![North Yorkshire County Council logo]

Agenda

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

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

Date: Wednesday 26 October 2016 at 10.00 am

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Business

1. **Minutes of the meeting held on 27 July 2016**

   (Pages 6 to 14)

2. **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 21 October 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.

Suggested timings if no public questions or statements

4. **Highways Major Schemes List Review** – Report of NYCC Corporate Director – Business and Environmental Services

10:00-10:30

(Pages 15 to 20)

5. **Civil Parking Enforcement Annual Report** – Report of NYCC Corporate Director – Business and Environmental Services

10:30-11:00

(Pages 21 to 29)

6. **Passenger Rail Update** – Report of NYCC Corporate Director – Business and Environmental Services

11:00-11:30

(Pages 30 to 39)

7. **Overview of the work being led by YNYER LEP to understand the potential impact and proposed solutions for agriculture and the wider rural economy pending exit from the EU** – Verbal report of Y&NYER Local Enterprise Partnership (Rural Secretariat)

11:30-12:00

8. **Report on the operational review of Public Rights of Way** – Report of NYCC Corporate Director – Business and Environmental Services

12:00-12:30

(Pages 40 to 51)

9. **Work Programme** – Report of the Corporate Development Officer

12:30-12:40

(Pages 52 to 56)

10. **Such other business as in the opinion of the Chairman should by reason of special circumstances be considered as a matter of urgency.**

12:40

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

18 October 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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Accident or Illness
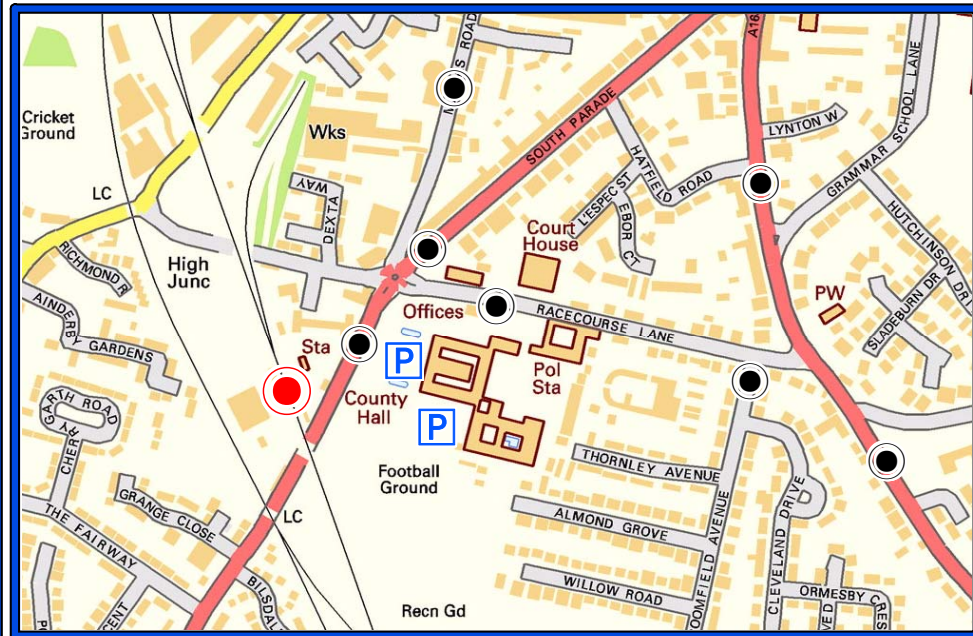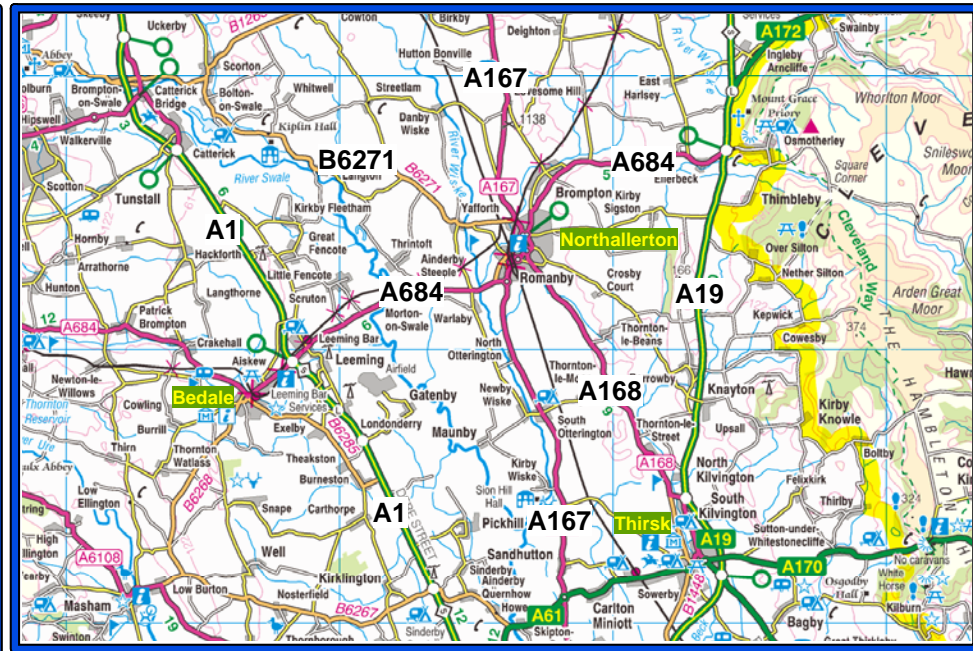First Aid treatment can be obtained by telephoning Extension 7575.

Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)				
	Councillors Name	*Chairman/Vice Chairman*	*Political Party*	*Electoral Division*
1	ATKINSON, Margaret		Conservative	
2	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	

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	
	Councillors Names		*Councillors Names*
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	

NY Independent		Labour	
	Councillors Names		*Councillors Names*
1	BARRETT, Philip	1	BROADBENT, Eric
2		2	
3		3	
4		4	
5		5	

Liberal			
	Councillors Names		
1			
2			
3			

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North 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 27 July 2016 at 10.00 am.

Present:-

County Councillor Andrew Backhouse in the Chair

County Councillors John Blackburn (as substitute for Bob Baker), Michael Heseltine, Robert Heseltine, Bill Hoult, Peter Horton, David Jeffels, Penny Marsden, Chris Pearson (as substitute for Margaret Atkinson) and Richard Welch

Other Members present were: County Councillor Cliff Trotter

NYCC Officers attending: Honor Byford, Team Leader – Road Safety & Travel Awareness (BES), Barrie Mason, Assistant Director - Highways & Transportation (BES) and Jonathan Spencer, Corporate Development Officer (Central Services).

Present by invitation: Phil Jepps, Divisional Manager (Ringway), John Nicholson, Regional Director (Ringway), Adeeb.Saeed, Service Delivery Manager (Highways England), Roger Wantling, Area 12 Service Delivery Team Leader, (Highways England).

Apologies were received from County Councillors Margaret Atkinson, Bob Baker and Bob Packham.

No members of the public were in attendance.

Copies of all documents considered are in the Minute Book

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102. **Minutes**

   Resolved -

   That the Minutes of the meeting held on 13 April 2016 be confirmed and signed by the Chairman as a correct record.

103. **Declarations of Interest**

   There were no declarations of interest.

104. **Public Questions or Statements**

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

105. Ringway Performance 2015/16

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 2015 - 31 March 2016 and the outcome of the Evaluation Panel held on 25 May 2016.

Barrie Mason introduced the report. He reminded the Committee of the contract life and the performance management arrangements including the Evaluation Panel meeting. He noted that there was a now a more streamlined set of indicators based upon what was important to the County Council based on the delivery of the contract.

He went on to refer to page 1, paragraph 2.6. 14 out of the 15 Primary Performance Indicators (PPIs) had been met. 9 out of 11 Secondary Performance Indicators (SPIs) had been met. At the Evaluation Panel meeting held on 25 May 2016 the County Council had recognised that Ringway's performance had been against the backdrop of the December 2015 flooding events. The flooding had resulted in highways incidents in 100 locations and significant damage to the network. Ringway's response overall had been excellent including its efforts to get Kex Gill on the A59 opened by the end of February.

John Nicholson said that he was pleased to report the continued improvements that Ringway was making. He noted that only one part of a three part indicator had failed to achieve its target. Ringway had a continued commitment to the contract and was keen to win back the year lost in relation to the lifetime of the contract.

Members made the following comments:

o A Member noted that with regards to Street Work Noticing there had been two fails in the 2015/16 performance of PPI S04. Barrie Mason reminded the Committee about the review of the performance framework. Arising from the review it had been realised that there was a performance monitoring 'blind spot' as there had been no PPI in the contract regarding completion of 7, 30 and 90 day orders. These orders related to minor reactive repairs generally. The intention was to get to the situation where at least 90% of orders were dealt with on time. At the moment performance was slightly better than the figures in the report and the latest figures would be considered through the Strategic Management Group on 28 July 2016. The County Council was keen to see performance improve as soon as possible.

o A Member referred to PP1 SL02 (Street Lighting Cyclical Maintenance) and PPI HS1 (Lost Time Through Injury). He asked for details of the measurement used to record the targets in each. He also referred to Appendix B (Action Report) for Street works Noticing and asked for clarity as to what was meant by retrospective noticing Callouts (Highways). Phil Jepps confirmed that with respect to the target of 8 for streetlighting maintenance, this referred to number of days. The target was to be no more than eight days behind programme. Actual performance was in fact 1.1 days. The target for PPI HS1 related to 2.5 of 100,000 worked hours per number of employees. He said that unfortunately in 2015, performance in the second half of the year for this target had not been as good as the first half due to an increase in incidents identified. With regards to the Action Plan for street works noticing he explained that the target was to respond within one hour to a callout. There was a requirement to put a streetwork notice up and sometimes this was done after. Barrie Mason added

that the reason for streetwork noticing was to forewarn and publicly notify that something had happened. Phil Jepps went on to confirm that all 66 failures were emergency callouts. John Nicholson noted that the failing was around the administration around noticing.

o A Member referred to PPI HS01 (Lost Time Through Injury) and asked how serious the injuries had been. Phil Jepps said that they had not been serious injuries. Examples included dropping a kerb on a foot outside of the protective part of the boot, resulting in a broken bone. Whilst they were minor accidents they were recorded in the statistics. The figures showed an improving picture in 2016/17, with figures decreasing to 3.5 of 100,000 worked hours per number of employees up to the end of June 2016.

o A Member asked what programmes were in place to maintain footpaths. She referred to the deterioration of footpath surfaces in her division and commented upon the risks that this posed to older people in particular. Barrie Mason replied that the Area Highways Office would be able to provide the detail of the programme within her division. In light of budget issues the County Council had to have a prioritisation process in place but all footpaths were surveyed once a year. There had been the same amount of funding for footpaths for a number of years and there was a balance between planned work and reactive work.

o A Member referred to the state of highways within his division with regards to 'potholes' and expressed concern that he had been informed by his Area Highways Office that they had not been of sufficient depth to meet the intervention mark in the programme. Barrie Mason replied that it was not possible to fix every defect in light of the very substantial network. The Highway Inspection Safety Manual was the key document to guide works. The manual had set criteria in relation to depth, location, type of hazard and length of time for Ringway to carry out repairs. It was important to have such criteria in place to help defend claims to justify why some works were carried out and not others. The highway network was inspected every year some areas on a quarterly basis and some monthly.

o A Member asked if in those circumstances where potholes did not reach the intervention mark for repairs to be carried out, parish councils could be given the option of paying for the repair to be carried out. Barrie Mason said that this was something that the County Council could consider but funding from the County Council could not be provided to parish councils in such situations.

o A Member commented on grass that had grown over on to footpaths on school routes and asked what action could be taken. Barrie Mason advised that the Member concerned contacted his Area Highways Office. He noted that there had been a reduction to the grass cutting budget but where paths were in danger of being lost grass-cutting would be carried out.

o Referring to page 24 of the report (SPI S06 Action Plan: Value of Gain Achieved), a Member commented upon the issue relating to quality of design information and the errors made by the County Council in this regard. He asked what actions were being taken to address the County Council's performance in this regard. Barrie Mason replied that this was being dealt with through the performance management process works information was provided much earlier now to Ringway.

