penny Marsden, Bob Packham, Andy Solloway, Richard Welch, and Robert Windass.

Other Members present were: County Councillors Don MacKenzie, Jim Clark, John Clark and Margaret-Ann De Courcey-Bayley.

NYCC Officers attending: David Bowe, Corporate Director (BES), James Farrar, Assistant Director – Economic Partnership Unit (BES), Jonathan Spencer, Corporate Development Officer (Central Services) and Mark Young, Flood Management Officer (BES).

Four members of the public were in attendance.

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**Copies of all documents considered are in the Minute Book**

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**93. Minutes**

**Resolved -**

That the Minutes of the meetings held on 22 January 2016 and 1 March 2016 be confirmed and signed by the Chairman as a correct record.

**94. Declarations of Interest**

There were no declarations of interest.

County Councillors Robert Heseltine and Bob Packham gave notice that they would not be taking part in the discussions relating to agenda item 8 and would leave the meeting at that point.

**95. Public Questions or Statements**

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

Public statements relating to agenda item 8 were received from David Davis, Dr Tim Thornton and Joanne White.

**96. Corporate Director's Update**

Considered -

## The oral report of the Corporate Director - Business and Environmental Services

David Bowe provided the following update.

- A number of major capital projects were coming to an end, including the Sandsend Sea Defence Works and the Bedale, Aiskew and Leeming Bar (B.A.L.B.) bypass. The B.A.L.B. bypass remained within budget and was expected to be completed ahead of schedule. Construction had started on the Allerton Waste Recovery Park and was due to go into operation early in 2018.
- A number of design options were being looked at in relation to the reconstruction of the Tadcaster road bridge. A flow study report of the river and a ground survey were awaited. Depending upon the results one of the options would be to drive piles into the bedrock under the bridge on the upside and place steel piles across the river connected by a concrete slab to create a more robust structure. Widening the bridge was a possibility but it would depend upon the cost of carrying out this work.
- Road surfaces throughout the county had deteriorated due to recent wet winters. Rural roads had been the most susceptible due to many not having engineered foundations. The best long term solution was long term repair rather than reactive repairs. However for reasons of cost, there would continue to be a need to carry out reactive repairs alongside planned repairs.
- Directorate savings continued to be made and all aspects of BES operations were being reviewed in order to secure further savings. Staff had come up with a number of innovative ideas including delivering services in different ways.
- Discussions relating to devolution continued. There were substantial opportunities to be gained particularly from the North Yorkshire, York and East Riding model or the Greater Yorkshire model if collective agreement could be reached locally and a quality submission was produced.

Member made the following comments:

- The general disintegration of rural and some urban roads meant that full repairs should be carried out rather than patch repairs. David Bowe agreed that longer term repair was the best solution. Deterioration of some of the roads in urban areas could be attributed to treatments used in past which meant that they were more susceptible to movement.
- In response to a question from a Member, David Bowe provided an update on the 'jet patcher' (pothole machine). He mentioned that BES was considering whether to purchase or lease the machine. The jet patcher worked best where the road surface surrounding the repair was in good condition.
- In response to a question from a Member relating to the timeliness of repairs being carried out to identified highway defects, David Bowe confirmed that it depended upon whether the defect was dangerous or could be carried out as part of planned maintenance. Wherever possible dangerous defects were repaired within 24 hours. Other defects fell under a package of repairs and these were marked until they could be fixed. A number of other highways authorities operated on the basis of the two extremes of carrying out immediate repairs or not repairing the defect at all.

- A Member referred to the general deterioration of road surfaces around industrial and retail park developments caused by HGV movements. He reported an instance where the road had deteriorated within one year of the development having been built. He went on to ask what processes were in place to address such situations. David Bowe replied that if the damage to the access roads related to the construction of the development, the developer was required to make good. In all other instances the responsibility rested with the highways authority and the road condition was assessed relative to the condition of the rest of the network.
- A Member commented on the deterioration of rural roads, including recently re-surfaced roads. She asked if additional lateral support measures could be put in place to stop the road edges breaking away especially on rural roads used regularly by HGVs. David Bowe replied that there was no single easy solution to the problem due to reasons of cost. Many rural roads had been widened over time from cart tracks and so did not have engineered foundations. Solutions that have been put in place included HGV controls. Also in specific locations kerbs have been installed.

**Resolved -**

That the update be noted.

**97. YNYER Local Enterprise Partnership Update**

Considered -

The report of the Corporate Director - Business and Environmental Services summarising the York, North Yorkshire and East Riding Local Enterprise Partnership (YNYER LEP) Performance in 2015/16 and budget proposals for 2016/17. The report covers Strategy and Funding; Infrastructure including the Local Growth Fund; Business Support and Skills.

James Farrar explained that the YNYER LEP was currently reviewing its Strategic Economic Plan and was in the process of putting together action plans covering Agri-food & bio-economy, apprenticeships, Growth Towns and Rural (Dales, Moors and Wolds). A Coastal Plan was also being developed.

He went on to refer to section 4 of the report relating to the Local Growth Fund. All of the 2015/16 projects had now received full funding agreements with many having commenced, although some flagship projects had slipped into future years. There were significant risks in 2016/17 around delivering some of the projects as detailed in paragraph 4.2 of the report.

Referring to section 5 of the report, he noted that the LEP had put in place a number of initiatives to help small and micro businesses grow by providing advice and information, and supporting business networks to pilot new areas.

Careers information advice and guidance, in partnership with the County Council, was being piloted to a number of schools in North Yorkshire as detailed in section 6 of the report.

Members made the following comments:



- A Member said that he wished to congratulate the LEP team for achieving significant progress in the past year. He was concerned however that more generally the poor East-West transport connections – both in terms of road and rail - remained a brake on economic development. James Farrar said that he agreed that east-west connectivity in the county needed to be improved and it was not acceptable that there was a single rail line between York and Scarborough. The economic benefits that could be realised from making such improvements in the transport infrastructure had been fed into the discussions with Transport for the North. One of the ‘wins’ of the last six months had been to persuade the government to consider dualling the A64 beyond its current plans to dual up to Barton-on-the-Hill. Another win had been to increase the number of rail services between York and Harrogate from one each hour to two each hour.
- Referring to paragraph 6.5 of the report relating to the links being made between business and schools, a Member noted that two schools in Craven had engineering college status. He asked if the LEP had made links with these two schools. James Farrar said that he was not aware of this but it was useful to know for the future as the ambition was for all schools in the county to be part of the initiative.
- A Member asked what plans the LEP was putting in place to respond to future developments - actual or possible - relating to devolution and Brexit. James Farrar replied that the LEP was keen to ensure that all the local authorities worked as one on the offer and asks to government with regards to devolution. With regards to Brexit he noted that EU Structural Investment Funding provided a significant amount of support to the LEP and was being invested against the LEP’s strategic priorities. The funding committed to date was expected to be unaffected by the results of the EU referendum but there remained business uncertainty in the lead up to the referendum.

**Resolved -**

That the successful performance to date of the LEP and potential for a new Local Growth Fund Bid in 2016/17 be noted.

**98. Local Flood Risk Management Strategy Update**

Considered -

The report of the Corporate Director - Business and Environmental Services providing a progress update on the implementation of the Local Flood Risk Management Strategy.

Mark Young introduced the report. Referring to section 4 of the report he noted that the Local Flood Risk Management Strategy was being reviewed internally looking at:

- Customer service – incident review and response
- Supporting flood risk reduction initiatives
- Development control and sustainable drainage
- Flood Risk Asset information
- Supporting community understanding of flood risk

With reference to these areas he noted that Storm Desmond had presented a significant test to the Local Strategy but despite this event the Local Strategy had been effective in delivering a flood responsive service to affected communities. Progress had also been made towards realising key flood and coastal erosion risk management

schemes. Since the strategy was produced the government had given the responsibility for ensuring sustainable drainage design for new development to planning authorities and in two tier areas county councils would be statutory consultees.

Members made the following key comments:

- A Member asked what measures were being undertaken to mitigate flooding problems in villages, noting that the Pickering flood scheme had worked well. Mark Young replied that the type of work carried out in the Ryedale catchment area was something that the County Council wished to expand. This included using more natural flood risk management techniques particularly higher up the catchment.

#### **Resolved -**

That the report be noted.

(County Councillors Robert Heseltine and Bob Packham left at this point in the meeting.)

#### **99. Road Casualty Figures in 2015 and the Work of the 95Alive Partnership**

The item has been deferred to the Committee's meeting on 27 July 2016.

#### **100. Joint Investigation undertaken by the Transport, Economy and Environment Overview and Scrutiny Committee and the Scrutiny of Health Committee to inform the Minerals and Waste Joint Plan, with regards to hydraulic fracturing, and to inform the Executive's response to the petition received by Ryedale Area Committee on 10 June 2016**

Considered -

The joint report of the Chairman of the Transport, Economy and Environment Overview and Scrutiny Committee and the Chairman of the Scrutiny of Health asking the Committee to discuss and note the information in the joint report and consider the recommendations to the Executive set out on page 30 of the report.

Public Questions -

David Davis read out the following statement:

Further to the Joint Committee hearing in January 2016 and the subsequent draft report produced I would like to thank the committee for letting me ask my questions.

I agree with much of the draft report's content in relation to the many concerns relating to the industry and its development. It is clear that we need a robust criteria based approach particularly taking into account the uncertainty of the likely scale of the offshore industry. It is also clear that the possible implications of fracking should be given much greater prominence in the Minerals and Waste Joint Plan.

My questions are:-

- The number of HGV movements will be huge if the industry is allowed to be developed. I have carried out a desktop calculation which I enclose as an appendix to my questions, and I have most likely underestimated the number of HGV movements in Third Energy's PEDL area. However it shows if the

industry is allowed to develop there will be between 200,000 and 250,000 additional movements just in this very small area of North Yorkshire. This would be in the period referred to by the industry as 'the construction' period. I estimate this period would be between three and five years. Remember my figures relate only to a small area of Ryedale where we have less than 10 miles of dual carriageway. What recommendations will you make in respect of the road infrastructure to be developed to allow this industry to proliferate in North Yorkshire?

