

# North Yorkshire County Council

## Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 20 July 2017 at 10.00 am.

**Present:-**

County Councillor Mike Jordan in the Chair

County Councillors Margaret Atkinson, Caroline Goodrick (as substitute for Caroline Patmore), Paul Haslam, Robert Heseltine, David Jeffels, Stanley Lumley, Don Mackay, John McCartney, Andy Paraskos, Clive Pearson, Roberta Swiers and Richard Welch.

NYCC Officers attending: Fiona Ancell, Interim Team Leader - Road Safety & Travel Awareness (BES), David Bowe, Corporate Director (BES), David Hunt, Performance and Project Support Officer (BES), Barrie Mason, Assistant Director - Highways & Transportation (BES) and Jonathan Spencer, Corporate Development Officer (Central Services).

Present by invitation: Phil Jepps, Divisional Manager (Ringway), Charlotte Milligan, Advisor to Kevin Hollinrake MP and Adeeb Saeed, Service Delivery Manager (Highways England).

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

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**1. Minutes**

**Resolved -**

That the Minutes of the meeting held on 1 February 2017 be confirmed and signed by the Chairman as a correct record.

**2. Declarations of Interest**

There are no declarations of interest to note.

**3. Public Questions or Statements**

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

**4. Corporate Director's Update**

Considered -

The update of the Corporate Director - Business and Environmental Services

David Bowe provided the following update.

- The directorate was performing strongly relative to its savings plans but there remained a savings shortfall of around £10m by 2020. Directorate staff remained focused on looking for additional income opportunities. It was

increasingly more difficult to find efficiency savings.

- Testing of the Allerton Waste Recovery Park was still scheduled to commence in August 2017 with a view to the facility being fully up and running by February 2018. Linked to this the County Council was looking at how to control waste across the county through Yorwaste. Yorwaste had taken over the running of all the County Council's Household Waste Recycling Centres in the county from Keir and had purchased the Todds Waste Management Group. The benefit of this purchase was that it would provide broader access to the volume of waste generated across the county for the incinerator. The purchase included the waste transfer location station in Hambleton. Yorwaste was also helping to develop a transfer station at Kirby Misperton.
- David Bowe attended the Directors of Development meeting, which included North Yorkshire councils, East Riding Council, City of York Council and Hull City Council. The group is working together to see if it is possible to develop a spatial framework which would consider the whole geography over the next 50 years. The intention of the approach would be to establish a strategic overview that could influence but not direct individual authorities relative to strategic planning. Thus enhancing the duty to co-operate and establish a logical approach to development given local authority boundaries are not relevant to where people live or work. This would, therefore, assist with the understanding of how development in one area may impact on proposed development in another. In North Yorkshire key areas that need cross boundary discussions would appear to be the A59 corridor between Harrogate and York, the junction 47 on the A1 that is affected by development in both York and Harrogate. The Dalton Industrial Estate in Hambleton and its proximity to Dishforth and Boroughbridge and possible future development there in decades to come is another example. The approach would, however, only be viable if all North Yorkshire councils were to embrace it, so there is yet a lot of work to do and it is at a very early stage.
- Housing development: The County Council had set up a company to develop housing on surplus council-owned land with the aim of generating revenue to reinvest in essential services for the benefit of local taxpayers. Planning permission had been submitted to build 17 homes in Thorpe Willoughby on County Council owned land.
- A member of staff had been appointed to take up post in September 2017 to work with the four mobile phone providers in North Yorkshire to improve mobile phone coverage, overcoming market failure. This would include utilising resources that the County Council had in terms of land and access to finance to create a business case for all four providers to use the same mast. The County Council would build the mast and then lease it to the providers. All North Yorkshire district councils and the Yorkshire Dales and North York Moors Parks Authorities were signed up in principle to the expansion.

Members made the following key comments:

- A Member said that he welcomed the initiative of developing a spatial framework especially if it was economy-driven. He commented that it was a logical step towards having unitary local government in North Yorkshire. David Bowe replied that he welcomed the support and confirmed that the intention behind developing the spatial plan was about promoting economic development. By having a joined up approach to development across the county it would demonstrate how in two tier areas local government could work

as effectively as a unitary local authority.