Resolved -

That the report and Appendices be noted.

106.   Highways England

Considered -

The oral update from Roger Wantling, Service Delivery Team Leader, Highways England

Roger Wantling provided a summary of works undertaken in 2015/16 on the A64 as detailed in Appendix 1 of the report; a summary of the works undertaken or programmed in 2016/17 on the A64 as detailed in Appendix 2.

He went on to provide a progress update on improvements to Barton Hill Crossroads (A64). The design work was almost complete but funding had yet to be found.   The design had been more complex than expected due to the narrow amount of land available. Highways England was currently in negotiations with the landowner.

He also provided an update on the Hopgrove Roundabout (A64). The Hopgrove scheme had moved to Highways England's Major Projects Directorate for further development, with an initial internal feasibility work to be completed by the end of 2016. The current timescale for the consultation and design development phases was scheduled for the period up to 2020, with expected construction currently during the second period (2020 -2025).

He referred to the Highways England works being carried out on the A1(M) and the summary of works undertaken or programmed in 2016/17 on the A1(M) as set out in Appendix 3.

He also went on to refer to the Highways England works being carried out on the A66 as detailed in Appendix 4.

Members made the following comments:

o   A Member commented upon the design of the Barton Hill Crossroads and asked if a break-out carriageway would be incorporated. Roger Wantling confirmed that this would be the case and Highways England was working to buy land for this purpose. The Member also asked if a flyover was being considered for the Hopgrove roundabout. Roger Wantling said that at this stage he was not able to comment upon whether this was a preferred solution. The scheme had been been moved to the major projects team and a feasibility study would be completed by the end of 2016. A formal consultation would take place up to 2020. The plan was to then secure funding in the period 2020 to 2025. The Member commented that the Hopgrove roundabout had been a difficult junction for many decades. The previous scheme which had cost approximately £12 million had only served to make traffic congestion worse. He asked what was the key to securing the financial requirement for the work to be carried out. Roger Wantling acknowledged that the improvements carried out five years ago on the roundabout had not eased traffic congestion. He said that a number of options were being looked into including widening the roundabout, creating more free flow areas or a flyer.   He was not able to comment at this stage on how developed these options were.

o A Member said that he wished to receive advance notice of works to be done on Highway England's roads before works started. He explained that the A1 and A66 cut across his division and he was regularly asked by parish councils about what Highways England works were being carried out. He asked who he could contact in Highways England to be provided with advance notice of works in his area. Roger Wantling agreed to forward the contact details of the local Highways England contacts for North Yorkshire. He acknowledged that Highways England should be consulting with County Councillors when work was being carried out. The Member went on to note that the long awaited Transpennine Study had been published and whilst significant improvements had been made to the A66 in recent years there were still outstanding sections where improvements needed to be made.

o A Member said that the current design of Barton Hill crossroads was very dangerous and went on to ask if there was anything that the Transport, Economy and Environment Overview and Scrutiny Committee could do to underline the importance of work done to progress funding. He also asked whether a road audit would be carried out relating to Scampston Bridge on the A64 near Rillington, following the recent crash involving an HGV and two cars. He asked if a vehicle restraint system could be introduced if the subsequent inquest found that the absence of such a system had been a factor. Roger Wantling said that he valued the committee's support for improvements to be made to Barton Hill crossroads and all options for funding were being looked at. He said that he was not able to comment on the road fatalities relating to Scampston Bridge pending the results of the inquest.

o A Member said that the solution for the traffic congestion leading up to the Hopgrove roundabout was to dual the carriageway and expressed regret that Highways England had not incorporated this into the works carried out previously. Roger Wantling said that an option would be to dual the carriageway to allow traffic to merge later.

o A Member said that he had been led to believe from his local MP, Robert Goodwill that there was a considerable amount of funding available for the Hopgrove Roundabout and to dual further sections of the A64. He queried the reference to Hunmanby – Staxton EB & WB – Footways Improvement listed in Appendix 2 (design only schemes developed for construction in future years). He noted that Humanby was some distance from Highways England roads. Roger Wantling confirmed that the works was on the Highways England network but would look again at the place names that were used to describe the location of Highways England works.

o A Member commented that the cycle footway from the Staxton roundabout to Scarborough was in a poor state. He noted that cyclists risked riding on the A64 to reduce the chance of punctures and mechanical failures. He said that it was disappointing that the cycle way was not fit for purpose especially when there had been a significant increase in cycling activity. Roger Wantling said that he would arrange for the cycleway to be inspected.

o A Member suggested that when Members met annually with their Highways Officers that a Highways England officer be invited to the same meeting.

Resolved -

a) That the update be noted.

b) That Roger Wantling forwards the contact details of the local Highways England contacts for North Yorkshire.

107. Road casualty figures in 2015, the provisional figures for Q1 2016 and the work of the 95Alive Partnership

Considered -

The report of the Corporate Director - Business and Environmental Services advising 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.

Honor Byford introduced the report and provided a summary of the personal injury accidents and casualties up to the end of calendar year 2015; personal injury collision and casualties in 2015; road safety engineering during 2015; road safety education and information; speed management initiatives; and future road safety delivery.

Members made the following comments:

o A Member said that he had been involved in speed management initiatives for many years and in the past there had been a mosaic of measures and different practices used in different areas. He welcomed the fact that there was now a co-ordinated multi-agency response. He noted that in terms of reporting of alleged speeding they were now sent to the Police Traffic Bureau in York and he was content with that. However he said that with reference to paragraph 6.3 of the report, he was puzzled that it stated that whilst the central administration of the protocol had been taken on by the Police Traffic Bureau, the assessments and decision-making remained with each road safety group. He said that in his experience the Police Traffic Bureau was making the decision. Barrie Mason confirmed that the intention was that the local group retained the decision-making. Honor Byford said the Police Traffic Bureau had taken on the administration of the scheme a year ago and a review had been instigated to establish how the process had worked to date. She said that she would take the points raised by the Member on board and feed into the review.

o A Member referred to the Temporary Vehicle Activated Speed Signs (VAS). He noted that a number of parish councils made a bid to join the scheme some time ago and at the time they had been quoted £2,500 to £3.000 to participate. He noted that one of his local parish councils had not been successful in the pilot round and had now been quoted £6,000 to participate. In light of the costs the parish council wished instead to fund its own permanent sign to be placed on private land. The sign that the parish council intended to use was significantly cheaper than the costs of participation in the Temporary VAS scheme. Honor Byford said that there were highways planning issues related to the siting of speed signs whether on private land or not as it still affected the traffic. Participation in the Temporary VAS scheme allowed parish councils to have access to a temporary VAS for set periods over the course of three years. Barrie Mason reminded Members that a report had previously been brought to the committee on what the County Council's approach should be on Temporary VAS, with a subsequent report approved by the Executive. Arising from this the County Council had purchased a number of signs to make available to parish councils. The County Council had received a lot of requests so had had to conduct a random draw to select parish councils to participate in the scheme.

The reason why there had been an increase in the costs for parish councils to participate was because they now had to fund the scheme entirely with nil cost to the County Council. The costs related to the actual cost of running the scheme. The administration of the scheme was very intensive for the County Council as it involved the installation and removal of the signs and monitoring their effectiveness at each site. He noted that research showed that if permanent signs were installed they lost their effectiveness over time as did a proliferation of signs. The installation of speed signs on private land was to be discouraged for the same reason and the best approach was for parish councils to engage with the Speed Management Protocol. He noted that in many cases the Community Speed Watch initiative offered a better solution.

o A Member referred to section 7.0 of the report relating to the future of road safety delivery. He asked if there was a definition of what the programme of measures designed to promote road safety should be in meeting the council's statutory duties under the Road Safety Act. Barrie Mason replied that the County Council was having to look carefully at the road safety budget in light of the Medium Term Financial Savings Strategy/2020 savings. This included looking at what it needed to do to continue to fulfil its statutory minimum requirements regarding road safety. With reference to paragraph 7.1 of the report, he noted that the Road Traffic Act's requirements on the local highway authority's statutory duties with regards to promoting road safety could be interpreted in many ways and agreed to provide the Member with further information following the meeting. He went on to state that the County Council's provision was above basic requirements and its level of activity had not reduced. In light of road safety funding cuts from the DfT, the County Council had put in place an alternative funding mechanism to ensure that revenue funding was still at the same equivalent level of spend. The new funding mechanism meant that road safety activity was split between NYCC Highways, Public Health and North Yorkshire Police. The Member commented that the new funding mechanism meant that the County Council had less control over how the funding was used, noting that the Police and Crime Commissioner could always decide to cut the Police funding used for road safety. Barrie Mason said that it was recognised locally that road safety partners were in a more complex funding environment now and a partnership approach was the way forward. He noted that at the Steering Group discussions, Public Health, Highways and the Police and Crime Commissioner reached collective decisions regarding what should be the primary core activity to fund. Ultimately the partners were working to the same aim to reduce casualties on the road.

o A Member said that 13 to 14 motorcyclists were killed each year in North Yorkshire. In Craven district many motorcyclists on the roads lived outside of North Yorkshire. 88% killed were from out of county. He asked for the Craven district KSI statistics for motorcyclists in 2015 to be provided. He went on to a report a recent accident in Long Preston where the blood from the casualty had been left on the road. He noted that this had been upsetting to see for the relatives and asked why North Yorkshire Fire & Rescue Service had not swilled the road. Honor Byford agreed to provide the KSI figures requested and to contact North Yorkshire Fire & Rescue Service about the accident.

Resolved -

That the report be noted.

108.   Airport Consultative Committees

Considered -

The reports of the representatives on the Durham and Tees Valley Airport Consultative Committee - County Councillor David Jeffels, the Leeds and Bradford Consultative Committee - County Councillor Cliff Trotter and the Robin Hood Airport Consultative Committee - County Councillor Chris Pearson.

County Councillor David Jeffels referred to Annex 1 of the report containing his written report.   He went on to note that whilst Durham and Tees Valley Airport was still struggling to attract the level of business its location deserved it was working hard to attract more airlines. It was a well- placed airport for people to use in the northern and north eastern part of North Yorkshire.