- The lack of any information relating to third party water treatment companies is of concern. It is clear that at present the only likely treatment of the waste is essentially a process of dilution. There was evidence regarding the final disposal sites for waste water but nothing at all about third party treatment works. What recommendations will you make in respect of the development of Waste Water treatment for the Joint Plan?
- The health impacts of the industry remains a concern and there is mention of 'buffer zones' and 'setback distances', presumably to afford protection from nuisance effects of the industry. Based on my desktop calculations most sites if they have multiple boreholes will have drilling operations continuing for years. The only way of reducing drilling time is to use more than one drill. However if more than one drill is operational at once the noise will be impossible to keep within current guidelines. What recommendations will you make to ensure an appropriate noise baseline for rural areas is set?

Dr Tim Thornton read out the following statement:

Thank you for allowing me to speak and for the hard work that has gone into preparing this report. I was a GP in Ryedale for 30 years and I am now on Ryedale District Council.

From studying a wide range of peer-reviewed scientific papers from around the world, especially from America, I am concerned about the possibility of the health impacts from fracking. In many instances the impacts relate to the number of wells, the distance from the wells and the activity of the wells in the vicinity.

We have been told that there could be up to fifty laterals on one well site, each with their impact. Living between two such pads might expose you to the impact from equivalent of up to 100 wells. In America and Australia there are reports of accidents, spills and leaks that can compromise the environment and health. Occasionally there are blowbacks spreading fracking fluid for a quarter of a mile or more, there are fires and explosions or uncontrolled releases of gas. This would not happen in a perfect world of course. But accepting human and engineering frailty does and will happen, how will the committee decide how close this activity will be to habitation? The House of Commons considered the need for using sound science responsibly and the need to address and to seek to achieve all of the aspects of sustainable development, and not to start by assuming that one aspect can be traded off against another.

Will the decision on the minimum distance of a well from a home or school, be based on using sound science responsibly or must the decision be a compromise with the industry, that puts the community at risk, in order to maximise gas extraction?

Joanne White read out the following statement:

The report acknowledges the importance of the Minerals and Waste Joint Plan to protect and preserve the health of residents, the environment and existing economies, and also acknowledges the "unknowns". There is however considerable information available about the unconventional gas industry and how it operates if we look abroad to countries like Australia and the US. There are commonalities, irrespective of

different regulatory and legal regimes. And it is essential that those with responsibility for drafting the Plan take account of these commonalities and fully appreciate the difference between unconventional and conventional gas extraction - as there is a tendency for the industry and UKOOG to downplay these important differences. The Plan must be reviewed but it must also be drafted with an eye to the future.

It is fact that this is a new industry only one well has been fracked unconventionally in the UK - as confirmed by DECC, and the EA.

It is fact that this industry cannot operate without lots of sites and lots of wells. The plan must stop over-development.

We know from the Lancashire planning inquiry that each exploratory site is likely to take three years to complete, not the two years stated in Appendix 2. Production sites with more wells will take much longer.

In October 2015, Andrea Leadsom (Energy Minister) said that 100 to 200 wells would need to be drilled to see if shale gas could be successful, so just the exploratory phase may require up to 200 wells drilling and fracking. Compare this scale to the six conventional wells Third Energy has in production in Ryedale. North Yorkshire has a large licenced area so it would be reasonable to plan for a significant number of exploratory wells being in our Plan area.

The report refers to the cumulative issue of traffic. Again we know from the Lancashire inquiry that at times there will be 50 HGV journeys per day, per site and fracking requires large HGVs that are over 54' in length.

The report acknowledges the traffic impact of other extractive operations, although in the North York Moors National Park the new potash mine and its five-year construction must also be considered. This adds to the "industrialisation" and transport load of the area and road network. Should we be including in the Plan from the outset that traffic from fracking must not be permitted through the centre of settlements unless on an A Road?

The cumulative impact of waste is of great concern. We know from the Lancashire inquiry that only eight wells will take 70% of the available waste capacity. A waste expert at the Inquiry stated the EA had: "not done a thorough job had left it open that capacity might not be available, it had specified process but not capacity". At the same time it came to light that Cuadrilla may have underestimated the amount of flow back water it will produce.

We cannot be caught out. The Plan must be clear and robust. We cannot allow this industry at the expense of everything else.

The Chairman and Jonathan Spencer provided a brief overview of the report.

Members made the following key comments:

- The recommendations should be made more specific by relating to the summing up points in the report. There is a need to manage the impacts of a proliferation of well sites.
- The report should re-emphasise that the Minerals and Waste Joint Plan should take into account the cumulative impacts of lorry movements on the county's rural roads if and when an onshore shale gas industry develops in the county.

**Resolved -**

That the Chairman of the Scrutiny of Health Committee and the Chairman of the Transport, Economy and Environment Overview and Scrutiny Committee, taking into account the views of the group spokespersons from both committees, be delegated responsibility to prepare a final joint report for submission to the Executive on 24 May 2016.

**101. 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 Appendix A to the report).

**Resolved -**

That the report be noted.

The meeting concluded at 12.20pm

JS

**North Yorkshire County Council**

**Business and Environmental Services**

**Transport, Economy and Environment Overview and Scrutiny Committee**

**27 July 2016**

**Ringway Performance – 2015/16**

**Report of the Corporate Director – Business and Environmental Services**

**1.0 Purpose of Report**

- 1.1 The purpose of this report is to advise Members of Ringway's performance under the Highways Maintenance Contract (HMC) 2012 during the period 1 April 2015 – 31 March 2016 and of the outcome of the Evaluation Panel held on 25 May 2016.

**2.0 Background**

- 2.1 Following a lengthy and robust procurement exercise, HMC 2012 was awarded to Ringway (RIS) and the contract commenced on 1 April 2012.
- 2.2 As part of the Contract, an Evaluation Panel is held annually in May to determine the Term of the Contract, which is informed by the Contract Performance Indicators (CPIs). The CPIs comprise Primary Performance indicators (PPIs) and Secondary Performance Indicators (SPIs). It is the PPIs which directly affect the Term of the Contract, although the SPIs can also be taken into consideration. The Evaluation Panel is also asked to support the implementation of the rolling 3<sup>rd</sup> year CPI targets, together with any interim amendments.
- 2.3 The maximum term of the Contract is 10 years; the minimum term is 6 years. The contract has a 'Claw Back' and a 'Win Back' mechanism, whereby any years clawed back for poor performance can subsequently be won back for good performance.
- 2.4 The contract period was reduced by one year at the Evaluation Panel meeting held on the 22nd May 2014.
- 2.5 At the Evaluation Panel held on 29 June 2015, the decision was taken to keep the term of the Contract at 9 years with a Contract completion date of 31 March 2021.

Evaluation Panel – 25 May 2016

- 2.6 The 2016 Evaluation Panel considered the performance of RIS for the period 1 April 2015-31 March 2016. The performance for this period was that the required targets for 14 out of 15 Primary Performance Indicators (PPIs) and 9 out of 11 Secondary Performance Indicators (SPIs) were met. This compares with the same period in 2014/15 where 19 out of 23 Primary Performance Indicators (PPIs) and 11 out of 19 Secondary Performance Indicators (SPIs) were met.
- 2.7 It should be noted that Ringway's performance for 2015/16 has been measured against the new Performance Management Framework which has a reduced number of indicators.

- 2.8 Based on the improved performance, the Panel took the decision to retain the Term of the contract as 9 years, until 31 March 2021.

#### Challenge/Scrutiny

- 2.9 Through the HMC 2012 Governance arrangements, Ringway's performance is scrutinised throughout the year at the monthly Operational Management Group (OMG), quarterly Strategic Management Group (SMG) and 6 – monthly Partnering Steering Group (PSG) meetings.
- 2.10 Since the first HMC 2012 Evaluation Panel, Ringway's performance has been further scrutinised by Members at:
- Transport, Economy and Environment Overview and Scrutiny Committee (TEE OSC) – 17 July 2013
  - BES Executive Members (with County Councillor David Jeffels in attendance as Chairman of TEE OSC) – 27 November 2013
  - TEE OSC – 22 January 2014
  - TEE OSC – 16 July 2014
  - TEE OSC – 21 January 2015
  - TEE OSC – 14 October 2015

### **3.0 Consideration**

- 3.1 The performance of RIS has improved since the last report. Appendix A details the overall performance for the financial year 2015/16 compared to the previous year. This improvement was recognised by the Evaluation Panel when they reached their decision on 25 May 2016.
- 3.2 As noted in the previous report and referenced in 2.7, a revised Performance Management Framework has been adopted and implemented by the Partnership. Included in this revised framework are measures relating to 'Completion in time of option B (minor works) (OB7, OB30 & OB90). It is noted at this point that performance in these areas was not formally measured or considered by the Evaluation Panel as the revised working arrangements were still in the trial phase and the available data was not sufficient to allow a full assessment to be carried out.
- 3.3 Appendix B details the 'Rectification Action Plans' presented to the Panel relating to those indicators where the required Target was not met.

### **4.0 Legal Implications**

- 4.1 The requirement for an Annual Review of HMC 2012 is stipulated in the contract documents and shall be completed before 1 June in each Contract Year.
- 4.2 The Key Decisions associated with the Evaluation Panels held in this and in previous years have been published on the County Council's Statutory Forward Plan in accordance with its Constitution.

### **5.0 Equalities Impact Assessment**

- 5.1 Consideration has been given to the relevance of equality and diversity issues in each of the Evaluation Panels. It was the view of officers that the recommendations had no impact on any of the protected characteristics identified in the Equalities Act 2010.

5.2 An EIA for HMC 2012 has been developed jointly with Ringway and was reviewed and updated in May 2014. The next review is due to take place this financial year (2016/17).