- A Member expressed a concern that he had not heard the word 'environment' mentioned in relation to the discussion about the spatial framework. David Bowe responded by noting the primary aim of the spatial framework was economic development and growth but that this did not mean 'concreting' over North Yorkshire. It was about sustainable development making geography part of the green environment. The spatial framework covered a broader geography than North Yorkshire and included urban areas; the intention was to get the best out of those urban areas for our rural areas. The Member went on to express concern that the spatial framework could be providing a 1960s car-dominated solution to a twenty first century transportation challenge. This was in light of projections showing that in 50 years' time car ownership would be very low. David Bowe said that it was important to consider how to connect communities and this would still mean looking at transport connections including road and rail, alongside improving mobile connectivity.
- A Member commented that there was a need to ensure that developers paid for infrastructure when development took place. David Bowe replied that the intention of the spatial framework was to be genuinely influential in its approach and to move away from a scattergun approach to housing. If the same housing numbers required across a district were built in a more concentrated area it would allow a new community to be created where there would be a clear need for infrastructure, which the developer would be required to fund so that the rest of the area was not impacted by it. The Growth Fund could support such development unlike with piecemeal development.
- A Member asked what role the recycling centres across the county would have in light of the Allerton Waste Recovery Park coming on stream. David Bowe confirmed that there would still be a need to recycle waste in view of the fact that the waste sent to Allerton Waste Recovery Park was at the end of the waste chain. The County Council was still encouraging the right collection methods to separate out recyclable and non-recyclable waste an early stage. The same principle applied at the Household Waste Recycling Centres.
- A Member queried what there was to stop the district councils reducing recycling collections. David Bowe explained that the County Council pays district councils a recycling credit as a direct incentive to recycle. District councils are also required by law to offer recycling services to households but then have different arrangements in place as to how they collect recyclable waste. The County Council is keen to ensure a more consistent approach to the collection of work across the county as it would be more efficient overall.

**Resolved -**

That the update be noted.

**5. Ringway Performance 2016/17**

Considered -

The report of the Corporate Director - Business and Environmental Services advising of Ringway's performance under the Highways Maintenance Contract (HMC) 2012 during the period 1 April 2016 to 31 March 2017 and of the outcome of the Evaluation Panel held on 24 May 2017.

Barrie Mason introduced the report. Phil Jepps re-affirmed Ringway's commitment to win the year back that it had lost for the lifetime of the contract and to meet and possibly exceed the performance targets set out in the contract.

Members made the following key comments:

- A Member sought clarification on the relationship between Ringway and the County Council. Barrie Mason confirmed that the County Council, as the client, directed Ringway to carry out providing a specification on the work to be carried out and where. Ringway was also involved in early contractual involvement relating for example to the design of schemes. Ringway helped identify County Council savings on such initiatives.
- A Member asked for clarification on the policy of white lining. Barrie Mason replied that the standards for white lining were set down in the Highways Inspection Manual regarding amount of fade before work was approved for refreshing the lines. The delivery of white-lining was carried out by Ringway. Phil Jepps explained that wherever possible Ringway carried out a programme of works at the same time in an area including white-lining.
- A Member sought clarification as to the reasons why the targets had not been met for Primary Performance Indicators (PPIs) S01 and S01 (% of schemes starting on time or better and % of schemes finishing on time or better). Barrie Mason replied that the scheme start and finish times were important indicators as they were customer focused. There had been a dip in performance for those two targets but the latest figures for this year were 100% for April 2017. Ringway had got through significant amounts of programmed work last year despite the weather, which the County Council did make allowances for. However the dip in performance had been disappointing. Phil Jepps added that Ringway had a two year rolling programme but tried to carry out work schemes during the summer months as in the event of a severe winter the focus needed to be on winter maintenance. He acknowledged that there had been a slippage in performance in 2016/17 and it was very disappointing for Ringway. A Rectification Action Plan had been put in place to ensure more robust planning.
- Referring to Secondary Performance Indicator (SPI) RM04 (Achievement of Programme – Gully Emptying % of gullies cleaned within 14 calendar days of scheduled cleanse), a Member asked how many operatives were allocated to gully emptying at any one time and queried if the reason why the target had not been achieved was because the gullies had not been emptied or had not been emptied at the time allotted. He mentioned about instances of leaves blocking up drains within his division. Barrie Mason explained that the removal of leaves was one of the interactions with street cleansing, which was a district council responsibility. The County Council tried to co-ordinate with street cleansing the best time to do clearance and gully emptying. A new gully-emptying policy had been introduced two years ago whereby gullies that needed emptying more frequently were done so whilst others with more capacity were emptied less frequently. In relation to Ringway's performance in respect of gully-emptying, the gullies had been emptied but not in the set time window. Phil Jepps added that the performance indicator measured performance on a plus or minus 14 days either side of cleaning the gully on the stated date. This meant that Ringway would fail to meet the performance target if it emptied the gully 15 days after or in advance of the agreed date. Ringway currently had six gully emptiers on the network at any one time and could use more in its supply chain if required.