County Councillor Cliff Trotter provided a verbal report about the work of the Leeds Bradford Airport (LBA) Consultative Committee and recent developments at the airport. Key issues included:

- A substantial part of the Consultative Committee's work related to receiving and discussing noise tracking reports
- The number of flights had increased and LBA was the fastest growing airport in the UK with over three million passengers travelling through the airport in 2015. The hope was to reach seven million by 2025. In August 2015 500,000 passengers had travelled through the airport.
- Improvements to the airport buildings included a VIP lounge and the addition of more shops.
- The drop-off facility remained a contentious issues and was regularly discussed item at the meetings.
- Safety concerns related to drones and the use of laser gun pens and these were being closely monitored.
- The West Yorkshire Combined Authority have secured funding for a number of transport-related projects which will improve the road and rail links in the nearby area
- A number of airlines had launched new routes including Flybe, Thomas Cook and Jet 2.
- A new cargo terminal had opened.
- Jet 2 had announced 27 new replacement planes, which would help to reduce noise levels.

County Councillor Chris Pearson referred to Annex 1 of the report containing his written report. He added that the new road scheme link from the M18 to the Airport had been completed, though this was not yet showing up on some SAT-nav systems. The number of passengers had increased to 33,000 passengers a year. Cargo flights had also increased although the Dublin route had been withdrawn. Various improvements had been made to the terminal buildings. A meet and greet scheme had been introduced for people arriving by car.

Members made the following key comments:

- o   A Member noted that for people living in the west of the county Manchester Airport represented the local airport. He queried why a County Councillor Member was not on the equivalent Consultative Committee for Manchester Airport.

Resolved -

a) That the reports be noted.

b) That an investigation be made regarding the possibility of a North Yorkshire County Council securing a seat on the Manchester Airport Consultative Committee.

109. 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).

A Member noted that there was a need, in light of the recent EU referendum result, to show local leadership in shaping agricultural policy especially in relation to upland farming, and to ensure that the government put in place revenue streams to support farming and the wider rural economy. He suggested that the issue be considered in further detail by Group Spokespersons at the September Mid Cycle briefing.

Resolved -

a) That the report be noted.

b) That representatives from York & North Yorkshire Local Enterprise Partnership be invited to attend the Committee's Mid Cycle Briefing on 20 September to discuss the issue of agricultural policy post-Brexit.

The meeting concluded at 12.20pm
JS

North Yorkshire County Council

Transport Economy and Environment Overview and Scrutiny Committee

26 October 2016

Highways Major Schemes List Review

Report of the Corporate Director – Business and Environmental Services

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1.0 Purpose of report

1.1 To update members on the process and progress of the major highway schemes review.

2.0 Background

2.1 For the purpose of this report and current on-going work, a major scheme is defined as a highways scheme costing in excess of £5million. This typically includes highway infrastructure such as bypasses, relief roads and larger bridges.

2.2 The County Council has produced a Strategic Transport Prospectus. The prospectus sets out how the County Council would like to work with the government, Transport for the North and the Northern City Regions to ensure that improved transport connections allow North Yorkshire, as England's largest county to both contribute to and share in the economic benefits of The Northern Powerhouse. The document identifies the key strategic transport priorities of the County Council, including the following schemes
   - Realignment of the A59 at Kex Gill
   - Harrogate Relief Road
   - Improvements to the A64 between York and Scarborough (Highways England led)

2.3 Development work on these schemes is currently on going which will take the proposals through to the Department for Transport's Outline Business Case stage, allowing the County Council to bid for funding as and when it becomes available.

3.0 Historic Major Scheme Proposals

3.1 In addition to the major schemes outlined above, the County Council has, over the past 40 years, developed basic proposals for a wide range of major schemes. These are invariably local bypasses or diversion routes around communities. Many of these proposals have strong local support from impacted communities and as such may have local political support.

3.2   In addition to the proposals developed by the County Council, the major schemes list contains proposals developed by Highways England, the former Highways Agency, on roads that have since been de trunked (A65, A19)

3.3   In total there are 23 scheme proposals on the major schemes list. Appendix A provides a list of all 23 schemes.

3.4   The details of the proposals are in the main very basic. In most cases they amount to a cost estimate, supplemented by a line on a plan showing the possible route for the scheme. Many of the proposals have a preferred route formally adopted by the County Council. In these instances the County Council is obliged to declare their existence for any property and land searches.

3.5   There is the potential for blight on any properties which are close to or on any preferred routes of a potential scheme. If the property is directly affected there is the potential for statutory blight. This poses a financial risk to the County Council, as claims could be received from property owners for loss of value of purchase or ultimately the County Council may need to purchase the property.

4.0   Major Scheme Funding

4.1   There has been a significant change over the past 5 years as to how major transport schemes are funded. Previously Department for Transport (DfT) directly administered funding for these schemes, with business cases and bids being submitted by the relevant highway authority directly to DfT for approval with awards for funding managed by the DfT

4.2   Major transport scheme funding is now managed and administered by Local Enterprise Partnerships as part of Local Growth Deal funding. Highway Authorities, submit bids for funding to the Local Enterprise Partnership (LEP) as part of the Local Growth Deal. Transport schemes are assessed and prioritised by the LEP against other Local Growth Fund (LGF) capital schemes, such as skills capital and housing. Schemes are prioritised and assessed based on how they contribute to the overall objectives of the LEP, as set out in its Strategic Economic Plan.

4.3   As such there is no guarantee that transport schemes will receive funding from the LEP. Additionally given the size and value of some of these transport projects, it is likely that one transport project could potentially consume all of the available LGF allocation, as such major schemes that have been funded through LEPs across the country are between £5million to £20million in value, meaning that larger schemes are often not considered for funding through LEPs.

4.4   DfT has recognised that there is therefore a need for a source for highway authorities to fund larger major schemes.   As such it has established the "local majors fund". This is for schemes that cost over a predetermined value based on population of the LEP area. For York, North Yorkshire & East Riding LEP this is £37million. Funding is available for scheme development

costs (production of an outline business case) and/ or for funding scheme delivery and construction.

4.5 Nationally, the total value of the Local Majors Fund is currently in the region of £475million, through to 2019. The fact that almost every highway authority across the Country has submitted an application for either business case development or delivery funding, clearly illustrates the competitive nature of major schemes funding.

4.6 The County Council has submitted a bid to the local majors fund via the YNYER LEP for funding for the development of a business case for Harrogate Relief Road. We expect to find out if we have been successful in this application, as part of the Autumn Statement in November.

5.0 Why we need to review historic major scheme proposals

5.1 There is a need to review and reassess all historic major schemes to ensure that the County Council's exposure to potential blight issues is reduced. This will help to reduce risk of additional financial burden upon the County Council for potential blight issues on proposals that have minimal or no realistic chance of being implemented in the foreseeable future.

5.2 Historically major scheme proposals were developed to address one or more specific highway issues, such as highway safety, local disruption, or environmental impacts. There has however been a significant change in emphasis on what major schemes should deliver, with schemes now very much having to make a substantial contribution to promoting and sustaining economic growth.

5.3 As a result of this there is a need to ensure that proposed major schemes demonstrate a significant economic benefit in terms of;
- supporting new housing and employment growth (linked to local plan development across the County),
- improving connectivity between major economic centres,
- providing improved cross boundary links
- contributing towards delivery of the LEP's Strategic Economic Plan.

5.4 Given the level of competition for local majors funding, it is important that the County Council utilises resources on major scheme proposals that have a realistic potential for funding.

6.0 Major Schemes List Review – Initial Officer Assessment

6.1 Officers have carried out a review of the historic major schemes list. This involved carrying out a review to identify which proposals meet SEP objectives and the overall contribution to economic growth.

6.2 The review process includes carrying out an outline value for money assessment of each scheme, alongside an assessment against 3 key strategic criteria.
- Does the scheme provide significant benefits to more than one district council area (including cross boundary links)

- Does the scheme allow delivery of significant new large new business and /or housing (1500+ properties) developments?
- Does the scheme provide a direct benefit to 10% or more of the population of North Yorkshire (e.g. Harrogate/Scarborough)

6.3 Meeting any one of these 3 criteria will provide a good initial indication of the scheme's likelihood of being competitive in the wider major schemes funding environment.

6.4 It is proposed that those schemes that provide a good value for money assessment and also meet one or more of the key strategic criteria will be retained and may be taken forward to a further development stage, where more detailed planning and investigation may take place (subject to available development funding).

6.5 Two options exist for those schemes which do not have a good value for money and do not meet the above criteria. These are as follows:-
- Remove the proposal completely from the major schemes reserve list
- Retain the scheme on a low priority reserve list

6.6 The approach outlined will make the reserve list of schemes easier to manage and allow us to focus resources on schemes that have a realistic opportunity for funding.

7.0   Major Schemes List Review – Member and Partner Input

7.1 Following on from the initial officer based assessment, local Members have been invited to comment on the proposals within their area. This process involves reviewing the results of the officer assessment and helping to determine if low priority schemes that do not meet the criteria in section 2 should be removed or should remain on the low priority reserve list.

7.2 At this point in time Member engagement has not been fully completed, with meetings still required with several Members.

7.3 Alongside Member engagement, local planning authorities have been asked to provide informal feedback on the proposals within their area. This helps to ensure that links to local plans and other local economic development opportunities are fully considered. This process is on-going.

8.0   Next Steps

8.1 It is proposed to update BES Executive Members on the outputs of the review in early 2017. This would include a summary of the results, details of any local Member and planning authority comments to date together with a list of those schemes recommended to be taken forward for potential further development and those schemes that were not deemed suitable at this stage.

8.2 Once discussions with local Members and Planning Authorities have been completed, a final decision will be made by the County Council Executive, which would confirm the categorisation of each scheme on the major schemes reserve list (development, low priority reserve list or removed).

It is currently envisaged that a final decision will be made in the second half of 2017.

9.0 Financial Implications

9.1   No significant financial implications have been identified as a result of the recommendations of this report. There will be financial implications should any schemes be recommended for further investigation or development.

10.0 Equalities Implications

10.1   No significant equalities implications have been identified as a result of the recommendations of this report. Further consideration will be given to whether an Equalities Impact Assessment is considered appropriate prior to any schemes being removed from the list.

11.0 Legal Implications

11.1   No significant legal implications have been identified as a result of the recommendations of this report. Removal of any of the proposed schemes, would remove statutory and non- statutory blight from impacted properties on or close to the route proposals. Aside from this there are no other identified legal implications at this stage in the process. Members will be updated in future reports outlining what schemes will be taken forward for development together with any related legal implications.

12.0 Recommendation

12.1   That members note the update on the major schemes review process.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: James Gilroy

Background Documents:

Current list of historic major schemes proposals included within the major schemes list review process.