## **6.0 Finance Implications**

6.1 Over the first four years of HMC 2012, approximately £191 million of work has been delivered to date.

6.2 As part of HMC 2012, there is one specific CPI directly relating to finance:

- SPI S06 Value of Gain Achieved

## **7.0 Recommendation**

7.1 It is recommended that Members:

- i) Note the contents of this report and attached appendices

DAVID BOWE  
Corporate Director Business and Environmental Services

Author of Report: Andrew Binner

Background Documents: None



### Primary Performance Indicators (PPIs)

Reference No.	PPI	2015/16 Performance			2014/15 Performance	
		Target	Actual	Pass/Fail		
<b>WINTER MAINTENANCE:</b>						
PPI WM01	Client Satisfaction - Winter Maintenance Gritting Routes	10	0.00	Pass	Pass	3.00
		9.6	10.00	Pass	Pass	9.81
		56	0.00	Pass	Pass	8.00
		10	0.00	Pass	Pass	2.00
		7	0.00	Pass	Pass	2.00
		4	0.00	Pass	Pass	0.00
		Overall Performance			Pass	Pass
<b>SCHEMES</b>						
PPI S01	Start on Time	90%	95.11%	Pass	Pass	92.56%
PPI S02	Finish on Time	85%	95.54%	Pass	Pass	91.33%
PPI S04	Street works Noticing	85%	74.87%	Fail	Not Applicable (revised scoring methodology)	
		85%	90.37%	Pass	Not Applicable (revised scoring methodology)	
		10%	3.17%	Pass	Not Applicable (revised scoring methodology)	
		Overall Performance			Fail	Fail
<b>ROUTINE MAINTENANCE</b>						
PPI RM05	Road Markings	80%	86.96%	Pass	Pass	80.00%
PPI RM06	Achievement of Programme - Surface Dressing	97%	100%	Pass	Pass	100%
PPI RM08	Highway Dangerous Defects CAT 1	99%	99.71%	Pass	Fail	99.29%
PPI RM09	Completion on Time - Emergency Call Outs	99%	99.96%	Pass	Fail	99.32%
PPI OB7	Completion in time option B (minor works) 7 day response	80%	68.68%	N/A	Not Scored	Not Scored
PPI OB8	Completion in time option B (minor works) 30 day response	85%	76.24%	N/A	Not Scored	Not Scored
PPI OB9	Completion in time option B (minor works) 3 month response	90%	88.32%	N/A	Not Scored	Not Scored
<b>FLEET MAINTENANCE</b>						
PPI FM01	Compliance with Servicing Schedule	88%	100.00%	Pass	Pass	100.00%
PPI FM02	MOT Pass Rate	97%	98.06%	Pass	Pass	98.94%
<b>STREET LIGHTING MAINTENANCE</b>						
PPI SL01	Street Lighting Fault Repair	96%	99.89%	Pass	Pass	96.02%
PPI SL02	Achievement of Programme - Street Lighting Cyclical Maintenance	8	1.11	Pass	Fail	10.29

## Secondary Performance Indicators (SPIs)

Reference No.	SPI	2015/16 Performance			2014/15 Performance	
		Target	Actual	Pass/Fail		
<b>SCHEMES</b>						
PPI S03	Defects – Impact at Handover	85.00%	100.00%	Pass	Pass	99.01%
PPI S06	Value of Gain Achieved	>=£0.00	-£6,596.58	Fail	Pass	£84,422.77
<b>ROUTINE MAINTENANCE</b>						
PPI RM01	Achievement of Programme – Grass Cutting Urban	96%	99.91%	Pass	Pass	99.95%
PPI RM02	Achievement of Programme – Grass Cutting Rural	96%	100.00%	Pass	Pass	100.00%
PPI RM03	Achievement of Programme –Weed Spraying	96%	100.00%	Pass	Pass	99.07%
PPI RM04	Achievement of Programme – Gully Emptying	96%	96.94%	Pass	Pass	96.27%
PPI RM07	Defects	183	4	Pass	Pass	39
<b>HEALTH AND SAFETY:</b>						
PPI HS01	LTIFR (Lost Time Through Injury Frequency Rate)	2.50	5.39	Fail	Not Scored	Not Scored
<b>PUBLIC AND CLIENT SATISFACTION</b>						
SPI PCS01	Public Satisfaction – All Schemes	90%	90.99%	Pass	Not Scored	Not Scored
SPI PCS05	Annual Client Survey	66%	60.97%	Fail	Fail	58.99%
		66%	89.28%	Pass		69.72%
		Overall Performance	75.13%	Pass		65.43%
<b>CONTRACTOR – SELF EVALUATION AGAINST ANNUAL ACTION PLAN</b>						
SPI AAP01	Contractor Progress against Annual Action Plan – self evaluation	90%	91.07%	Pass	Fail	80.77%

	<b>ACTION REPORT FORM</b>		<b>PROCESS OWNER: Group IMS Manager</b>
	Issue: 5A	Date: August 2011	Page 1 of 2

**Section 1**

Business Ref: RIS HMC2012 Division and/or Location: North Yorkshire Action Report No: RAP PPI SO4 - 16/17

**Section 2**

Issued by: P Jepps	Issued to: North Yorkshire	Date: Apr 16
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

**Section 3 DESCRIPTION OF ISSUE**

Not achieving the minimum target of CPI PPI SO4 during the contract year 2015/16.

Of the 3 parts to the CPI measure part A (Number of completed works orders that require works notices as a % based on a random sample) failed to reach the 85% target. (Score 74.87)

**Analysis shows that from the sample 271 failures occurred in the following work streams:**

66 Failures due to not retrospectively noticing Callouts (Highways)  
 77 Failures due to not noticing Street Lighting Callouts and Faults  
 128 Failures due to not noticing Highways work. (33 Potholes / 22 Road Marking / 16 Patching / 10 Kerbing/ 47 Other)

**Section 4 STATE THE ROOT CAUSE OF THE ISSUE**

- Street Lighting Streetworks notices. Failures attributed to notices on Traffic Sensitive Streets.
- Retrospective Streetworks notices for Out of Hours Emergency calls.

**Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?****5a CORRECTIVE ACTION (To address the issue)**

- Review People/Process/Systems with regard to noticing procedure for Highways works and identify why noticing is not compliant.
- Review Streetworks noticing procedure for Street Lighting and agree with NYCC the requirements. There is still ambiguity as to what is required and when a notice should be applied.
- Review the procedure for retrospectively noticing Emergency works and agree a new time line with NYCC to ensure the details of the incident are received and an covering order placed to allow time for the notice to be issued (2hrs from the Streetworks Office opening)

**5b PREVENTIVE ACTION (To prevent recurrence)**

- Review the procedure for noticing Street Lighting streetworks notices and enforce its use.
- Review the procedure for retrospectively noticing out of hours Emergency Call outs. Agree new timeline with NYCC and enforce its use.
- Instigate a Live system to monitor Street works compliance, checking each order has a notice prior to commencing the work.

**5c RESPONSIBILITY CHART REQUIRED (PAGE 2)? Y**

**Note: When you have completed this section please send copy to originator.**

**Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)**

Action closed by: Richard Whitaker

Date: 27/4/16

**REMEMBER TO UPDATE THE IMPROVEMENT CONFORMANCE LOG**



**ACTION REPORT FORM**

**PROCESS OWNER: Group  
IMS Manager**

Issue: 5A

Date: August 2011

Page 2 of 2

**Business Ref:**

**Division and/or Location:**

**Action Report No  
PPI S04-16/17**

<b>Date Prepared: 27/4/2016</b>		<b>Responsibility of: P Jepps</b>									
<b>Improvement/Concern</b> Meet the CPI Targets for Streetworks noticing.		<b>Persons Involved</b>									
<b>Planned Completion Date:</b>		NYCC Street works	NYCC CSU	NYCC Operations	NYCC Street Lighting	Jill Jephson	RIS Street Lighting	Richard Whitaker	Hub Supervisor	<b>By When</b>	<b>Complete</b>
<b>Task No</b>	<b>Task Description</b>										
1	Review the requirements for Streetworks Noticing of Street Lighting works (Faults and Schemes)	I			I	I	I	X		31/5/2016	
2	Review Process for Managing Streetworks noticing for Street Lighting works.					I	I	X		31/5/2016	
3	Monthly audit of the results and feedback to RIS Street Lighting Team					I	I	X		Monthly until 30/3/2017	
4	Review the requirements for Retrospective Streetworks notices for Out of Hours Emergency callouts.	I						X		31/5/2016	
5	Agree a new timeline with NYCC for placing orders to cover out of Hours Emergency calls		I	I		I		X		30/5/2016	
6	Put checks in place to ensure works aren't started without a notice being in place. This should be "live" and undertaken by the hub supervisor.  Reports produced tracking individual scheduler and Gang performance.							X	I	In place 30/3/2017 Ongoing reporting	
<p><b>Note</b> <b>ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY</b> <b>(X = RESPONSIBLE, I = INVOLVED)</b></p>											

**Distribute to: R Whitaker, Jill Jephson, SMG**


**REMEMBER TO UPDATE THE IMPROVEMENT CONFORMANCE LOG**



Highway Maintenance Contract 2012 – 22  
Ringway Infrastructure Services  
Contract Performance Review 2015 – 2016

Appendix 3d

Secondary Performance Indicator  
Rectification Action Plans

	ACTION REPORT FORM		PROCESS OWNER: Group IMS Manager
	Issue: 5A	Date: August 2011	Appendix 3d Page 1 of 2

**Section 1**

Business Ref: RIS

Division and/or  
Location: North  
Yorkshire

Action Report No: RAP

SPI HS01-  
16/17

**Section 2**

Issued by: P Jepps	Issued to: North Yorkshire	Date: May 2016
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

**Section 3 DESCRIPTION OF ISSUE**

Following a number of avoidable incidents between the months of June 2015 and December 2015, Ringway failed to achieve the maximum level of 2.5 Lost Time Injury Frequency Rate

**Section 4 STATE THE ROOT CAUSE OF THE ISSUE**

All of the incidents that occurred during the 2<sup>nd</sup> half of 2015 were all avoidable and processes and working methods are all in place to address the causation of the incidents. The issue appears to be around the workforce either believing previous working practices are quicker and/or choosing not to take the necessary time to undertake the works in line with safe systems of work.

**Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?**

**5a CORRECTIVE ACTION (To address the issue)**

- Investigate and review all incidents to identify root cause and implement corrective action plans
- Use the injured party and workforce colleagues in the investigation to promote 'buy in' to working practices
- Brief out findings from investigations to promote lessons learned
- Address training needs to combat incident types

**5b PREVENTIVE ACTION (To prevent recurrence)**

- Increase number of safety inspections/audits and tours by all tiers of management
- Report Monthly on Near Misses and trend analysis of incidents occurring in other Divisions
- Monthly reminder when publishing statistics of risks to Health and Safety
- All incidents and key Near Misses reviewed at Monthly Workforce Health and Safety Meeting

**5c RESPONSIBILITY CHART REQUIRED (PAGE 2)?**      Y

**Note: When you have completed this section please send copy to originator.**

**Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)**

Action closed by:

Date:

**REMEMBER TO UPDATE THE IMPROVEMENT CONFORMANCE LOG**



**ACTION REPORT FORM**

**PROCESS OWNER: Group  
IMS Manager**

Issue: 5A

Date: August 2011

Appendix 3d

Page 2 of 2

**Business Ref:**

**Division and/or Location:**

**Action Report No:  
RAP SPI HS01 – 16/17**

Date Prepared: May 2016		Responsibility of: P Jepps												
Improvement/Concern		Persons Involved										By When	Complete	
		Phil Jepps	Mathew Clayton	Contracts Managers	Agents	Workforce	Health and Safety	Nicola Shaw						
Planned Completion Date:														
Task No	Task Description													
1	Investigate and review all incidents to identify root cause and implement corrective action plans	X	I	I	I	I	I						As required	
2	Use the injured party and workforce colleagues in the investigation to promote 'buy in' to working practices		X	I	I	I	I						As required	
3	Brief out findings from investigations to promote lessons learned	I	I	X	I		I						As required	
4	Address training needs to combat incident types	I	X	I	I				I				Review following incident investigations	Y
5	Prepare, implement and review Health and Safety Strategy	X	I	I	I	I	I						Jan 2017	
6	Brief out Annual Safety Briefing to all personnel and selected SCP's	X	I	I	I	I	I						April 2016	Y
<b>Note</b>		<b>ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY</b>												
		<b>(X = RESPONSIBLE, I = INVOLVED)</b>												

**Distribute to:**

**REMEMBER TO UPDATE THE IMPROVEMENT CONFORMANCE LOG**

	<b>ACTION REPORT FORM</b>		<b>PROCESS OWNER: Group IMS Manager</b>
	Issue: 5A	Date: August 2011	Appendix 3d Page 1 of 3

**Section 1**

Business Ref: RIS

Division and/or  
Location: North  
Yorkshire

Action Report No: RAP SPI S06-16/17

**Section 2**

Issued by: P Jepps	Issued to: North Yorkshire	Date: 17/05/16
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

**Section 3 DESCRIPTION OF ISSUE**

Option D Schemes delivered within the 2015/16 financial year are looking like they will be showing an overall position of Pain. The commitment to NYCC is to show a position of Gain at the end of each financial year.

**Section 4 STATE THE ROOT CAUSE OF THE ISSUE**

**Efficiency of Working/ Time Management**

RIS ensuring they work as efficiently as possible. For example getting materials delivered direct to the site and only taking full loads to tip. When the operatives leave site to collect materials the scheme is in essence paying the operative to be a delivery driver rather than a skilled worker. On the large option D schemes NYCC and RIS should work together to try and create a sufficient size compound without disturbing access for residents (If in an urban area).

**Verbal Instructions given directly to RIS Operatives**

NYCC Project Managers visit sites regularly, which is encouraged by RIS. Unfortunately on occasions a PM will instruct RIS operatives to undertake extra works without raising it through the formal PMI process. These types of instruction are generally of a minor nature such as a couple of extra kerbs. However as the instruction is not formally recorded, RIS operatives complete the works and RIS are not reimbursed financially or for a potential Extension of Time. No instructions should be given on site to RIS operatives by NYCC PM's as the operatives are not commercially aware of its implications.

**Quality of Design Information**

The design information is quite frequently unchecked for errors and/or quality prior to being uploaded on the portal. Whilst RIS would check the information to validate its accuracy we are often finding that we have to spend an unprecedented amount of time reviewing and informing NYCC of errors. This time expended by RIS staff should be spent on the day to day management of the works.

Many of the diversion drawings are old and possibly dated. I believe in some cases a revised diversion would benefit the public and reduce scheme costs for large diversions. For example we have some schemes this year that have diversions in excess of 10 miles that may be reduced following a review. This wouldn't affect the Target Value but would reduce RIS cost which would make a gain scenarios more achievable.

**Weekly On site meetings**

An idea which may benefit schemes successes would be for the NYCC PM and RIS Agent to hold an on-site meeting once a week to discuss any extra works and how the scheme is progressing. By undertaking this together it would be far more efficient than the parties doing it separately and then getting into a chain of emails which may not be interpreted correctly. Currently these meetings are undertaken reactively rather than proactively. Again this would only apply to the larger Option D Schemes.

**Early Warning Response**

From my time with the contract there seems to be the impression that an EW raised by RIS will automatically result in a CE. If NYCC could respond to EWs in more timely manner their impact may be reduced/nullified and if a CE is required it would be agreed prior to the end of the scheme (as per the contract). Because they are not agreed as the scheme progresses NYCC are then very reluctant to agree CEs due to it taking schemes over the set budget. Formal responses to EW's are not common practice within NYCC.

**Cost Allocation**

Ringway have in the past not been as accurate with their cost allocations for schemes, this may send one scheme into pain and another into huge amounts of gain. Neither of these scenarios is good for either party.

**REMEMBER TO UPDATE THE IMPROVEMENT CONFORMANCE LOG**



**ACTION REPORT FORM****PROCESS OWNER: Group  
IMS Manager**

Issue: 5A

Date: August 2011

Appendix 3d

Page 2 of 3

**Programming of Works**

In the past we haven't used the programme to it's full potential, allowing Ringway to programme together like work types to ensure that economies of scale can be achieved.

**Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?****5a CORRECTIVE ACTION (To address the issue)**

See Responsibility Chart

**5b PREVENTIVE ACTION (To prevent recurrence)**

See Responsibility Chart

**5c RESPONSIBILITY CHART REQUIRED (PAGE 2)?**      Y**Note: When you have completed this section please send copy to originator.****Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED** (Supply supporting evidence)

Action closed by:

Date:

**REMEMBER TO UPDATE THE IMPROVEMENT CONFORMANCE LOG**



**ACTION REPORT FORM**

**PROCESS OWNER: Group  
IMS Manager**

Issue: 5A

Date: August 2011

Appendix 3d

Page 3 of 3

**Business Ref:**

**Division and/or Location:**

**Action Report No:  
SPI S06-16/17**

Date Prepared:		Responsibility of: P Jepps											
Improvement/Concern		Persons Involved										By When	Complete
Planned Completion Date:													
Task No	Task Description												
1	RIS/NYCC to optimise efficiencies on site												
2	Any instructions on site from NYCC have to be submitted in writing (CVI/PMI)												
3	Quality control checks of Designs/Greater involvement from RIS in EC's												
4	Conduct weekly on-site meetings RIS/NYCC to review works and address any issues immediately												
5	RIS/NYCC – Prompt response and turnaround of EW's and CE's												
6	RIS to improve cost allocation												
7	Maximise the use of the programme, having continuation of like for like works to offer consistency and greater efficiencies												
<b>Note</b>		<b>ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY</b>											
		<b>(X = RESPONSIBLE, I = INVOLVED)</b>											

**Distribute to:**

**REMEMBER TO UPDATE THE IMPROVEMENT CONFORMANCE LOG**

## North Yorkshire County Council

### Transport, Economy and Environment Overview and Scrutiny Committee

27 July 2016

### Road Casualties – North Yorkshire

#### Report of the Corporate Director – Business & Environmental Services

#### 1.0 Purpose of Report

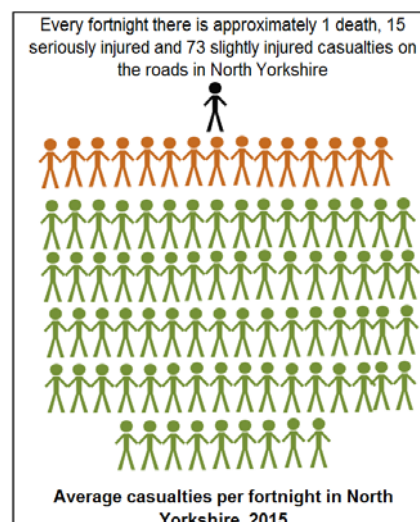
- 1.1 The purpose of this report is to advise Members of the road casualty statistics and activity for 2015 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities and data for 2015 together with a look forward for future road safety delivery.

#### 2.0 Personal Injury Accidents and Casualties Up to the end of calendar year 2015

##### 2.1 North Yorkshire – overview of the county

The key findings are as follows:

- The number of people killed in road collisions reduced from 40 in 2014 to 31 in 2015 (the joint lowest number ever since records began in North Yorkshire). The number of fatalities was lower than the baseline average of 42 (a rolling baseline is set on 2010-2014 average).
- The number of people seriously injured increased by 2 per cent from 391 in 2014 to 399 in 2015. Since 2008 the number of serious casualties has been reducing but at a smaller rate than previously observed. The number of seriously injured casualties in 2015 was slightly lower than the baseline average of 422.
- The total number of casualties in road collisions reported to the police in 2015 was 2,316, up 3 per cent from 2014 but continuing the overall plateau that has been seen since 2011. The number of slight casualties has risen to slightly higher than the 5 year baseline average.
- Total reported child casualties (ages 0-15) increased by 5 per cent to 182 in 2015. The number of children killed or seriously injured decreased, by 26 per cent from 27 in 2014 to 20 in 2015. This decrease is continuing a wave pattern (a higher year followed by a lower year followed by a higher year) that started in 2011. No children died as a result of a road traffic collision in 2015. Sadly a child was killed, in a road traffic collision in summer 2016.
- A total of 1,614 road collisions that resulted in someone being injured were reported to the police in 2015, 3 per cent more than in 2014.
- There were 3 pedestrian deaths in 2015, compared to 4 in 2014, and the number of seriously injured pedestrians decreased by 10 per cent to 35. There were a total of 172 reported pedestrian casualties in 2015 up 4 per cent in comparison with 2014.