- A Member commented on the launch of the parish portal, noting that it would in all likelihood lead to an influx of parishes reporting issues. He asked what measures had been put in place by the County Council to respond to the increase. Barrie Mason said that the County Council was monitoring the parish portal traffic closely. It was expected that the portal would reduce time spent on responding to parish council issues by allowing parishes to 'self-serve' in reporting issues. Ultimately the County Council would like to provide parishes with access to information in real time so that they would know when Ringway planned to do work in their area.
- A Member reported an incident near to his house whereby Ringway had been carrying out street-lighting works but then one of its operatives had to leave the job to go to an emergency. He asked how Ringway managed such situations in relation to resource allocation. Phil Jepps explained that this was sometimes difficult to manage but operatives understood that at any one time they might need to break-off from a planned job to carry out emergency work within one hour of receiving the call. The percentage of emergency callouts completed on time was a Primary Performance Indicator. As the target was 99% this left very little room for manoeuvre. How it worked in practice was that if there was an operative nearest to where the emergency work was required they would be asked to do the emergency repair.

**Resolved -**

That the report and attached appendices be noted.

**6. Highways England**

**Considered -**

The report of Highways England.

Adeeb Saeed referred to the improvements carried out on the A64 in 2016/17 and scheduled improvements being carried out in 2017/18, as detailed in the report. He explained that Highways England's major projects team was responsible for the design of the A64 Hopgrove Roundabout improvements and the project to dual the A64 up to Barton Hill. The A64 Hopgrove junction scheme had moved into Stage 1 Option Identification during which time Highways England would be looking at developing ideas for addressing transport issues. This would include looking at possible junction improvements and also the possibility of dualling the existing single carriageway from Hopgrove to Barton Hill. The current aim was to have preliminary design completed by March 2020. Public consultation would occur later in the process.

Charlotte Milligan said that Kevin Hollinrake MP considered the dualling of the A64 as a key priority for economic development and highway safety reasons. He was campaigning with the A64 Growth Partnership for the A64 to be dualled all the way to the North Yorkshire coast. The current dangers of the A64 had been highlighted again by the four casualties since May 2017. Kevin Hollinrake MP had spoken to Ministers in Parliament including the Secretary of State for Transport, the Rt. Hon. Chris Grayling MP about his concerns regarding the A64 including the issues with Hopgrove roundabout. The Secretary of State was sympathetic to Kevin Hollinrake's concerns. Kevin Hollinrake MP was pleased that Highways England's feasibility study had shown that dualling from York to Barton Hill would be the likely option to alleviate traffic problems beyond the Hopgrove roundabout. He had called for Highways England's earlier position of upgrading the Hopgrove roundabout to a flyover to be dropped as it would simply move the pinch-point further up the A64. He understood that now more

work needed to be done and that it would be 2023 before the dualling from York to Barton Hill would go ahead due to the consultation and planning process. There was a sequential need to then dual the A64 from Crambeck Village to Malton and improvements to be made east of Malton to the North Yorkshire coast – an approach also supported by Robert Goodwill MP and Julian Sturdy MP.

Charlotte Milligan asked what safety measures would be put in place in the interim at the accident blackspots on the A64 following recent casualties at Crambeck. She mentioned that several short-term measures had been suggested at a public meeting in Welburn that Kevin Hollinrake had arranged in June 2017.

Adeeb Saeed replied that Highways England was carrying out an A64 network study to look at where more traffic islands could be provided. There were restrictions on this due to the lining of the carriageway. Highways England was looking at making bids for the A64 to the Designated Safety Fund but as the fund was a national pot there was competition for funding. He mentioned that any speed restrictions would need to be agreed by the Police and were guided by regulation.