ID	Scheme
1	A19 Shipton by Beningbrough Bypass;
2	A167 Northallerton Bypass (Eastern);
3	A63 Hambleton Bypass;
4	A661 Spofforth Bypass;
5	A167 Northallerton Bypass (Western and Southern)
6	A684 Ainderby/Morton Bypass;
7	B1248 Malton and Norton Southern Bypass;
8	A171 Burniston/Cloughton Bypass;
9	A6108 Skeeby Bypass;
10	A170 Pickering, Middleton, Aislaby Bypass;
11	A63 Monk Fryston Bypass;
12	A19 Burn Bypass;
13	A61 Wormald Green Diversion;
14	A170 Sutton-under-Whitestonecliffe Bypass;
15	A167 Great Smeaton Bypass;
16	A684 West Witton Bypass;
17	A61 Carlton Miniott Bypass;
18	A1039 Muston Bypass;
19	A174 Hinderwell Bypass;
20	Kildwick Level Crossing Diversion;
21	A65 Gargrave Bypass;
22	A65 Long Preston Bypass;
23	A65 Village Bypass Schemes (2001 assessment)

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

26 October 2016

Civil Parking Enforcement Annual Report

Report of the Assistant Director - Highways and Transportation

1.0	**Purpose of Report**
1.1	The purpose of this report is to provide a review of countywide Civil Parking Enforcement in 2014/15 and 2015/16.

2.0 **Background**

2.1 The Government's statutory guidance on Civil Parking Enforcement (CPE) states that enforcement authorities should publish an annual report about their enforcement activities.

2.2 The County Council is the on-street enforcement authority and this report therefore only relates to on-street enforcement. The report covers the financial years 2014/15 and 2015/16.

2.3 The County Council has entered into legal agreements with Harrogate and Scarborough Borough Councils to deliver the on-street enforcement service on the following basis:
- Harrogate Borough Council delivers enforcement in Harrogate Borough, Craven and Selby
- Scarborough Borough Council delivers enforcement in Scarborough Borough, Ryedale, Hambleton and Richmondshire

2.4 Unfortunately it is not possible to provide meaningful comparison with other operations as only a third of authorities publish annual parking reports and the Department for Transport do not publish any local authority data.

3.0 **Traffic Management Benefits**

3.1 CPE enables the County Council to better manage the network particularly in locations where there is an identified traffic management problem.

3.2 The ultimate aim is for 100 per cent compliance with parking restrictions and the purpose of issuing a Penalty Charge Notice (PCN) for a contravention is to influence driver behaviour in the future.

3.3 It is important to remember that motorists parking in contravention of parking restrictions can have a negative impact on:
- road safety

- traffic flow and therefore localised congestion
- the turnover of short-stay parking spaces
- the ability of residents to find a space in residents parking zones
- the ability of Blue Badge Holders to park in designated disabled bays

4.0 Financial Position

4.1 The financial position for the countywide CPE account is summarised in Table 1 below.

Table 1 – Countywide CPE financial summary		
	2014/15	**2015/16**
Pay and display income	2,818,908	2,939,327
Penalty Charge Notice Income	1,411,626	1,401,752
Permit/other income	607,242	589,423
Total income	4,837,776	4,930,502
Total expenditure	1,945,987	1,910,900
Balance	£2,891,789	3,019,602

4.2 Pay and display income has increased by £120,419 which equates to 4 per cent. This is a relatively small increase and fluctuations year by year are common given the factors that affect visitor numbers, for example the weather.

4.3 Penalty Charge Notice income has remained static. Permit and other income (e.g. fees for suspending parking restrictions or providing people with dispensations) has also remained relatively static.

4.4 Expenditure has remained relatively static in 2014/15 and 2015/16. However, both Harrogate and Scarborough Borough Councils have made efficiencies in the back office over recent years. Table 2 overleaf presents expenditure for the operations in Harrogate and Scarborough Boroughs since 2010/11. It can be seen from Table 2 that Harrogate Borough Council has reduced expenditure considerably over this period. Whilst the expenditure in Scarborough Borough has remained relatively constant they have absorbed the additional resource requirements for Whitby following the park and ride implementation which clearly represents an efficiency.

Table 2 – Expenditure Harrogate and Scarborough Boroughs		
Year	Harrogate Borough Council (£)	Scarborough Borough Council (£)
2010/11	922,436	766,977
2011/12	913,102	752,292
2012/13	871,489	754,068
2013/14	798,912	766,668
2014/15	808,128	702,795
2015/16	753,812	756,668

4.5   Given that the most significant proportion of expenditure is on staffing, both front line Civil Enforcement Officers and staff in the back office, it is becoming more challenging to continue making efficiencies without reducing the level of service provided. However, officers will continue to monitor expenditure closely and work with both Harrogate and Scarborough Borough Councils to explore future opportunities for efficiencies.

4.6   A decision on allocation of the CPE surplus was taken by the Corporate Director, Business and Environmental Services (BES) in consultation with the Executive Members for BES on the 25 May 2016.

5.0   Penalty Charge Notice analysis

Countywide analysis
5.1   The Penalty Charge Notice (PCN) analysis for 2014/15 is presented in **Appendix 1 (a)** and the analysis for 2015/16 is presented in **Appendix 1 (b)**.

5.2   The total number of PCNs issued in 2015/16 has reduced slightly on the previous year by 840 which equates to a 2 per cent reduction.

5.3   The PCN per visit indicator is a good way of monitoring compliance with parking restrictions. The PCN per visit rate has remained constant and shows that across the county a PCN is issued on average every 5-6 visits. The level of resource deployed is generally considered to be appropriate to deal with the nature of the issues. However, it does mean that the county is not being saturated with enforcement officers and some motorists are clearly still prepared to risk being issued with a PCN.

5.4   The percentage of PCNs paid has remained constant at 82 per cent. The vast majority of these PCNs are paid at the discount i.e. within 14 days.

5.5   In 2014/15 informal or formal representations were made against 11,401 PCNs which equates to 23 per cent of the total PCNs issued. Following these representations 5,096 of the PCNs were cancelled. A further 2,504 PCNs were written off for other reasons. In total 15 per cent of all PCNs issued were either cancelled or written off. Officers feel that this is reflective of the reasonable approach taken when considering representations particularly when additional evidence is presented by the motorist. Only a very small proportion of cancellations are the result of an error by the Civil Enforcement Officer or an issue with a Traffic Regulation Order.

5.6   In terms of the 2015/16 data on representations / cancellations the position for all districts except Harrogate shows no real change other than the fact that the number of PCNs written off for other reasons is lower. This is because we are still pursing outstanding payments on a number of PCNs through bailiffs. In Harrogate there has been a substantial reduction in the number of PCNs against which an informal or formal representation was made. One reason for this is that because of staffing challenges the enforcement resource has been concentrated more on the town centre pay and display zone and slightly less on the surrounding disc zones. There are generally fewer challenges against

PCNs issued in pay and display zones. The second reason is that an improvement in the way informal appeals are dealt with has reduced the number of cases moving to formal appeal.

5.7   No vehicles have been immobilised or removed as a result of the CPE operation in either 2014/15 or 2015/16.

District analysis

5.8   The locations where 10 or more PCNs have been issued are listed in **Appendix 2 (a)** for 2014/15 and **Appendix 2 (b)** for 2015/16. In line with the strategy and agreed prioritisation the majority of PCNs are issued in the market towns. Appendices 2 (a) and 2 (b) also summarise the financial position at a district level.

5.9   The public consultation undertaken in 2011 demonstrated that people believe enforcement should mainly be carried out in places where the most parking offences occur. The Parking Strategy therefore states that enforcement activity will have to be prioritised. This prioritisation identifies market towns, tourist locations, schools and other locations only where there is a body of evidence to justify action

5.10   Both Harrogate and Scarborough Borough Councils still respond to reports of parking infringements in other locations and act accordingly where there is a body of evidence to justify action.

5.11   The PCN per visit figures for Bedale and Northallerton are much higher than other towns although the figures for 2015/16 show a reduction on 2014/15. It is important to note that the approach to enforcement is consistently applied in all towns and the restrictions in these two towns are compliant with the Traffic Signs Regulations and General Directions.

5.12   One partial explanation is that the majority of enforcement is carried out on the High Street in Northallerton and the Market Place in Bedale and when visiting these would be logged as one visit, whereas in some other locations the restrictions are spread across more streets.

5.13   Officers are currently considering whether any steps can be taken in respect of the signing on the High Street in Northallerton and the Market Place in Bedale to provide further clarity to motorists.

6.0   Financial implications

6.1   There are no financial implications associated with the recommendations in this report. The financial position for the countywide CPE account is summarised in paragraph 4.

7.0   Legal implications

7.1   There are no legal implications associated with the recommendations in this report. The County Council ensures that the CPE operations in North

Yorkshire are delivered in accordance with the Traffic Management Act 2004 and associated secondary legislation and statutory guidance.

8.0 Equalities implications

8.1 Given that the report is for information it is the view of officers that the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010.

9.0 Recommendations

9.1 That Members note the content of the review of countywide Civil Parking Enforcement for 2014/15 and 2015/16.

BARRIE MASON
Assistant Director - Highways and Transportation

Author of Report: Tom Bryant

Background documents
Report on Allocation of Civil Parking Enforcement Surplus taken to Business and Environmental Services Executive Members on 25 May 2016.

Appendix 1 (a) – Penalty Charge Notice analysis 2014/15								
	Craven	Hambleton	Harrogate	Richmondshire	Ryedale	Scarborough	Selby	Total / average
Number of higher level penalty charge notices issued	533	922	3,147	770	1,007	7,778	693	14,850
Number of lower level penalty charge notices issued	450	2,755	16,417	1,880	582	12,578	151	34,813
Total number of penalty charge notices issued	983	3,677	19,564	2,650	1,589	20,356	842	49,661
Penalty charges per visit	0.1	0.39	0.12	0.22	0.09	0.13	0.12	0.17
Total Number of penalty charge notices paid	876	3,146	16,529	2,176	1,341	15,531	633	40,232
Percentage of penalty charge notices paid	89%	86%	84%	82%	84%	76%	75%	82%
Number of penalty charge notices paid at discount rate	727	2,872	13,588	1,929	1,225	13,607	517	34,465
Number of penalty charge notices paid at non-discount rate	149	274	2,971	247	116	1,924	116	5,797
Number of penalty charge notices against which an informal or formal representation was made	221	687	4,678	456	311	4,884	164	11,401
Number of penalty charge notices cancelled as a result of an informal or formal representation	63	220	2,266	191	97	2,169	90	5,096
Number of penalty charge notices written off for other reasons	8	184	143	164	112	1,882	11	2,504

Appendix 1 (b) – Penalty Charge Notice analysis 2015/16								
	Craven	Hambleton	Harrogate	Richmondshire	Ryedale	Scarborough	Selby	Total / average
Number of higher level penalty charge notices issued	417	1,054	3,568	791	993	9,054	700	16,577
Number of lower level penalty charge notices issued	485	2,557	14,157	1,780	464	12,659	142	32,244
Total number of penalty charge notices issued	902	3,611	17,725	2,571	1,457	21,713	842	48,821
Penalty charges per visit	0.1*	0.47	0.14	0.21	0.11	0.14	0.06	0.18
Total Number of penalty charge notices paid	764	3,059	14,749	2,102	1,229	16,101	685	38,689
Percentage of penalty charge notices paid	88%	85%	83%	82%	84%	74%	81%	82%
Number of penalty charge notices paid at discount rate	674	2,806	11,968	1,850	1,107	14,162	559	33,126
Number of penalty charge notices paid at non-discount rate	90	253	2,781	252	122	1,939	126	5,563
Number of penalty charge notices against which an informal or formal representation was made	227	608	3,771	429	276	5,052	140	10,503
Number of penalty charge notices cancelled as a result of an informal or formal representation	57	248	1,518	199	82	2212	45	4,361
Number of penalty charge notices written off for other reasons	19	92	45	86	71	792	25	1,130