- The number of pedal cyclists killed increased from 3 in 2014 to 4 in 2015 whereas the number of pedal cyclists reported to the police as seriously injured decreased from 64 to 53. This has bucked the gradual but established upward trend in pedal cyclist seriously injured casualties; this trend appears to have started in 2004, though it did reduce in 2010.
- The number of motorcycle riders killed reduced from 13 in 2014 to 12 in 2015. The number of riders reported as seriously injured decreased by 2 per cent from 104 in 2014 to 102 in 2015. Total reported motorcycle casualties decreased by 13 to 267 in 2015. It is encouraging that there were fewer motorcyclist fatalities and serious injuries in 2015. However, as we see annual fluctuations in the casualty figures we remain cautious and continue to prioritise work with this vulnerable road user group.

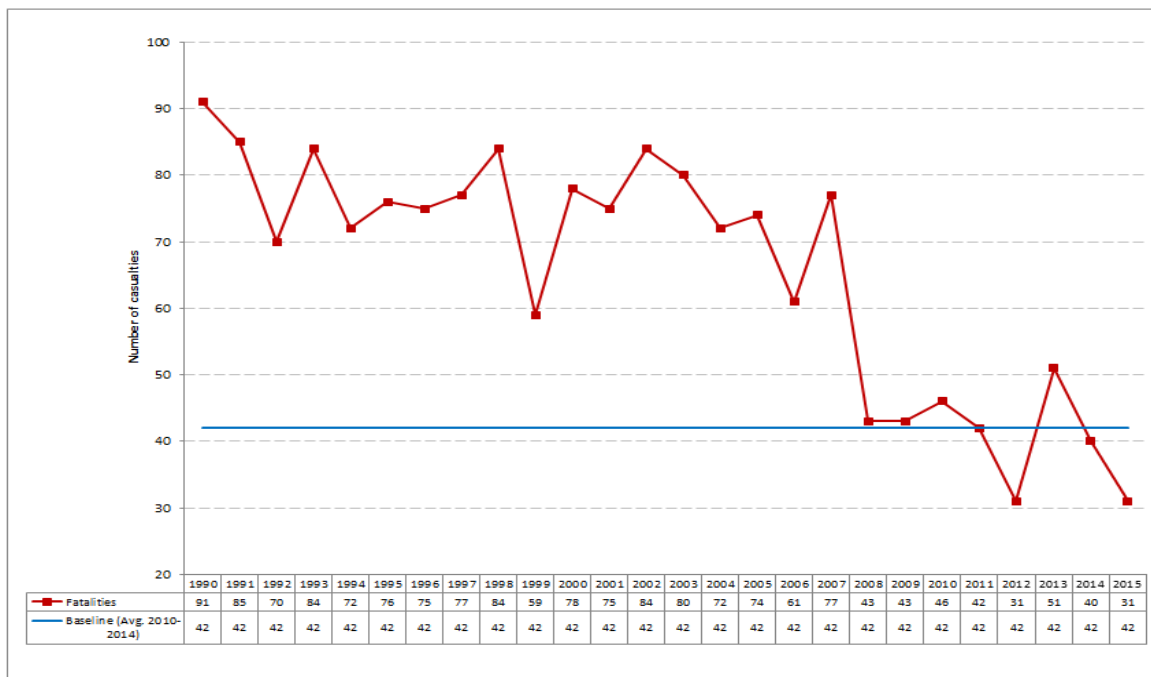


Figure 1 - Fatalities in North Yorkshire: 1990-2015  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

2.1

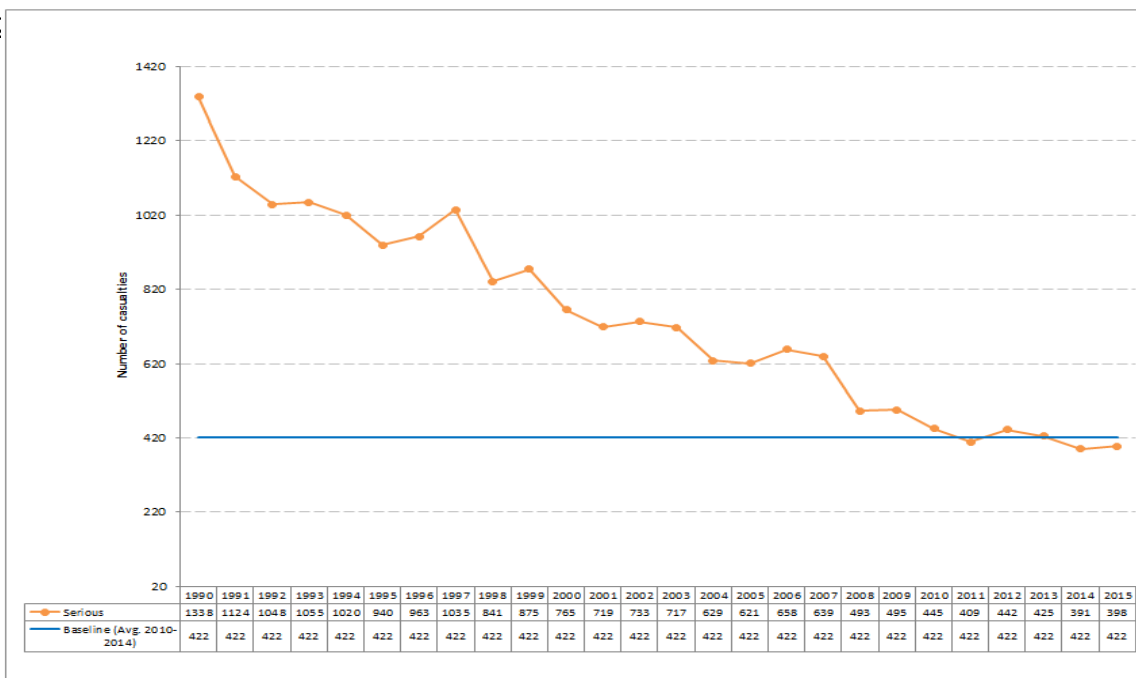


Figure 2 - Seriously injured casualties in North Yorkshire: 1990-2015  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

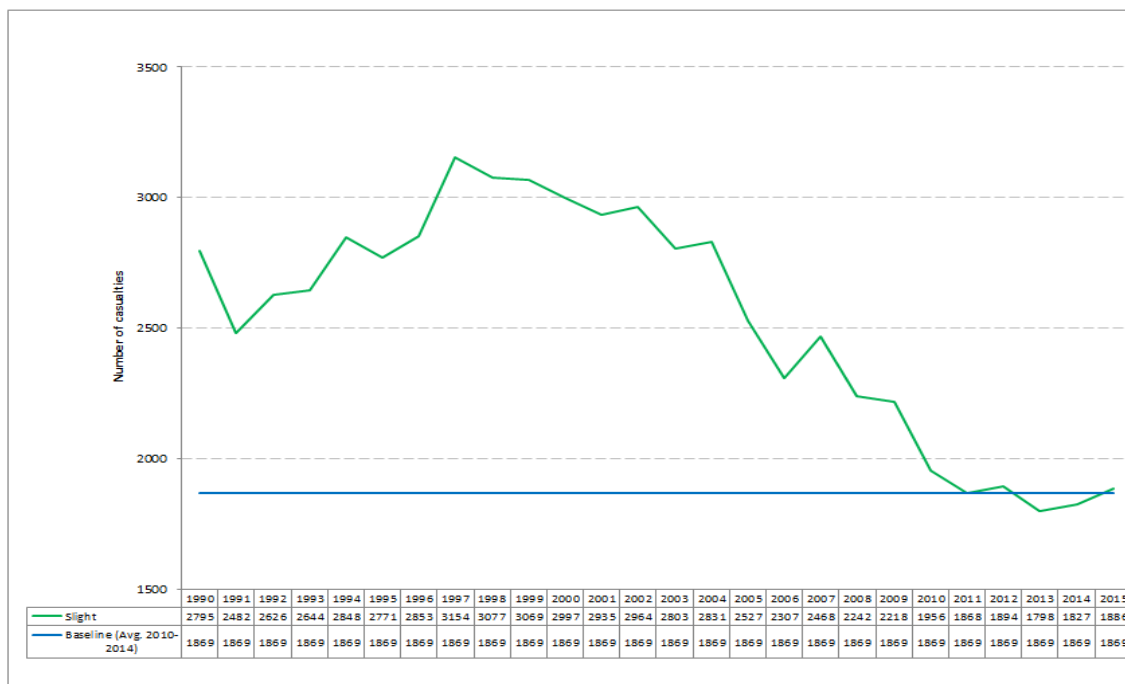


Figure 3 - Slightly injured casualties in North Yorkshire: 1990-2015  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

### 3.0 Personal Injury Collision and Casualties in 2015

3.1 The number of people killed in road collisions reported to the police decreased from 40 in 2014 to 31 in 2015. This is the joint lowest annual figure since modern records for the county began in 1990. Motorcyclist fatalities reduced from 13 in 2014 to 12 in 2015. The number of Elderly (75+) people killed increased from 2 in 2014 to 6 in 2015.

3.1.1 Historically (1990 to 2007) the number of fatalities in the county has ranged from 91 to 77 per year showing a slowly decreasing downward trend with fluctuations from year to year within that range. From 2007 to 2008 a significant reduction in the number of fatalities occurred in North Yorkshire and a new pattern has been developing since 2008, which is also likely to fluctuate but within an overall downward trend.

3.2 The number of seriously injured casualties increased by 2% from 391 in 2014 to 399 in 2015, though this is still the second lowest number of people seriously injured on the roads in North Yorkshire since modern records began in 1990. The total number of people seriously injured has fallen by 6% from the 2010-2014 average, of 422.