Charlotte Milligan said that there was a need for measures to be put in place urgently. Highways England had made a commitment at the meeting to push up A64 road safety improvements higher up its list of priorities. There could be another accident at any time and for those who had been killed it was too late. Highways England needed to not just been seen to put in place measures but to put in place effective measures. She asked for Highways England to invite Kevin Hollinrake MP and the Divisional Member for Hovingham and Sheriff Hutton to a meeting to provide an update on progress. Adeeb Saeed agreed to take this request back to Highways England.

Barrie Mason explained that although the A64 was not the County Council's direct responsibility it did have a keen interest to promote works involved and was in regular liaison with Highways England. The 95Alive partnership was keenly interested in developments because of the concerns about the accident blackspots on the A64. He hoped that the two fatal accident investigations would conclude swiftly and provide clear recommendations. For Highways England the key thing was to provide an update on progress of these investigations. From a County Council perspective the recent feasibility outcome report regarding options for Hopgrove and progress on dualling was welcome; the County Council had long held the view that dualling was the solution and kept pushing for progress in this regard. Government funding for major road investment was arranged in five year funding blocks. Road Investment Strategy (RIS) 1 ran until 2020. Highways England's outcome of the A64 study would be that it would be included in RIS 2, running from 2020 to 2025. The key thing for the County Council was that the study concluded quickly so that measures to upgrade the A64 could be included in RIS 2.

Members made the following key comments:

- The Divisional Member for Hovingham and Sheriff Hutton, whose area included the A64, reiterated the need for the dualling of the A64 from Hopegrove to the East Coast, noting about the pinch points at the Welburn and Crambeck junctions and the four deaths there in the past five weeks. She said that it was imperative that safety measures were implemented without delay at those junctions. Local residents wanted to know what could be delivered and by when. Whilst there was a need for the coroner's report it was a huge issue now. She asked for clarification about when the network study on the crossing points would be completed. Adeeb Saeed replied that he could not provide a specific timescale on the network study but agreed to investigate further and report back to North Yorkshire County Council. The Divisional Member for

Hovingham and Sheriff Hutton reaffirmed the request made by Charlotte Milligan for Highways England to convene a meeting with her and Kevin Hollinrake MP to discuss progress.

- A Member said that 41 years ago when he had first been elected as a County Councillor there had been the debate at the time about the York bypasses and 35 years on from their construction there continued to be gridlock. Dualling of the A64 to the east coast was of fundamental importance to the economic development of North Yorkshire's coastal communities in order to allow the area to move away from a seasonal and low wage economy. The dualling of Malton to Scarborough therefore was equally as important as phase 1 to Malton. He called for the need for a co-ordinated approach across relevant agencies and the need for the York and North Yorkshire Local Enterprise Partnership to provide the impetus. North Yorkshire County Council, North Yorkshire district councils and local MPs across the main political parties were fully behind the dualling of the A64 to the east coast.
- A Member said he had attended the launch of the A64 Growth Partnership on 7 July 2017 with representation from the business community, local authorities, the LEP and local MPs from across the political spectrum. He hoped that this would provide the co-ordinated approach that was necessary. He expected that the conclusions from the coroner's inquest would be influential. He sought clarification on the timescale for the road safety improvements to be carried out at the Barton Hill crossroads, noting that the required land had now been requisitioned. Adeeb Saaed confirmed that funding had been secured through the Highways England minor safety improvement fund for the works at Barton Hill crossroads to start in November 2017.
- The Divisional Member for Hovingham and Sheriff Hutton said that she was pleased that the safety improvements at Barton Hill crossroads were going ahead as it had been an accident blackspot for many years. She noted that November was a key time in the lead up to Christmas for traffic to Castle Howard and said that she would welcome an update at the meeting with Highways England on the measures to be put in place to try to minimise disruption to the local economy. Adeeb Saaed replied that Highways England was in contact with North Yorkshire County Council's Highways to discuss traffic management during the works to be carried out to Barton Hill crossroads.
- A Member said that he hoped that he was mistaken in his belief that funding for the A64 would depend upon the numbers of fatalities. He noted that whilst the road safety improvements to the A64 could affect businesses the priority had to be on reducing fatalities. A piecemeal approach had been taken for the last 40 years with no real solution implemented to fix the problem. A way forward in the short term though was to carry out road safety improvements at the accident blackspots.
- A Member said that road safety issues and the dualling of the A64 needed to be treated as separate issues otherwise it could be some years before road safety improvements were introduced. He asked what pressure North Yorkshire County Council could bring to bear. Barrie Mason replied with regards to road safety improvements, the 95 Alive Steering Group was calling for the accident investigation work to conclude as quickly as possible. The County Council carried out fatal investigations on its network and did not have to wait until the coroner's report had been completed. The 95 Alive Partnership was happy to be involved in joint promotion work around road safety. With regards to dualling one of the County Council's strategic transport priorities set out in its strategic