*Excludes Malham as the PCN per visit is skewed by an issue that has now been addressed (all PCNs were issued in the first visit)

District	Income (£)	Expenditure (£)	District balance (£)	N.o. of PCNs issued	Locations (10 or more PCNs)				Payment rate (%)
					Locations	PCNs	Visits	PCN per visit	
Craven	33,181	36,942	-3,761	983	Skipton	938	10,873	0.09	89%
					High Bentham	26	306	0.08	
					Settle	10	74	0.14	
Selby	28,555	33,999	-5,444	842	Selby	771	5,481	0.14	75%
					Tadcaster	61	622	0.10	
Hambleton	328,794	77,784	251,010	3,677	Northallerton	2,538	3,793	0.67	86%
					Bedale	579	490	1.18	
					Thirsk	290	2,347	0.12	
					Stokesley	52	724	0.07	
					Easingwold	50	291	0.17	
					Hambleton Other*	166	1126	0.15	
Richmondshire	75,875	61,309	14,566	2,650	Richmond	2,303	7,925	0.29	82%
					Leyburn	136	739	0.18	
					Richmondshire other**	218	1132	0.19	
Ryedale	51,491	60,354	-8,863	1,589	Malton	837	8,677	0.10	84%
					Pickering	364	3,376	0.11	
					Helmsley	95	1,561	0.06	
					Ryedale other***	293	3,644	0.08	
Scarborough	1,824,846	867,471	957,375	20,356	Scarborough town	13,347	89,829	0.15	76%
					Area surrounding Scarborough town	1,159	8,790	0.13	
					Whitby	4,751	33,173	0.14	
					Filey	844	5,137	0.16	
					Northern rural villages (surrounding Whitby)	223	1244	0.18	
					Southern area (surrounding Filey)	32	1,175	0.03	
Harrogate	2,495,034	808,128	1,686,906	19,564	Harrogate town	17,014	103,395	0.16	84%
					Knaresborough	1,535	12,177	0.13	
					Ripon	726	8799	0.08	
					Boroughbridge	231	1127	0.20	
					Pately Bridge	19	519	0.04	

Appendix 2 (a) - District analysis 2014/15

* Includes Great Ayton, Aiskew, Brompton, Leeming Bar and Osmotherley
**Includes Hawes, Reeth, Catterick Garrison, Colburn, Middleton Tyas, Croft on Tees and Barton
***Includes Thornton le Dale, Norton, Sheriff Hutton, Kirkbymoorside, Hutton le Hole and Staxton

District	Income (£)	Expenditure (£)	District balance (£)	N.o. of PCNs issued	Locations (10 or more PCNs)				Payment rate (%)
					Locations	PCNs	Visits	PCN per visit	
Craven	26,514	39,920	-13,406	902	Skipton	728	8,231	0.09	88%
					High Bentham	21	367	0.06	
					Settle	56	218	0.26	
					Malham*	10	3	3.33	
					Ingleton	37	527	0.07	
					Crosshills	20	390	0.05	
Selby	31,025	36,516	-5,491	842	Selby	781	6,772	0.12	81%
					Sherburn	17	740	0.02	
					Tadcaster	34	678	0.05	
Hambleton	342,495	71,975	270,520	3,611	Northallerton	2,218	3,982	0.56	85%
					Bedale	715	616	1.16	
					Thirsk	281	2,444	0.11	
					Stokesley	43	165	0.26	
					Easingwold	50	167	0.30	
					Hambleton Other**	326	777	0.42	
Richmondshire	78,752	67,153	11,599	2,571	Richmond	2,225	8,213	0.27	82%
					Leyburn	106	659	0.16	
					Richmondshire other***	218	1132	0.19	
Ryedale	46,297	64,201	-17,904	1,457	Malton	604	6,429	0.09	84%
					Pickering	328	2,897	0.11	
					Helmsley	178	1,420	0.13	
					Ryedale other****	347	3,756	0.09	
Scarborough	1,926,129	877,323	1,048,806	21,713	Scarborough town	14,499	91,740	0.16	74%
					Area surrounding Scarborough town	1,535	8,316	0.18	
					Whitby	4,245	26,345	0.16	
					Filey	1086	6,329	0.17	
					Northern rural villages (surrounding Whitby)	325	2158	0.15	
					Southern area (surrounding Filey)	23	853	0.03	
Harrogate	2,479,290	753,812	1,725,478	17,725	Harrogate town	15,239	93,457	0.16	83%
					Knaresborough	1,478	10,903	0.14	
					Ripon	833	9496	0.09	
					Pannal	10	150	0.07	
					Boroughbridge	144	469	0.31	
					Pateley Bridge	13	219	0.06	

* Figure for Malham is skewed by an issue that has now been addressed (all PCNs were issued

** Includes Great Ayton, Aiskew, Brompton, Leeming Bar and Osmotherley

***Includes Hawes, Reeth, Catterick Garrison, Colburn, Middleton Tyas, Croft on Tees and Barton

****Includes Thornton le Dale, Norton, Sheriff Hutton, Kirkbymoorside, Hutton le Hole and Staxton

North Yorkshire County Council

Transport, Economy & Environment Overview and Scrutiny Committee

26 October 2016

Passenger Rail Update

Report of the Corporate Director – Business and Environmental Services

1.0   Purpose of Report
1.1   To update members on short term rail priorities for North Yorkshire and provide an overview of the recently awarded Northern and TransPennine rail franchises.

2.0   Background and Policy Context

2.1   North Yorkshire is part of 'The North'. It is at the geographical centre of the North of England, has much of the North's strategic transport infrastructure running through it, contributes to the current economic prosperity of the North and has huge potential for future growth.

2.2   This statement introduces the foreword to the councils Strategic Transport Prospectus (STP) and in clear terms articulates our view that North Yorkshire has a valid place in shaping and contributing to economy of the North of England.

2.3   When considering strategic transport at north of England level NYCC has identified an objective to 'ensure that that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse', and in furthering this objective, the STP identifies the following three strategic transport priorities:
- Improving east – west connectivity
- Improving access to High Speed and conventional rail
- Improving long distance connectivity to the north and south

2.4   Adopted in spring 2016, the Local Transport Plan (LTP4) sets out the objectives and priorities for transport for North Yorkshire. This supports the strategic transport priorities and to address these, has identified a series of road and rail improvements. This includes the following desired rail improvements:

- Transformational change of the Leeds-Harrogate-York Railway Line delivering improved journey times, increased frequency, modern high quality rolling stock and customer service and ultimately electrification;
- Access to High Speed rail where 85% of North Yorkshires population can get to an HS2 hub (York, Leeds, Darlington) within 40 minutes;
- 75% of the population to access a conventional railway station within 20 minutes

3.0 Harrogate Line

3.1 The York - Harrogate – Leeds line remains the highest priority for rail investment in North Yorkshire. It includes our busiest station (Harrogate 1.58m passengers) and has demonstrated significant growth over the past 10 years, 45% overall to 2.77m passengers, with the highest rate of growth being 67% at Pannal and 62% at Hornbeam Park; it connects to two of the most important regional centres, York and Leeds, and contributes to improving East – West connectivity.

3.2 The line has benefited from recent investment by Network Rail, Northern and North Yorkshire County Council. This includes c£300k platform extensions, £16m on signal renewal, line speed improvements and a turnback facility on the Harrogate – Leeds section and £1.2m on passenger facility improvements at Harrogate Station. It is also set to benefit from further infrastructure and operating investments. (Appendix 1 sets out the recent and known planned investments; *items in italics are not committed*)

3.3 Evidence suggests that investment in stations brings growth in local economies (Steer Davies Gleave: The Value of Station Investment 2013), and getting the connections right improves the footfall and turnover leading to improved town centre retail performance.

3.4 With this in mind and building on recent investment a joint Harrogate Borough Council, North Yorkshire County Council and YNYER LEP working group has developed an outline proposition for an ambitious HarrogateTown Centre and Stations Area Growth Agenda. Whilst an application for initial feasibility work to One Public Estate was unsuccessful, there is a confirmed desire amongst partners to identify funding and progress the development of this proposition.

3.5 An outline proposal has been included in the YNYER growth deal submission (July 2016) with a £1m funding bid.

4.0 Access to Rail Studies

4.1 LTP4 recognises railway stations are gateways to the communities they serve and can act as a catalyst for housing and economic growth. It articulates an ambition for access to an HS2 hub station of 40 minutes and a conventional station of 20 minutes and further sets out a commitment to review facilities at each station and work with the rail industry to help to deliver agreed standards.

4.2 These conditional outputs support the York, North Yorkshire and East Riding LEP's Strategic Economic Plan, contributing to the priorities of East – West connectivity, access to HS2 and conventional rail and Growth Town Development.

4.3 NYCC have committed to carry out an Access to HS2 and Conventional Rail Study and the following stations have been identified as priorities for early work:

- Harrogate: as the busiest station in North Yorkshire is highest on the list of priorities; to be progressed through the Harrogate Stations Area scheme (see above)
- Northallerton: has been identified by the rail industry as offering potential significant benefits to the East Coast Main Line and also has

potential for improved access and benefits to highway performance in the town

- Thirsk: has been identified by the rail industry as offering potential significant benefits to the East Coast Main Line as well addressing current access and accessibility issues;
- Crosshills: has been identified in recent work as having a potentially strong case for a new station
- Seamer: has grown significantly in the last ten years and with large housing growth and a business park close by has potential for further growth.
- Selby: will require investment to accommodate Transpennine Route Upgrade and Electrification, and presents the opportunity for better integration with Selby bus station.
- Skipton is the second busiest station in the county and provides a gateway for tourism in the Dales and access to the Leeds City Region. It also offers opportunities for growth with housing and business development nearby

4.4 The purpose of these reports is primarily to allow the County Council to influence rail funding decisions and it is unlikely that the County Council will commit significant capital funding to the delivery of station improvements.

4.5 In addition to the above detailed station specific work the Council will also shortly be commissioning work to identify on a countywide basis other potential improvements (e.g. highway and car parking) to contribute towards meeting the conditional outputs as well on identifying the need for and scope for changes and improvements at other stations in the County.

5.0 Northern and TransPennine Rail Franchise

5.1 In the report to this committee in July 2015 we advised on progress in developing the franchise tender specifications for the Northern and TransPennine railway franchises. These have now been let, and it is encouraging to report that the committed obligations in the franchise agreements represent transformational improvement over what has been provided previously.