### 4.0 Road Safety Engineering during 2015

4.1 For the purpose of road safety engineering, North Yorkshire County Council employs a range of methodologies to identify the highest priority safety engineering schemes. Typically, these include route studies, fatal collision investigations, cluster site analysis (based on three full years of collision data) and in-year cluster site analysis (based on one rolling year of collision data). It is on cluster sites where most of the funding has historically been invested.

#### Cluster sites

4.2 Council traffic engineers have undertaken preliminary studies of cluster sites. A cluster site is one where the number of recorded collisions over the preceding three calendar years exceeds a set threshold.

## **Route Studies**

4.3 As personal injury collision numbers have fallen significantly over recent years so fewer cluster sites are emerging. A further limiting factor in the effectiveness of cluster sites is that their identification is based purely on accident 'frequency' and therefore, no account is taken of 'risk', in terms of accidents relative to traffic flow (i.e. accident rate). For example, the number and severity of injury collisions recorded at sites A and B may be the same, but site A may be carrying double the traffic than site B. In cluster site analysis terms, both sites would be ranked equally, despite accident risk at Site B being twice that of Site A.

4.3.1 Identifying locations with the poorest collision histories through cluster site analysis will continue to form an important part of the scheme identification process. However, supplementing these existing techniques with methodologies that represent latest best practice is considered appropriate.

### **4.4 Temporary VAS**

Speeding traffic remains a major concern for local communities in North Yorkshire and the 95 Alive Road Safety Partnership Speed Management Protocol (SMP) sets out the process through which concerns can be raised, investigated and addressed. There is a need to address low level speeding issues raised through the SMP process that are not sufficiently severe or frequent to warrant engineering, educational or enforcement interventions but are nonetheless a concern for the local residents. To try to help with this, the County Council have purchased 28 temporary vehicle activated signs (speed limit reminder type signs) and they have been offered to a number of shortlisted communities for deployment over the next four years. The 30 participating communities fund the installation and rotation costs of the signs and they also pay for the officer time involved.

4.4.1 The demand for the signs now exceeds the resources and all 28 signs are fully utilised. However, additional communities still have the opportunity to participate in the scheme if they are willing to pay a sum equivalent to the cost of a sign as well as the other costs involved.

### **4.5 Road Safety Audits**

To identify potential road safety concerns with improvement schemes on the highway the traffic engineering team undertakes a number of Road Safety Audits throughout the year. Road Safety Audits are undertaken on highway improvement schemes which meet the criteria outlined in the Road Safety Audit protocol. The audit aims to identify any potential road safety problems during the design, implementation and post construction of the scheme. They are undertaken by specially qualified and experienced engineers within the team for schemes both by commercial developers and the council itself. A Road Safety Audit report is produced at various stages of the design process and where necessary recommendations are presented to the project sponsor for consideration. All costs for audits undertaken for developers are fully recovered.

## **5.0 Road Safety Education and Information**

### **5.1 Children - Primary School Education.**

Resource packs for Primary and Secondary Schools have been developed to enable teachers in schools to deliver road safety education as part of the core Primary and Secondary School curriculum in North Yorkshire at every Key Stage. Whether or not they do so is at the discretion of each head teacher and officers from BES are working with colleagues in Children and Young Persons Service to encourage take-up.

5.1.1 Specific Road Safety education, pedestrian training and staff support was also provided to individual schools in the Scarborough & Whitby area following serious collisions and incidents involving pupils.

5.1.2 Information and resources were sent to all primary schools in the county for Walk to School Week in May and School Walking Month in October. Brisk walking contributes to children's recommended 1 hour daily physical activity and for adults, 5 x 30 minutes of weekly activity. Walking is the perfect opportunity for children to learn road safety skills and develop an awareness of their local area, preparing them for future independent travel.

## 5.2 **Children - Secondary School Education.**

The road safety team organised and delivered the 'Drive Alive' event to eight selected secondary schools to address young drivers', potential drivers' and passengers' risks and responsibilities. Throughout the day students take part in interactive workshops with members of the road safety team, North Yorkshire Police, North Yorkshire Fire & Rescue, the Great North Air Ambulance, and a drink / drugs driving specialist. The event is drawn together by a final presentation and testimony from David and Janet Warin – a local couple from Pickering, whose son, Daniel, died in an unexplained crash that didn't involve any other vehicles, very shortly after he had passed his driving test. Both David and Janet have been awarded the MBE for their contributions to road safety through the Drive Alive programme.

## 5.3 **Young Drivers**

The Enhanced Pass Plus programme commissioned and delivered by the NYCC Road Safety team has been promoted to young, novice drivers, their parents and driving instructors. The programme includes a number of practical driving lessons when young drivers experience motorways, city driving and other more advanced challenges whilst accompanied by a specially trained driving instructor. The Road Safety Officer leads the compulsory workshop session in which the new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and work out how to anticipate and avoid risky situations developing.

5.3.1 This initiative is jointly funded from council road safety funding and by Public Health North Yorkshire and also by the young drivers/parents themselves.

## 5.4 **Motorcyclists**

Regular engagement events take place throughout the motorcycling season at Oliver's Mount in Scarborough and Croft Circuit as well as at popular local biker cafes and meeting places. The motorcyclists appreciate and respond to this approach and animated discussions often take place! We are increasingly hearing the majority of motorcyclists condemning and dissociating themselves from the few who ride dangerously and at extreme speeds. This is welcome evidence that our programme to distinguish between the majority of bikers who are at risk of making a mistake and the reckless minority is working. This makes that majority more receptive to information and advice from us and the resistant remainder are dealt with by the police.

## 5.5 **Cyclists**

Following the Tour de France and Tour de Yorkshire, cycling continues to grow in popularity as a sport and as a leisure activity. Letters were sent to large and small businesses, especially hauliers, on cyclist safety and promoting the use of lorry-back stickers for HGVs and large vehicles, as part of a county-wide and regional campaign using the 'Think Bike!' theme.

5.5.1 The programme of social media, car stickers, advertisements and posters target drivers, cyclists and motorcyclists. This programme has received positive responses and we are developing further use of it for 2016 in support of the continuing focus on

cycling we expect from the Tour de Yorkshire. A core programme will be provided from council road safety funds with additional funding to expand the scope being sought from appropriate sources, including the 95 Alive partners and Welcome to Yorkshire.

#### **5.6 Older People**

A number of Older Drivers presentations (aimed at the over 50's and upwards) were held around the county, to support safe, independent travel for this growing sector of the population, including at the University of the Third Age, and carers support groups. Refresher drives are offered (currently free of charge) to those who want to obtain an appraisal of their driving and learn hints and tips to make driving more enjoyable as well as safer. This programme is jointly funded by the Police and Crime Commissioner through 95 Alive and North Yorkshire Public Health. It aims to keep people driving and independent for as long as they can safely do so.

#### **5.7 Drivers at work**

In November and December the Road Safety Officer assisted McCain's, Scarborough, with a seatbelt wearing campaign for their 1000 employees, after a survey by the RSO and local Police highlighted seatbelt usage was particularly low amongst their workers. Similar work has been undertaken with Wincanton Transport at Sherburn in Elmet and Karro Foods, Malton - the latter following a tragic triple fatal crash involving some of their workers travelling from home in Hull to work in Malton. This latter work has been coordinated with our colleagues in East Yorkshire, where many of these workers live and they are working with community groups in Hull and East Yorkshire to further promote safer driving and providing more information about driving in England for drivers originating from other countries, most notably Poland.

#### **5.8 Local Partnership**

Working closely with other members of the local Road Safety Groups, County Council Road Safety Officers have been conducting seatbelt monitoring surveys at various locations throughout the county. The non-compliance rates found in some areas give cause for concern. Following the surveys, letters are sent to schools and parents or businesses giving the results of the surveys, with information about the law regarding seatbelt wearing and, if appropriate, notification that enforcement will be undertaken by North Yorkshire Police. There is no advanced warning of when or where the enforcement will be. This has been shown to increase the numbers who use their seatbelts and thus reduce their risk of injury in the event of a crash or an emergency stop.

### **6.0 Speed Management**

- 6.1 The 95 Alive York and North Yorkshire Road Safety Partnership was originally established in 2004 in order to better coordinate the work of the various agencies involved in road safety activity in one way or another. It had become apparent that agencies working in isolation were duplicating each other's efforts on some issues whilst others were left unattended. A Partnership approach was agreed to be a sensible and cost effective way of working and it has proved to be very effective, showing significantly greater reductions in collisions and casualties to comparable areas during the partnerships peak periods of activity. A key area of activity in which agencies were found to be duplicating effort was with regard to Speed Management and the handling of complaints about speed and traffic through local communities. A shared and locally based approach was developed by all the partner agencies that used the gathering of traffic speed and flow data at its core so that any considerations would be data led and objective. It also enabled a consistent approach to be provided to any resident's complaint, wherever they lived or worked. This approach was first piloted in York and then in the Selby District where it proved successful and was well received by residents, Parish Councils and county councillors. Feedback from communities was positive about the evidence based and



informative approach and the provision of factual information about what was actually happening on their roads. The speed complaint flowchart which shows the process followed within the Partnership can be seen in Appendix 1.