transport prospectus was improving east-west connectivity. The County Council was working together with businesses to promote the importance of the A64 especially the need for dualling the A64 to Malton and targeted improvements beyond. The County Council could not intervene on infrastructure changes on Highway England's network but could direct as much time as it to call for Highways England to carry them out.

- A Member commented that after four people had been killed at Rillington in July 2016, road safety measures were introduced relating to the signage and the speed limit shortly after the inquest had been held. Similar urgent measures needed to be put in place at the other accident blackspots on the A64 including at the Welburn and Crambeck junctions.

#### **Resolved -**

- a) That the report be noted.
- b) That Highways England provides a timescale for the conclusion of the study on the network regarding the crossing points on the A64.
- c) That Highways England invites the Divisional County Council Member for Hovingham and Sheriff Hutton and Kevin Hollinrake MP to a meeting to provide an update on progress regarding the recent road fatality investigations and timescales for safety measures to be put in place at the Welburn and Crambeck junctions.

## **7. Road Casualties - North Yorkshire**

#### **Considered -**

The report of the Corporate Director - Business and Environmental Services advising of the road casualty statistics and activity for 2016 in North Yorkshire.

Fiona Ancell introduced the report.

Members made the following key comments:

- With reference to paragraph 5.6 of the report a Member queried why the over 50's were classed as 'Older Drivers'. Fiona Ancell replied that the over 50's were included in this category because of the classification used by the Department for Transport. However there was a separate age cohort for the over 65s as well so that analysis could be drilled down further.
- A Member expressed the view that North Yorkshire Police's Safety Camera Vans seemed to be a revenue-raising mechanism. With reference to section 4.4 of the report he went on to ask for details of the locations of the 30 temporary vehicle activated signs (VAS) and commented that the parish council within his division had not been approached by the County Council about the scheme. Barrie Mason replied that the Police Safety Camera Vans provided automatic number plate recognition as well as recording speed. He confirmed that he would provide the committee with details of the locations where the permanent and temporary vehicle activated speed signs were currently located in the county and would provide an update report to the committee. He explained that the County Council had for some time had in place a permanent VAS policy and a temporary VAS policy. The Transport, Economy and Environment Overview and Scrutiny Committee had previously been involved in



a review of the policies. He noted that the key thing was to avoid a proliferation of signs as they would lose their effectiveness otherwise. Where there was a clear history of speed related problems permanent VAS were installed. The temporary VAS scheme was oversubscribed which had meant that the County Council had had to do a random draw of parishes taking part. Temporary VAS were sited in locations where there were community concerns about perceived speeding, which is why they were rotated. Parish councils also had the option of taking part in the Community Speed Watch initiated by North Yorkshire Police, if they had buy-in from their local community. To date of those parishes expressing an initial interest in the initiative, about half had subsequently taken up the scheme.