5.2 The Northern Franchise was awarded to Arriva Rail North to operate rail services on "local routes" e.g. Harrogate Line, Hull – York, Dales – Skipton – Leeds, Esk Valley from 01 April 2016 – 31 March 2025. The cost to government is much reduced from the previous franchise and offers a significant improvement in quality, frequency and capacity.

5.3 The Transpennine Express franchise was awarded to First Group to operate the "fast" inter urban services across the Pennines, including Tyne/Teesside – Leeds/Manchester via Northallerton and Thirsk, East Coast to Leeds/Manchester via Scarborough and Malton from 01 April 2016 - 31 March 2023 + potentially 2 years. This franchise also represents a significant improvement in quality, frequency and capacity, and now pays a levy to government rather than receiving a subsidy from government.

5.4 The following section highlights the main elements of the franchises

5.5 Headline franchise wide improvements:

Northern

2016   the start of a £1bn investment to transform rail services in the North and modernisation of all existing trains to a high modern standard

2017   by December will see the introduction of 2000 extra services across the North

2018   new state of the art trains introduced and free on board Wi-Fi introduced as well as improvements to stations

2019   new "Northern connect" service introduced linking major towns / cities together

2019   extra services added and a 37% increase in peak time capacity into the cities

2020   Withdrawal of all "pacer trains" (bus type trains)

Transpennine

2016   Improved on board catering and availability and the start of modernisation of all existing trains to an Inter-City standard. New latest technology ticket vending machines installed

2017   By December a new timetable introduced with a standardised 7 day a week timetable and six trains an hour between Leeds and Manchester including an additional service between Newcastle and Manchester Airport.
Free Wi-Fi at all TransPennine stations and development of smart ticketing and mobile ticketing

2018   The introduction of brand new state of the art InterCity trains (220 carriages) for the North (completed 2020)
New on board entertainment system (similar to on long-haul aircraft)

2019   New timetable introduced including trains to Newcastle extended to Edinburgh. 13m extra seats per year, including an 80%capacity boost at peak times

Stations
In the first four years of both franchises there are on-going station investments including improved cycling facilities, waiting areas, bringing station buildings back into use and Northern are introducing staffing and CCTV at some stations

Investment
Beyond 2019 both franchisees have investment funding for projects identified between 2016 and 2019.

5.3   The new franchises will transform many of the rail services in North Yorkshire Including notably, doubling of frequency on the Harrogate Line, with 4 trains per hour (tph) Harrogate - Leeds from December 2017 and two tph Harrogate – York from 2019; the introduction of modern fast rolling stock; an additional service Scarborough – York increasing the frequency to 2 tph on this corridor from Dec 2019; increased frequency to hourly on Hull – Selby – Sherburn in Elmet – York.

5.4   The improvement specific to North Yorkshire are detailed by route in the table in Appendix 2.

6.0   Financial Implications

6.1   It is the view of officers that the recommendation will not have any financial implications.

7.0   Legal Implications

7.1   Consideration has been given to the potential for any legal implications arising from the recommendation. It is the view of officers that the recommendation will not have any legal implications.

8.0   Equalities Impact Assessment

8.1   The Council has a statutory duty to discharge obligations in relation to the Equality Act 2010. In so doing it has considered the equalities implications for people with protected characteristics arising from this report.

8.2   Consideration has been given to the potential for any equalities implications arising from the recommendation. It is the view of officers that, as a report providing information to the committee, the recommendation cannot have any equalities implications, and therefore an Equalities Impact Assessment is not required.
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9.0   Recommendation

9.1   That members note the contents of the update

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: John Laking

Background Documents:

Recent and planned Harrogate Line investments

Scheme	Deliverables	Date	Cost	Source of funding
HG Station	Ticketing and marketing improvements; improved central concourse; new and improved waiting shelters and entrance on Leeds platform; refurbished toilets	2015/16	£1.2m,	DfT SCIP; Northern
Harrogate Stations Area	*Improved access, public realm, pedestrian improvements, highways and parking*	*2017/18*	*£4m-£10m*	*LEP / Developer / Rail Industry*
Service Enhancement	15 minute frequency Harrogate – Leeds; earlier morning start; additional Sunday frequency	2017 &2019	£1m+	DfT / Arriva Rail North
Rolling Stock improvements	Replacement of pacer units; additional capacity	2019	£franchise commitment	DfT / Arriva Rail North
Double Tracking	Double tracking east of Knaresborough – performance improvements and enabling frequency enhancement (2 TPH Harrogate – York)	2018/19	£12.6m plus £0.5m prep costs	Devolved major schemes funding (LEP) £9.6; NYCC £3.5m
Harrogate – London direct services	Introduction of 2 hourly Harrogate – Leeds – London services; Brand New IEP rolling stock; additional seating; quality improvements	2019/20	£commercial	Virgin / Stagecoach
Signals Renewals	Modernise signals Harrogate – York, improved reliability reduced cost of railway operation	2020/21	£10m+	Network Rail
Level Crossing Renewals	Safety improvements / modernisation	2020/21+	£50m+	Network Rail
*Overhead Electrification	*Improvements to frequency, reduced journey times, increase in quality*	*2024/25?*	*£93m*	*DfT/Network Rail*

Franchise improvements by line relating to North Yorkshire

Route	Improvement	When
York – Harrogate - Leeds	Harrogate – Leeds increased frequency to 4 trains an hour (Mon-Sat) not all stations.	
	More frequent at least hourly service Harrogate – Leeds on Sundays	December 2017
	Harrogate – York increased frequency to 2 trains an hour after modernisation of the line	December 2019
	New more modern trains introduced and all other trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest	December 2019
	Weeton CCTV and Ticket Vending Machine planned Pannal To be staffed in the mornings Improved station facilities Hornbeam Park To be staffed 0700-1900 Improved station facilities Harrogate Ticket Gates to be installed Accessibility Hub Starbeck To be staffed in the mornings Improved station facilities Knaresborough To be staffed 0700-1900 Improved station facilities Cattal Improved station facilities Hammerton Improved station facilities	Most stations work will take place over 2017 - 2018
Scarborough – York	Route Strategy Study – led by TPE	September 2017
	Early morning train from Scarborough - York to allow arrival in London by 0900	December 2017
	Standardised 7 day timetable introduced with improved early / late and Sunday Transpennine services.	December 2017
		December 2019
	Frequency will increase from one train an hour to trains an hour between Scarborough and York.	December 2019

	New trains fully introduced with modern facilities and greater capacity.	March 2018 April 2018 November 17
	Scarborough Station • Real Time Bus Information Screens • New secure cycle parking facilities • New train servicing facilities • Improved waiting facilities and new station furniture • Review redundant space	March 2017 March 2017 March 2017 October 2016
	Seamer Station • New power gates • New Ticket Machine	March 2018 April 2018
	Malton Station • Real Time Bus Information Screens • New secure cycle parking facilities	
Northallerton / Thirsk	Standardised 7 day timetable introduced with improved early / late and Sunday Transpennine services	April 2018
	New trains fully introduced with modern facilities and greater capacity.	December 2019
	Northallerton Station • Real Time Bus Information Screens • Click & Collect Areas for on-line purchases • New secure cycle parking facilities	March 2018 March 2017 March 2018
	Thirsk Station • Real Time Bus Information Screens • New secure cycle parking facilities	March 2018 March 2018
Skipton - Leeds (Aire Valley)	Introduction of new six coach electric trains on the route to create more capacity	July 2019
	Skipton – Bradford increased frequency to hourly on Sundays	December 2017
	Diesel trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest	December 2019
	Skipton Station • Potential to increase car parking • Improved station facilities Cononley • Improved station facilities	March 2020 2017-2018 2017-2018
Dales – Skipton - Leeds	New late afternoon peak service Leeds - Carlisle	December 2019

	At least 2 extra services in each direction between Leeds and Lancaster a day (understand there will be more) and improve commuting to Leeds and Lancaster.	December 2019
	Trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest)	December 2019
	Northern – Funding the Community Rail Partnerships (Leeds Lancaster Morecambe and Settle – Carlisle)	April 2016
		2017 - 2018
	Stations along the line have been allocated funding to improve facilities	
Hull – Selby – Leeds	Route Strategy Study – led by TPE	September 2017
	Standardised 7 day timetable introduced with improved early / late and Sunday Transpennine services.	December 2017
	New TPE trains and modernised Northern trains fully introduced with modern facilities and greater capacity.	December 2019
	Northern will enhance the Hull – Leeds local service, starting back at Bridlington and finishing in Bradford	December 2019
	Selby (TPE) • Real Time Bus Information Screens • Click & Collect Areas for on-line purchases • New secure cycle parking facilities	April 2018 March 2017 March 2018 Work will take place over 2017 - 2018
	South Milford (Northern) • Improved station facilities	
Hull – Selby – York	More regular "hourly service" between Hull – Selby – Sherburn in Elmet and York including Sundays	December 2017
	Trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest)	December 2019
	Sherburn in Elmet station is likely to receive Customer Information Screens, CCTV and Ticket Vending Machine	2017 - 2018
Esk Valley	All year round Sunday service	December 2017
	Extra morning peak train Whitby – Middlesbrough	December 2019
	Northern are working with us and other stakeholders on the Potash Section 106 funding for up to eight trains in each direction between Whitby and Middlesbrough	2019 – 2020 (Potash dependent)
		December 2019

	Trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest	April 2016
	Northern – Funding the Community Rail Partnership on the line.	2017-2018
	Stations along the line have been allocated funding to improve facilities	
Scarborough - Hull	Broadly hourly train service (Mon- Sat)	December 2017
	Double the number of trains on Sundays	December 2017
	Trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest)	December 2019
	Northern – Funding the Community Rail Partnership on the line.	April 2016
	Stations along the line have been allocated funding to improve facilities	2017 - 2018
Church Fenton / Ulleskelf	New more modern trains introduced and all other trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest) Church Fenton - CCTV - Ticket Vending Machine Ulleskelf - Improvements to waiting facilities - Customer Information Screen - Ticket Vending Machine	December 2019 Work will take place over 2017 – 2018 Work will take place over 2017 - 2018
Hensall and Whitley Br.	Trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest	December 2019

North Yorkshire County Council

Transport, Economy & Environment Overview and Scrutiny Committee

26 October 2016

Report on the operational review of Public Rights of Way

Report of the Corporate Director – Business and Environmental Services

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1.0   Purpose of Report

1.1   To provide the Committee with an overview of progress on a comprehensive review of the Public Rights of Way Service following a restructure carried out in 2015.

2.0   Background

2.1   Under the auspices of the North Yorkshire 2020 programme, Waste and Countryside Services undertook a restructuring exercise in December 2014 – March 2015 to move the service to a 'minimum standards' position. The restructure removed 3FTE front line Public Rights of Way (PRoW) staff. The new staffing structure for the PRoW team became operational in October 2015. The team now has a Principal Officer, four Public Rights of Way Officers, two Field Officers and a Technical Officer shared with the Definitive Map Team. The saving also removed £105k from PRoW maintenance and operational budgets.

2.2   In Autumn 2015 the team started a fundamental review of its purpose and operational work models and practices, with the aim of ensuring that the savings made are sustainable in the long run and that the service meets its statutory responsibilities while providing the best level of service for the available funding.