- 6.2 During the two and a half years the protocol has been running throughout the county, over 600 reports have been received, analysed and responded to. The vast majority of these reports (over 280) come from within the Harrogate District. The Harrogate Road Safety group have, therefore, progressed and responded to many more reports than any other District, which average 25 to 50 reports per year. Significant delays in responding have been experienced during 2013 and 2014 due to the progressive failure of the data collection equipment as it came to the end of its working life. North Yorkshire Police and the Police & Crime Commissioner have recently funded the replacement of this equipment and it is now in use around the county.
- 6.3 After its first two and a half years of operation, the SMP was reviewed with the City of York and our 95 Alive partners to combine the two separate SMPs into a single shared “toolkit” approach. Recognising that there will continue to be some differences between the City and the County over which tools are deployed, this approach ensures a more consistent approach to addressing local speeding issues in both authority areas. The central administration of the protocol has been taken on by the Police Traffic Bureau for both county and city. The assessments and decision making remain with each local road safety group to ensure that local knowledge and understanding is involved.
- 6.4 North Yorkshire Police have recently run a trial Community Speed Watch programme in four areas during 2015. This scheme uses police volunteers and members of the local community who are prepared to take time to be trained in the use of either a Matrix interactive speed sign or Laser speed gun device and to then monitor and report on the speeds of vehicles at places where they have concerns about traffic. Three of the four pilot areas offered this programme to Category 4 sites - where investigation through the SMP has found low speeds and no casualties. The fourth area was on an “on request” basis, so included sites that had not yet been reported and assessed through the SMP.
- 6.5 The Community Speed Watch approach is supported by the National Police Chiefs Council (NPCC) and has been running for some years in other areas of the country. The North Yorkshire Police decision to adopt Community Speed Watch is welcome. NYCC officers worked with the police on preparations for the pilot in connection with the SMP. It will offer an additional option of supported self-help at sites where the speed of traffic is of concern for local communities but is not sufficiently high or severe to warrant further intervention by the council or partner agencies.

## **7.0 Future of Road Safety Delivery**

- 7.1 As a Local Highway Authority, the council has statutory duties under the Road Traffic Act 1988, s 39, which states that it “...must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies”. It must also analyse collision and casualty data and “develop appropriate remedial programmes of engineering and education, information, training and publicity”.
- 7.2 The council and 95 Alive Partnerships programmes have contributed to the significant reductions of collisions and casualties in North Yorkshire during recent years.

- 7.3 A review of road safety core activity has been carried out and officers are now exploring the potential for alternative funding mechanisms for delivery for the most effective and key priority programmes. This work is one of the Council's 2020 North Yorkshire projects and is being undertaken in conjunction with the City of York Council and through the 95 Alive Partnership to include other agencies and district councils.
- 7.4 Alongside a reduced service budget for road safety Education, Training and Publicity (ETP), a formal Service Level Agreement for road safety education programme delivery has been agreed with the Director of Public Health. At the same time, discussions have taken place through 95 Alive and the Police & Crime Commissioner for North Yorkshire Police has contributed funding to Partnership programmes led by both NYCC and CYC. There are shared and complementary interests both across and within 95 Alive partner organisations and officers are working with colleagues across organisational boundaries to exploit opportunities for mutual benefit with an agreed joint action plan.

## **8.0 Equalities Implications**

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

## **9.0 Financial Implications**

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

## **10.0 Legal Implications**

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

## **11.0 Recommendation**

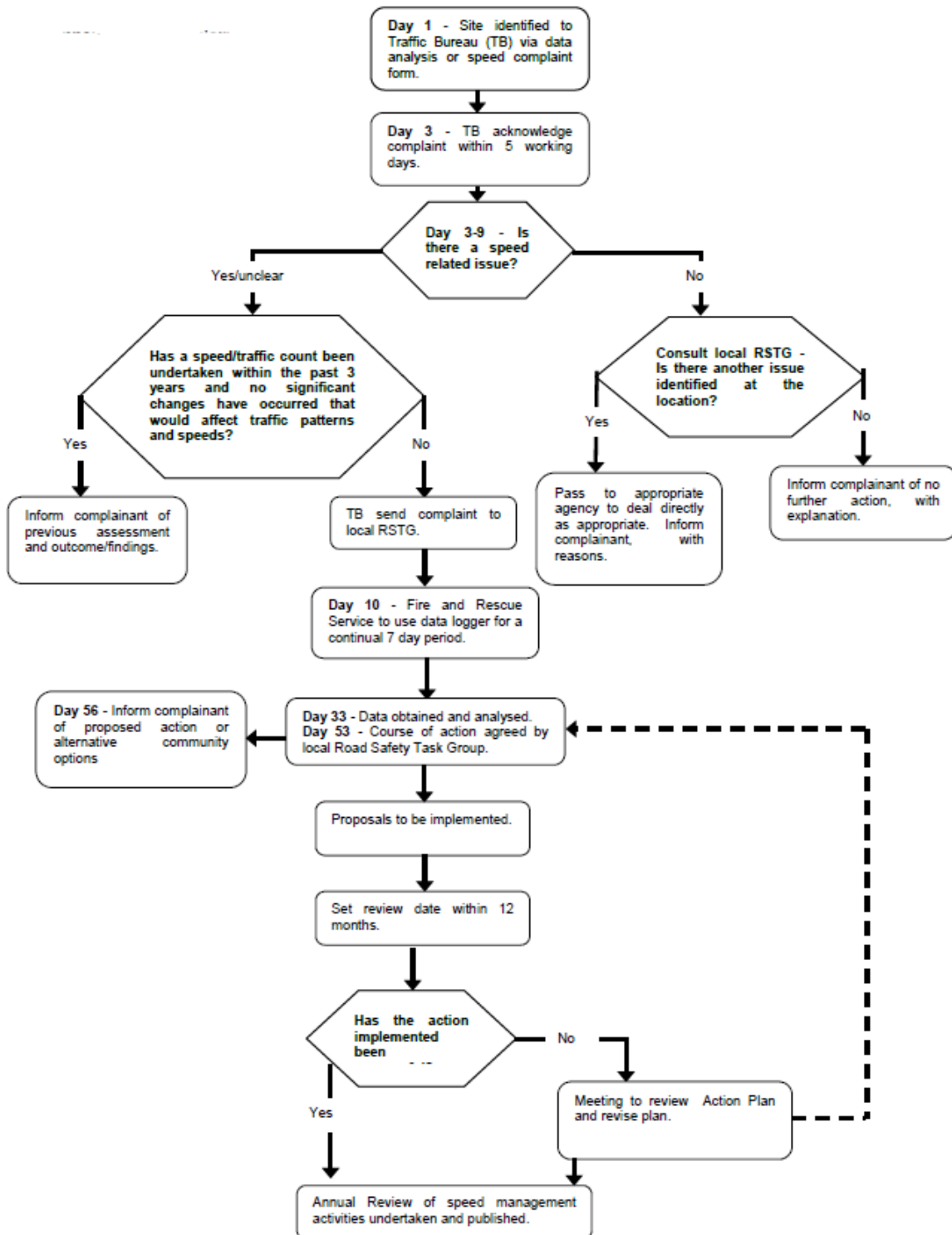
- 11.1 It is recommended that Members note the figures for collisions and casualties on the roads of North Yorkshire and the actions being taken to improve safety.

DAVID BOWE  
Corporate Director – Business and Environmental Services

Author of Report: Honor Byford

### Background Documents:

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



## Speed Concern Report Form



### Speed Concern Report

Please note – **ALL** details are required please.

Name (Dr / Mr / Mrs / Ms / Miss)

Address:

Postcode:

Tel Number (s):

E mail:

Vehicles exceeding ... mph speed limit along: (Road name):

at/ near to: (house number / junction with)

**MON / TUE / WED / THUR / FRI / SAT / SUN / ALL DAYS**

Time(s):

(if all day is there any time that you feel is worse)?

Type of vehicle:

(Car / Motorcycle / Lorry / Bus / All Vehicles)

Driven by: Local Residents / General Traffic / Employees of;- (delete as appropriate)

- 1.
- 2.
- 3.

Additional Information:

**Signature**

I would be willing to participate in any Community Action initiatives regarding the issue I have raised.

YES / NO

This form should be returned to –  
North Yorkshire Police, Traffic Bureau, PO Box 809 York YO31 6DG  
email: [speedconcerns@northyorkshire.pnn.police.uk](mailto:speedconcerns@northyorkshire.pnn.police.uk)

You will receive an acknowledgement

**North Yorkshire County Council****Transport, Economy and Environment Overview and Scrutiny Committee****27 July 2016****Reports of the NYCC representatives on the Airport Consultative Committees****1. Purpose of Report**

To consider the reports of the North Yorkshire County Council representatives on the Airport Consultative Committees attached as Annex 1.

**2. Background**

- 2.1 The Transport, Economy and Environment Overview and Scrutiny Committee receives an annual report from the County Council's representatives on the Airport Consultative Committees of Durham Tees Valley Airport, Leeds Bradford Airport and Robin Hood Airport.
- 2.2 The NYCC representatives are as follows:
- Durham and Tees Valley Airport - County Councillor David Jeffels
  - Leeds and Bradford Airport - County Councillor Cliff Trotter
  - Robin Hood Airport - County Councillor Chris Pearson
- 2.3 Attached at Annex 1 are the reports for 2015/16 from County Councillor David Jeffels and County Councillor Chris Pearson.

**3. Recommendations**

The Committee is recommended to note the information in the reports of the NYCC airport consultative committees attached at Annex 1.

Report compiled by:

Jonathan Spencer, Corporate Development Officer

Tel: 0845 8 72 73 74

[jonathan.spencer@northyorks.gov.uk](mailto:jonathan.spencer@northyorks.gov.uk)

11 July 2016

Background documents: None

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

## **Durham Tees Valley Airport Consultative Committee**

### **County Councillor David Jeffels**

I have attended meetings of the Committee in the past year except when it coincided with an official duty while I was Chairman of NYCC.

The airport is just over the North Yorkshire Board, near Yarm. It is well placed to serve North Yorkshire, being close to the major road network of A19 and A1. Unfortunately it does not attract the level of business its location deserves because of the relatively close proximity of Newcastle Airport.

As a result the number of airlines using the airport is relatively small, although talks have been held with as many as 20 airlines to try to encourage them to consider using it. It has seen new services introduced to Italy by Newmarket Holidays in recent months, and KLM, the Dutch Airline has seen an increase in traffic of 5 per cent.

Peel Airport Board which runs the airport has a new chairman who has given an assurance that the company intends to operate it for at least five to 10 years, Latest figures show that airlines using the airport, KLM, Eastern, Flybe, and Newmarket have carried 22,203 passengers in the past year, and there have also been charter flights carrying 416 passengers.