- A Member queried why the County Council was not providing a budget to parish councils for temporary VAS. Barrie Mason replied that the starting point was whether there was evidence of a problem or community perception. The County Council's road safety budget was stretched; it did fund permanent VAS in areas where there was a speed-related accident history. Where there was a community concern the County Council bought signs in partnership with individual parishes. There were ongoing revenue implications for the County Council in relation to moving and maintaining the signs.
- A Member referred to paragraph 4.3.1 of the report and queried why the route analysis tool did not take traffic flow into account. Barrie Mason confirmed that this was due to the limitations of the software being used. At present the software showed where accidents were occurring.
- A Member queried why 20mph zones were not being put in place outside schools in North Yorkshire. An accident involving a child had occurred outside Follifoot Primary School but the local parish council had been informed by the County Council that a 20mph speed limit would not be introduced in the area. Barrie Mason advised that in relation to 20mph speed zones, the County Council was awaiting the outcome of the National Research Project by the Department for Transport expected to report in late 2017. The County Council did not have policy to introduce 20mph speed limits outside of a school because it would result in significant costs and the current evidence suggests that its impact on driver speeds would be almost nil. At present in North Yorkshire where there was a clear safety reason on stretches of roads where there were appropriate engineering problems, the County Council introduced 20mph speed limits. The County Council had a joint approach with the Police with regards to the introduction of speed limits. Another option was to introduce vertical traffic calming measures. However these were generally very unpopular amongst local residents.
- A Member commented that although there were no parking lines outside of schools motorists frequently disregarded them as they were not being policed. Barrie Mason mentioned that the County Council had more powers now because of Civil Parking Enforcement to service a penalty notice on motorists parking on yellow lines or keep clear markings. The County Council had carried out campaigns in the past on enhanced enforcement but had not got the resources to do such campaigns all the time. However the County Council did enforce such parking contraventions and had done targeted speeding campaigns.

#### **Resolved -**

- a) That the report be noted.

- b) That an update report on the temporary VAS scheme be brought to the next scheduled Committee meeting
- c) That a report be brought to the Committee on the County Council's 20 mph policy following publication of the National Research project by the Department for Transport.

## 8. Street Works Permit

Considered -

The report of the Corporate Director - Business and Environmental Services providing the rationale for the Authority's intention to replace the current Street Works notices regime with a Permit Scheme and seeking feedback from the Committee in advance of submitting a report to the Executive at the end of the consultation to implement a Permit Scheme in accordance with the New Roads and Street Works Act.

David Hunt presented the report.

Members made the following key comments:

- A Member said he welcomed the initiative noting that most of the damage to roads was caused by utility companies not repairing the roads adequately after digging them up. He said he hoped the initiative would substantially reduce the frequency of road closures for road-works.
- A Member asked if the parish portal could be used by parishes to report sub-standard work carried out on the highway. Barrie Mason confirmed that this was the case but it was for the County Council to then arrange for qualified inspectors to assess the quality of the work.
- A Member asked what income the County Council would get from the scheme and asked if it would be possible to ring-fence the income generated for road repairs. Barrie Mason replied that the current income that the County Council obtained from Fixed Penalty Notices funded streetworks. Additional income would be generated from the Permit Scheme but there would also be associated costs. The scheme needed to be self-financing.
- A Member asked what the views of the utility companies were about the scheme. Barrie Mason explained that an open day had been held for utility companies. Permit schemes were already operating in other parts of the country where the same utility companies had their operations. It was therefore not a surprise to these companies and their main interest was to know when the permit scheme would be introduced in North Yorkshire.
- A Member asked if Ringway would have to apply to the scheme before it could carry out work on the highway. Barrie Mason confirmed that Ringway would be required to submit a permit but would not be required to pay, as otherwise it would result in simply recycling money as the holder of the County Council's Highways Maintenance Contract.
- A Member raised an issue of temporary traffic lights failing on the site of road works being carried out within his Division. He said that the fault had resulted in causing traffic chaos. He asked if under the permit scheme utility companies

would be required to provide an emergency telephone number or County Council number. Barrie Mason explained that the utility company was already responsible for providing a contact telephone number. If the issue occurred out of hours, the reporting mechanism was through the Police for emergencies. The Member said that it was important under the scheme for penalties to be imposed to the utility company if no-one answered the phone call during working hours. He said that otherwise it would not change behaviour.

**Resolved -**

That the comments on the proposed introduction of a permit scheme to facilitate improved management of works on the North Yorkshire road network be noted.

**9. Overview and Scrutiny at North Yorkshire County Council and Work Programme**

Considered -

The report of the Corporate Development Officer providing Members with a summary of how overview and scrutiny is undertaken at the Council, the way in which subjects for scrutiny are identified, why it is important it is important and what role committee Members have to play.

Jonathan Spencer presented the report. He outlined the specific responsibilities and powers relating to the committee and sought comments on the committee's work programme.

**Resolved -**

- a) That a report on vehicle activated speed signs be brought to the next scheduled committee meeting.
- b) That a report on 20 mph speed limits policy be included in the work programme.

The meeting concluded at 12.58pm

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