2.3   The review being carried out is a 'root and branch' review of the PRoW Service and how the Council delivers its responsibilities for management of public rights of way. The intention is that this review will provide greater transparency over why we do what we do, and therefore why we don't do other things. An important part of this approach is the development of service standards which will be published towards the end of the programme.

2.4   The NY Local Access Forum received a detailed report on initial proposals in February 2016. North Yorkshire County Council BES Executive Members received an update report in April 2016. Executive Members were happy that the review should continue along the lines set out.

3.0   Update on Review Progress at September 2016

3.1   Paragraph 3.2 sets out the scope of the review programme, and provides an update on progress to date. Sections 5, 6 and 7 provide more detail on three key elements of

the review – our approach to route categorisation; working procedures and 3rd party volunteers respectively.

3.2   The workstreams within the review of the Public Rights of Way service are:

3.2.1   **To refresh the service's policy framework.**
        Update: A proposed updated policy statement has been prepared. In practice the proposed new statement is little changed from the old.

3.2.2   **To deliver a revised, comprehensive and transparent route categorisation of all the paths on the network, resulting in publishing a category map of the entire network on the Council website for the first time.**
        Update: The NY Local Access Forum provided comments on an initial route categorisation proposal at their February meeting. Those proposals have since been mapped in detail. The mapping exercise suggested that the initial proposals were too complex and included too many path characteristics. The proposals have been simplified and remodelled, and are ready for public consultation to begin once support resources are available. An 8-week consultation is envisaged to allow all interested parties enough time to provide their comments.

        The main elements of the revised proposal to be consulted on are:
        (a) that we would initially implement categorisation based on route characteristics alone,
        (b) that we would provide a formal mechanism for PRoW Officers to be able to alter the category assigned to routes based on characteristics – providing the flexibility that NYLAF felt was required, and
        (c) that we would seek over time to include a measure of community value into the model, but that this would happen on longer timescales than originally envisaged due to resource constraints.

        Section 5 provides more detail.

3.2.3   **To refresh the model used by the team to prioritise the resolution of defects reported to it.**
        Update: The existing issue prioritisation model has been examined and alternatives discussed. The conclusion is that the existing model has the benefit of being simple and familiar, and therefore no change is proposed to how the team prioritises its response to customer reports of defects. This will not be the subject of public consultation.

        The three factors that contribute to prioritising our response to a report of a defect will remain:

        - *The category of the route,*
        - *The effect that the reported defect has on the ability of people to use the network,*
        - *The health and safety risk posed by the reported defect i.e. potential severity of injury x likelihood of injury.*

The model ensures that while in general defects on higher category paths will be prioritised, defects that cause a risk to the public and defects that stop people using paths will tend to come to the top of the pile for attention even when they are on lower category paths.

3.2.4 **To revise all existing detailed work processes to ensure consistently efficient approaches are taken to reported network defects. New procedures will be developed for all of the 'volume' issue types reported by customers.**
Update: Work has been undertaken on almost all of the service's work processes. A more detailed update on this element of the review is provided in section 6.

3.2.5 **To ensure that the service maximises the benefit from the continuing support of its existing group of countryside volunteers, by ensuring that the volunteer role is set out clearly within the new working procedures, and by ensuring that we manage our offer to the volunteers and other groups more efficiently.**
Update: All of the work undertaken to revise working processes has led to draft processes that meet this objective. There is a consistent desire within the service for countryside volunteers to play a key role in supporting the service to work more efficiently.

3.2.6 **To decide on the future of the team's core IT system.**
Update: A systems appraisal has been undertaken and considered, but was not conclusive. NYCC Technology and Change has been asked to undertake a further comprehensive analysis of the current and future benefits of either maintaining and investing in the current system, or transferring to an alternative system that would need to be developed but that could offer significant potential synergies with the system currently used by NY Highways. In the meantime the team is continuing to use the current system.

3.2.7 **To explore the potential to make use of new IT functionality around managing volunteers, enforcement activity, mobile working and statutory reporting.**
To develop integrated on-line defect reporting for customers, to reduce administrative work and to provide better real time feedback for customers.
Update: No progress has been made on these items as they are dependent on a decision regarding the team's core IT system. Both system options will be able to support these objectives.

3.2.8 **To examine how we can work with existing community and user groups who want to work on maintaining or improving the network.**
To set out our approach to requests from communities to improve the network to ensure consistency in response and that expectations are realistic.
Update: Progress has been made to develop a pilot with the Lower Wharfedale Ramblers Group who are keen to support the service by undertaking practical maintenance and improvement tasks on the network within an area comprising 17 parishes. We hope that this pilot will inform our approach to improving the network. Further detail is set out in section 7 below.

3.2.9 **To set out a published statement of service standards.**
Update: A statement of service standards will be developed and published once the prioritisation and new working processes have been implemented.

4.0   Review Timetable.

4.1   While progress has been made, the review programme has fallen behind its initial timetable. The route categorisation work in particular has taken longer than expected. Table 1 sets out an outline timetable for key expected activity relating to the route categorisation and process review elements of the review programme.

Table 1: Review programme – revised outline timetable

Autumn 2016	Develop detailed proposals around the proactive seasonal vegetation programme.
Autumn 2016 to Winter 2016/17	Public consultations on: • approach to route categorisation; • principles applying to the proactive seasonal vegetation programme.
Winter 2016/17 to Spring 2017	Implementation of route categorisation, with knock on effect on issue prioritisation.
Through to Summer 2017	Ongoing programme of process reviews relating to the majority of reported defects.
Through to Summer 2017	Implementation of process reviews, following agreement of a categorisation model following public consultation.
2017/18	Develop workable proposals on the detailed measurement of community value.

5.0   Review of Approach to Route Categorisation.

5.1   North Yorkshire's PRoW network is the longest in the county. Outside of the National Parks, the Council is responsible for approximately 6120km of rights of way.

5.2   Highway authorities have an overriding duty under section 130 of the Highways Act 1980 to "assert and protect the rights of the public" to use public highways. This duty extends to public rights of way (e.g. footpaths and bridleways). It relates to keeping highways free of obstruction.

5.3   Further, section 41 of the Highways Act 1980 imposes a duty on authorities to "maintain" highways that are maintainable at the public expense. That includes the majority of public rights of way. The duty to maintain extends essentially to providing that the route is reasonably capable of use safely by the traffic that ordinarily uses it.

5.4   These duties apply to any public highway whatever its status. Prioritising routes that make up the public rights of way network in North Yorkshire is seen as a way of meeting those duties in an efficient and appropriate manner with the resources available.

5.5   The practical impact of categorising the network is threefold:
   a)   Over time, the focus of proactive maintenance will be focused onto higher category paths. For example the new route categories will influence the paths selected as part of the seasonal strimming programme.
   b)   We will take a different operational approach to dealing with different category paths within the detailed procedures. For example we may decide to make a larger financial contribution to the maintenance of furniture (a landowner responsibility) on higher category paths.
   c)   The category of a route will be a factor in how we prioritise the reactive maintenance of defects that we find or that are reported to us.

5.6   A number of principles sit behind the proposed approach. These are that:

5.6.1   Route categorisation needs to be meaningful and produce outcomes that distinguish effectively between routes – inevitably with some routes being seen to be lower priorities than others. The service must move away from a situation where a lack of transparent and comprehensive prioritisation led to a 'he who shouts loudest' approach. This is inappropriate at any time but particularly following significant budget and staffing reductions.

5.6.2   The need to retain an appropriate level of formal operational flexibility, within the framework of a transparent model. There will always be exceptions to a rule and a system needs to be flexible enough to respond accordingly whilst protecting against the current approach.

5.6.3   The desire to recognise the level of use of different types of paths as a key element of route categorisation. Paths which get the most use should be a priority for us, although we need to recognise that some routes will be less well used simply because they have not been well maintained or are blocked. Hence;

5.6.4   The desire to recognise how communities value their paths within the route categorisation. We want to work with parishes and user groups to understand which routes are most valuable to the different types of customer.

5.7   The current route prioritisation approach is ineffective. Not all paths have been prioritised and the approach is inconsistent. Too many of the paths that have been rated are set as high and medium priority. The new model, once agreed, will present a more realistic spread of high, medium and low category paths.

5.8   <u>Overview of the Proposed Approach to Route Categorisation</u>
       The aim is to assign and then publish a route category for every section of path across the network. We have considered a range of options, and propose the following model with the following key elements:
   •   We will continue to manage the network based on 'Links' – sections of paths.
   •   Each link will have a category assigned.

- Eventually, a category banding will be assigned based on a total points score which will be the sum of the ratings of the following two elements.
- Each link will be assigned a characteristic score – a points score between 4 and 10 based on the key characteristic of the link.
- Each link will be assigned a community value score – a points rating between 1 and 5 based on an assessment of the comparative value placed on the link by the local community.
- Each link will therefore attract a score between 5 and 15 points.
- We will assign a category banding to each link. This will be mapped and published on the website.
- The category will be assigned based on the distribution of scores once all links have been scored, and on the capacity level within the service.
- The category rating will then form part of the issue prioritisation model.

5.9   This approach has been proposed because we think:
(a)   that it is a transparent approach to assessing the entire network;
(b)   that the inclusion of community value in the model will focus attention and resource onto parts of the network that will provide greatest benefit and value per pound spent.
(c)   that it provides a means to alter obviously perverse and incorrect categorisations over time.

5.10   Community Value: While we believe that the aim to measure and include community value remains valid, measuring the value that different communities place on different types of footpath is fraught with difficulty:
- It is difficult to define community;
- It is difficult to define community value;
- We have no data of any kind relating to how the community (however defined) value the different elements of their right of way network;
- We have no method of measuring community value.

5.11   The approach being considered is to recognise a primary and secondary idea of community. We will define the primary community as those people living within the parish. We expect to deal with the Parish Council as the representative of the primary community.

5.12   We will define the secondary community as other network users who benefit from and have an interest in the PRoW network, and who will take a view on how NYCC prioritised and maintains the network. We define other user groups and communities of interest as:
- Auto Cycle Union Ltd, The British Horse Society, Ramblers, Byways and Bridleways Trust, Open Spaces Society, The British Driving Society, Cyclists Touring Club, All Wheel Drive Club, Trail Riders Fellowship, Range Rover Register, LARA, North East Laners.

5.13   We would propose to define the level of value by reference to a subjective assessment by the primary community (Parish Council), and by whether there is any evidence of interest in the route from one or more of the user groups listed above.

5.14   We will need time to consider how best to measure and then combine the value placed in a route by the local community (as defined by Parish Councils) and the value placed on the network by communities of interest (as defined by user groups).

5.15   Therefore, the proposal is to initially implement the new route categorisation based on the characteristic score alone. Then over time we would seek to add a measure of community value into the model, but that would happen on longer timescales than originally envisaged due to resource constraints.