Traffic in the past year was up 0.65% on the previous year and up on budget. This growth is attributed to KLM. Flybe's Channel Islands Service, Newmarket Holidays and non-budgeted flying all contributed small volume increases.

One of the responsibilities of the Consultative Committee is to monitor aircraft noise complaints and these have only been a handful so far this year.

A planning application to build 300 homes on land adjoining the airport is being pursued for permission, which, if successful, will enable the airport to invest in hangar improvements.

James Wharton MP, the Minister with responsibility for the Northern Powerhouse as well as being a North East MP, recently addressed the committee and gave a helpful appraisal (this was a meeting which I could not attend).

Following a very successful Air Show staged at the airport on the May Bank Holiday Monday, which attracted 13,000 people, another show is planned for the same weekend next year. It had the benefit of enhancing the image of the airport and its potential expansion in the future.

The Peel management is continuing to encourage more airlines to opt to use Durham Tees Valley Airport which has much to offer the business and public passengers of North Yorkshire and County Durham.

If any Member has any queries please let me know and I will endeavour to ascertain answers.

C. Cllr David Jeffels

## **Robin Hood Doncaster Sheffield Airport Consultative Committee – Activity Update 2015**

### **County Councillor Chris Pearson**

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

Besides the normal welcome, minutes and matters arising, the Committee receives the Airport Director's verbal update report on passenger numbers, cargo movements, new routes, marketing and activities taking place within the terminal building.

On 28<sup>th</sup> April 2015, Robin Hood Airport celebrated its 10<sup>th</sup> Anniversary operating as a commercial entity. 2015 also marked 10 years' for the Airport Consultative Committee acting as a facilitator between the airport and the local community.

#### **Development Plans:**

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

Official figures released from the Civil Aviation Authority (CAA) had shown that Robin Hood Airport was officially the fastest growing airport in the North of England, with a 9.1 percent rise in passengers over the last twelve months (to March 2015).

During the first quarter of 2015, passenger numbers were up by 30 percent. At this time a total of nine new routes had been introduced at the airport in the last 12 months including Bucharest, Riga, Zante and Dublin with onwards transatlantic connectivity to New York, Boston, Chicago and Toronto.

Robin Hood Airport had been voted the 'Best Small Airport in the North 2015' by an annual Which? Magazine member survey. The airport had achieved five-star ratings in four key categories, specifically around queues at security, space around security, seating provision and distance to boarding gates.

Thomson had announced that they would be increasing capacity at Robin Hood Airport through the introduction of two new routes during summer 2016 to Larnaca (Cyprus) and Heraklion (Crete).

Robin Hood Airport had announced eight new routes with Flybe, which include two hub feeder services to Paris and Amsterdam, offering global connectivity. This will benefit businesses from across the region. From 27 March 2016, Flybe will serve the following network from Robin Hood Airport; Paris, Amsterdam, Berlin, Jersey, Newquay, Malaga, Alicante and Faro.

The Airport was expecting double-digit growth in 2016 with the additional seats and growth from other incumbent carriers expected to take passenger figures from 900,000 in 2015 to 1.35 million in 2016.

Wizzair continued to expand its routes from Robin Hood, and had recently announced both a new destination, Cluj Napoca in Romania, and capacity growth on existing routes during 2016.

Cargo traffic continues to increase at the airport, in the current financial year (2015/16), up to December 2015; there had been growth of 264.7%. There had been just short of 3.0 million kilos of freight transported in the current financial year, versus 800 kilos of freight transported in the financial year 2014/15. The Cargo Team at Robin Hood Airport continues to work hard to develop relationships with a number of carriers, brokers and freight forwarders.

The Finningley and Rossington Regeneration Route Scheme (FARRRS), a direct link road to the airport from Junction 3 of the M18 will become fully operational at the end of February 2016. The road will considerably reduce journey times between the airport and Sheffield to 25 minutes and reduce most journeys by 15-20 minutes.

In December 2015, it was announced that the Peel Group had launched Aero Centre Yorkshire to the UK property marketplace. The new brand represents the wide range of development opportunities now available surrounding Robin Hood Airport, attracting inward investment and job creation to the Sheffield City Region.

The Committee had been kept abreast of the Airport's marketing plans. Marketing is high on the agenda and the marketing budget had been increased to accommodate this.

From a tourism perspective, the Committee has been involved in meetings between the Airport and representatives from the Pilgrim Fathers Origins Association, who are planning a major event in 2020.

Back in February 2015, the Committee was pleased to support an announcement from the Vulcan to the Sky Trust and Aviation Skills Partnership that they planned to create a Vulcan Aviation Academy and Heritage Centre at the airport, with the Vulcan as its focal point. The new state of the art facility would provide a centre of excellence to the aviation industry for education and skills training, delivered in partnership with the region's education groups and local authorities.

### **Noise Monitoring**

The Noise Monitoring and Environmental Sub-Committee continue to monitor the implementation of the Quiet Operations Policy. The number of complaints about aircraft noise during the year was limited, with just a few complaints' comments making up the bulk of the totals.

### **Air Passenger Duty**

Air Passenger Duty remains a topic of great debate; the Airport has called for a national policy on Air Passenger Duty (APD) across all English airports.

C Cllr Chris Pearson  
NYCC Rep on Robin Hood Doncaster Sheffield Airport Consultative Committee



## North Yorkshire County Council

## Transport, Economy and Environment Overview and Scrutiny Committee

27 July 2016

## 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 1**).

**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 Dates of future meetings**

3.1 Meeting dates from July 2017 to April 2018 have now been set. These are listed in Appendix 1.

**4 Mid Cycle Briefing: 7 June 2016**

4.1 Group Spokesperson received an information update and agreed the timing of future reports on:

a) HWRCs –

- Future operational changes
- Reviewing the estate (late 2016/early 2017)

b) Allerton Waste Park Recovery Centre -

- Timing of reports (information update on general reconstruction, bringing performance reports to the committee and infrastructure transfer)

4.2 Group Spokespersons also received an update on the Temporary VAS rollout and implementation of the changes to the Residents Parking Scheme Policy.

The report asking the Executive to approve the amended Residents Parking Scheme Policy, incorporating the 'exceptions criteria' recommended in the Committee's task group review, will be presented to the Executive's meeting on 16 August 2016.

## **5 Joint Sub-Committee of the Transport, Economy and Environment Overview and Scrutiny Committee and the Scrutiny of Health Committee**

- 5.1 The Joint Sub-Committee's report was presented to the Executive on 14 June 2016 and the recommendations were approved subject to minor amendments. The finalised report has been sent to the various organisations that provided evidence at the Joint Sub-Committee's meeting in January.

## **6 Recommendations**

- 6.1 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.

**Jonathan Spencer,  
Corporate Development Officer**

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Email: [jonathan.spencer@northyorks.gov.uk](mailto:jonathan.spencer@northyorks.gov.uk)

14 July 2016

Appendices: Appendix 1 – Work Programme Schedule

## Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2016/17

### 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

<b>Scheduled Committee Meetings</b>	<b>27 July 2016</b> 10am	<b>26 Oct 2016</b> 10am	<b>1 Feb 2017</b> 10am	<b>26 April 2017</b> 10am	<b>20 July 2017</b> 10am	<b>31 Oct 2017</b> 10am	<b>23 Jan 2018</b> 10am	<b>10 April 2018</b> 10am
<b>Scheduled Mid Cycle Briefings</b> Attended by Group Spokespersons only.	20 Sept 2016 10am	20 Dec 2016 10am	7 March 2017 10am	15 June 2017 10am	21 Sept 2017 10am	7 Dec 2017 10am	8 March 2018 10am	

### Overview Reports

Meeting	Subject	Aims/Terms of Reference
<b>Consultation, progress and performance monitoring reports</b>		
Each meeting as available	Corporate Director and / or Executive Member update	Regular update report as available each meeting
	Work Programme	Regular report where the Committee reviews its work programme

## Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2016/17

Meeting	Subject	Aims/Terms of Reference	
<b>27 July 2016</b>	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	
	Road casualties	To advise Members of the road casualty figures in 2015 and the work of the 95Alive Partnership	
	Airport Consultative Committees	Update report by the County Council's representatives on: <ul style="list-style-type: none"> <li>• Leeds/Bradford International Airport</li> <li>• Durham and Tees Valley Airport</li> <li>• Robin Hood Airport</li> </ul>	
<b>26 October 2016</b>	Public Rights of Way	Report on the operational review of Public Rights of Way	
	Rail developments	Update report on the rail franchise, Rail North and Transport for the North	
	Civil Parking Enforcement	Annual report	
	Review of Major Schemes	Proposed changes to the criteria for classifying major schemes	
	Adult Learning Service	Overview of the Adult Learning Service	
<b>1 February 2017</b>	Parking Standards	Conclusion of the review on Standards for Parking for Developer Funded works within North Yorkshire	
	YNYER LEP	Update on the work of the York, North Yorkshire and East Riding Local Enterprise Partnership	
	<b>26 April 2017</b>	Allerton Waste Recovery Park	To advise Members on the arrangements for the Allerton Waste Recovery Park becoming operational in early 2018

## Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2016/17

<b>Items where dates have yet to be confirmed</b>	Bus services	To provide an update on changes to bus services and community transport options following the implementation of the reduction in bus subsidy from 2016/17.
<b>Member working groups</b>		
	Working group on the Minerals and Waste Development Framework	To contribute to the preparation of new spatial planning policies for minerals and waste
<b>Possible future overview reports and presentations from external partner organisations</b>		
<b>Meeting</b>	<b>Subject</b>	<b>Aims/Terms of Reference</b>
	Promoting access to our heritage	To be provided with an overview of the heritage service and promote discussion
	Tourism	To be provided with an overview of tourism figures from the past five years to now and projected trends
	Electric charge points for hybrid vehicles	To be provided with an overview of the progress of installing electric charge points in the county for hybrid vehicles and to discuss strategies to lever in investment to increase the number of charge points and to promote the use of hybrid vehicles

### In-depth Scrutiny Projects/Reviews

Subject	Aims/Terms of Reference	Timescales

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