5.16   Detailed Proposals: Characteristics
Given the difficulty of measuring community value, the proposals is to initially assign a route score and category based solely on the key characteristic of the route. Table 2 contains the proposed characteristic scores to be applied. It shows the type of characteristic that we consider important, how that characteristic is to be defined, and the score linked to each defining characteristic. Many paths and sections of route are multi-faceted in nature and could fall into more than one of the defining characteristics set out below. It would be possible to give a multi-faceted section or path points for each of its characteristics. However this would make the model much more complex. Therefore we have opted for a 'key characteristic' model that will assign one score to each path based on its highest scoring characteristic. The characteristics chosen have the advantage of being factually objective. They can all be mapped using currently available datasets and so the model, if agreed, can be implemented quickly.

Table 2: Path characteristic scores

Path characteristic	Defined by / as	Score
National Trail	Defined by Natural England	10
National Cycle Network	Defined by Sustrans	
Safe routes to schools	Rights of Way that coincide with the SRTS network. Only included within 3km of secondary school and 2km of primary schools. Usually surfaced routes providing alternative direct pedestrian / cycle route from population centres to schools avoiding busy roads or roads without a footway. Just that section of the route defined as a SRTS scores 10.	
Routes within urban areas	Routes mostly within a development limit of service centres/large villages. The whole length of the route is classed as a 10.	
NYCC promoted routes	A number of routes promoted by NYCC. This list will be subject to review over time	8
Routes within 1km of urban fringe	Routes that lie within 1km of the development limit of service centres/large villages. The whole length of the route scores 8.	
Multi-user trails	Largely barrier free, surfaced strategic routes that can be used by walkers but which are also good for cyclists and horse riders either linking communities or over 5km in length. For example Nidderdale Greenway.	
Routes within 1km of village centres.	Paths that lie within a radius of 1km from a village centre. The whole length of the route scores 6.	6
Routes within AONBs	As defined by Natural England	
Routes along main rivers and canals	As defined by the Environment Agency	
Routes avoiding A and B class roads	Routes within 50m of an A or B class road that run parallel and offer an alternative route.	
Routes onto access land	As defined by Natural England	
Other routes	Routes that don't have any of the other characteristics	4

5.17   The modelling undertaken has not pointed to any obviously unreasonable or perverse results overall. However officers and the Local Access Forum, while understanding the benefits of operating within a 'strong' model, were keen that officers had a degree of flexibility at the local level. We therefore intend to develop and operate a mechanism by which officers can amend path category scores within the model in order to recognise specific local characteristics and amend any obvious local anomalies.

5.18 The following table illustrates the proposed breakdown of the network into four category bandings:

Table 3: Path Characteristic Categorisation.

Path characteristic	Length (km)	Characteristic Score	Path Categorisation
National Trail	87.5	10	Category A (15.1%)
National Cycle Network	260.2	10	
Safe routes to schools	411.7	10	
Routes within urban areas	161.7	10	
NYCC promoted routes	609.7	8	Category B (21.4%)
Multi-user trails	65.3	8	
Routes within 1km of urban fringe	633.5	8	
Routes within 1km of village centres.	2211.6	6	Category C (45.9%)
Routes within AONBs	411.8	6	
Routes along main rivers and canals	74.1	6	
Routes avoiding A and B class roads	4.5	6	
Routes onto access land	102.8	6	
Other routes	1077.5	4	Category D (17.6%)

6.0   Review of Working Procedures.

6.1   Each year approximately 3000 issues and defects are reported to the service (about 250 per month). At October 2015 there was a backlog of about 8500 unresolved issues – some stretching back many years. One objective of the review is to ensure that the newly structured team has clear and consistent procedures in place to prioritise cases reported to it, resolve cases on the ground, and review, close or resolve the backlog cases.

6.2   To this end, work has being undertaken on a rolling programme of procedure reviews. Some procedures exist but are outdated and have fallen into disuse. Work has been undertaken to review the service's approach to the following issue types:

a)   Ploughing and cropping
b)   Obstruction / approach to enforcement
c)   Furniture - gates and stiles
d)   Signposting
e)   Waymarking
f)   Seasonal vegetation
g)   Bridge inspection

Defect reports falling broadly within these categories make up about 85% of the reports received by the PRoW team officers.

6.3 A number of common themes have come through.
   a) We will triage reports initially in order to prioritise them more consistently and close out cases that are invalid.
   b) We will seek to ensure that work is undertaken at the appropriate level within the team – for example by making more use of Technical / Administrative resource, and by passing cases on to PRoW Officers/Field Officers only when full information is available.
   c) Volunteers will be asked to undertake activities that help the service react to defects reported to us – in particular undertaking site inspections to act as the service's 'eyes and ears' on the ground.
   d) Volunteers will become an integral part of the thinking of team staff when faced with an issue to resolve, and staff will use volunteers more consistently.
   e) We will ask landowners to take more responsibility.
   f) We will move to enforcement action more quickly within the procedures. We cannot afford to go back and forth numerous times before taking action or requiring landowners to undertake necessary works.

6.4 To provide an example of the sort of issues we are considering, Table 4 below sets out the approach envisaged to deal with reports of routes obstructed due to ploughing and cropping activities. This includes desired outcomes together with potential risks and issues to consider at each step. The table shows that we will seek to have the appropriate officers undertake appropriate work, seek to reduce the need for officers to undertake site inspections and visits, and place more emphasis on landowners to do what they should be doing.

Table 4: Ploughing and Cropping draft processes.

Step	Outcome, issues and risks
Customer sends a report of a P&C issue on the network, logged accurately within the system.	There is scope to encourage customers to send us a photo of the issue? This would reduce need for inspection. Potential to improve the advice offered on the NYCC website.
Initial screening undertaken by Technical Admin staff instead of PRoW Officers/Field Officers. Is there a photo, is the report valid, do we know the landowner details?	Desire to ensure that as much information is available as possible before PRoW Officer or Field Officer gets involved in a case
If landowner not known Field Officer tries to find the information.	Potential to put less effort into this activity for low priority paths.
Technical Admin staff to send a standard letter to the Landowner where known asking them to reinstate within 14 days. Ask them to send us a dated photo once they have undertaken any reinstatement work, and inform them of intention to take enforcement action to reinstate the route and seek to recover costs and to inform Rural Payments Agency of the situation.	We are going to take reports that appear valid at face value and contact known landowners without prior inspection. Risk that the report is incorrect. A proportion of cases will be resolved through this action alone.

Potential to stop after this point and close the case for low priority paths. Is it appropriate to enforce P&C issues on low priority paths? |

Depending on response (if any), Technical Admin staff to organise a volunteer site inspection within an appropriate time period, take a photo and report on site condition.	Reduces the need for multiple visits. Confirms issue either exists or has been resolved.
If path has been reinstated send thank you letter and record on P&C spreadsheet for proactive work in future seasons.	We may wish to undertake proactive work with landowners in future seasons where there have been issues reported.
If path has not been reinstated and remains blocked then pass case to PRoW Officer for review and decision on whether enforcement is in public interest.	There are occasions when it may not be in public interest.
If so undertake enforcement action and seek to recover costs. Inform RPA and record on P&C spreadsheet for proactive work in future seasons	

7.0   Third Party Volunteers

7.1   Staff from NYCC Transport, Waste and Countryside Services have been working to develop a pilot project with Lower Wharfedale Ramblers. A draft agreement is now in place ready for discussion and agreement the group. Assuming we can agree, we hope to implement the project as soon as practicable. Work on the pilot to date has included:

a)   Data protection – a protocol is now in place to enable us to share landowner contact details;

b)   Health & Safety – we have discussed risk assessments and training requirements and have identified which types of work can proceed without certificated training so that the pilot can get underway. Work will continue on future training arrangements so that additional types of work can be added as the pilot develops.

c)   A list of potential maintenance tasks has been identified and the group will begin site visits on these soon.

d)   Members of the group have done some practical work with the PROW staff to further develop the relationship and to assess confidence and competence in a range of tasks.

7.2   Once the Lower Wharfedale Group agreement is in place and work starts, we will engage with other groups around the county that have also expressed an interest in proactively supporting the service to maintain the network. This will allow us to review and refine the model as appropriate.

8.0   Recommendation(s)

8.1	Scrutiny Committee members are asked to note the content of the report.
8.2	The service would welcome the Committee's advice on the approach to route categorisation, suggested in section 5.
8.3	The service would welcome any advice on the idea of measuring community value set out in 5.10-5.15.
8.4	The service would welcome the Committee's advice on the approach being taken to work processes as detailed in section 6.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Ian Kelly

Background Documents:
Report to NY Local Access Forum 4 February 2016
Report to BES Executive Members 22 April 2016
Report to NY Local Access Forum 7July 2016

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

26 October 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 Mid Cycle Briefing: 20 September 2016

Annual Report of the Director of Public Health

3.1 Group Spokesperson received a briefing on the Annual Report of the Director of Public Health. The focus of the report in 2016/17 is on employment – creating healthy workplaces and building a healthy workforce. Group Spokespersons agreed for the report to be brought to the Committee's meeting in February 2017 to provide the Director of Public Health with an opportunity to report on progress. The committee's meeting in February will have an economic development focus.

Agricultural policy and the rural economy after Brexit

3.2 David Smurthwaite (Head of Planning at Craven District Council and secondee to the YNYER LEP) gave an overview of the comprehensive piece of work being led by the LEP to understand the potential impact and proposed solutions for agriculture and the wider rural economy pending the UK's exit from the European Union. Consultees include farmers, the National Farmers Union, DEFRA, Yorkshire Dales National Park Authority and Nidderdale AONB. Issues being looked at relate to:

- o The rural economy – the long term purpose of rural areas
- o The environment – biodiversity and flood management
- o Improving productivity of farms and creating quality farm businesses
- o The impacts of devolution and tackling bureaucracy

3.3 Group Spokespersons agreed for David Smurthwaite to attend the committee's meeting in October to provide all Members on the committee with an opportunity to contribute their views to feed into this important piece of work before it is presented to the LEP Board.

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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.

Jonathan Spencer,
Corporate Development Officer

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3 October 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

Scheduled Committee Meetings	26 Oct 2016 10am	1 Feb 2017 10am	26 April 2017 10am	20 July 2017 10am	31 Oct 2017 10am	23 Jan 2018 10am	10 April 2018 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only.	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	
Consultation, progress and performance monitoring reports			
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**
26 October 2016	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
	The rural economy and agriculture	Overview of the work being led by YNYER LEP to understand the potential impact and proposed solutions for agriculture and the wider rural economy pending exit from the EU.
1 February 2017	YNYER LEP	Update on the work of the York, North Yorkshire and East Riding Local Enterprise Partnership
	Director of Public Health Annual Report 2016	Overview and progress update on implementing the recommendations in the report: creating healthy workplaces and building a healthy workforce
	Adult Learning Service	Overview of the Adult Learning Service
	Apprenticeships	To provide an update on the County Council's progress in supporting apprenticeships in North Yorkshire and its preparations in responding to the new apprenticeship levy to be introduced from April 2017. .
26 April 2017	Allerton Waste Recovery Park	To advise Members on the arrangements for the Allerton Waste Recovery Park becoming operational in early 2018
	Parking Standards	Conclusion of the review on Standards for Parking for Developer Funded works within North Yorkshire

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2016/17		
Items where dates have yet to be confirmed	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.
Member working groups		
	Working group on the Minerals and Waste Development Framework	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 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.