Agenda

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

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

Date: **Tuesday 31 October 2017 at 10.00am**

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Business

1.   Minutes of the meeting held on 20 July 2017

(Pages 6 to 16)

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 27 October 2017, 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:-
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> •   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

4.	**The Adult Learning and Skills Service** – Report of NYCC Corporate Director – Children and Young People's Service **(Pages 17 to 57)**	10:00-10:30
5.	**Vehicle Activated Speed Signs update** – Report of NYCC Corporate Director – Business and Environmental Services **(Pages 58 to 80)**	10:30-11:00
6.	**Passenger Rail Update**– Report of NYCC Corporate Director – Business and Environmental Services **(Pages 81 to 88)**	11:00-11:30
7.	**Airport Consultative Committees** – Verbal reports of the NYCC representatives on the Airport Consultative Committees **(Pages 89 to 90)**	11:30-12:00
8.	**Work Programme** – Report of the Corporate Development Officer **(Pages 91 to 95)**	12:00-12:10
9.	**Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.**	12.10

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

23 October 2017

NOTES:

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

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

(b)   **Emergency Procedures For Meetings**

Fire
The fire evacuation alarm is a continuous Klaxon. On hearing this you should leave the building by the nearest safe fire exit. If the main stairway is unsafe use either of the

staircases at the end of the corridor. Once outside the building please proceed to the fire assembly point outside the main entrance

Persons should not re-enter the building until authorised to do so by the Fire and Rescue Service or the Emergency Co-ordinator.

An intermittent alarm indicates an emergency in nearby building. It is not necessary to evacuate the building but you should be ready for instructions from the Fire Warden.

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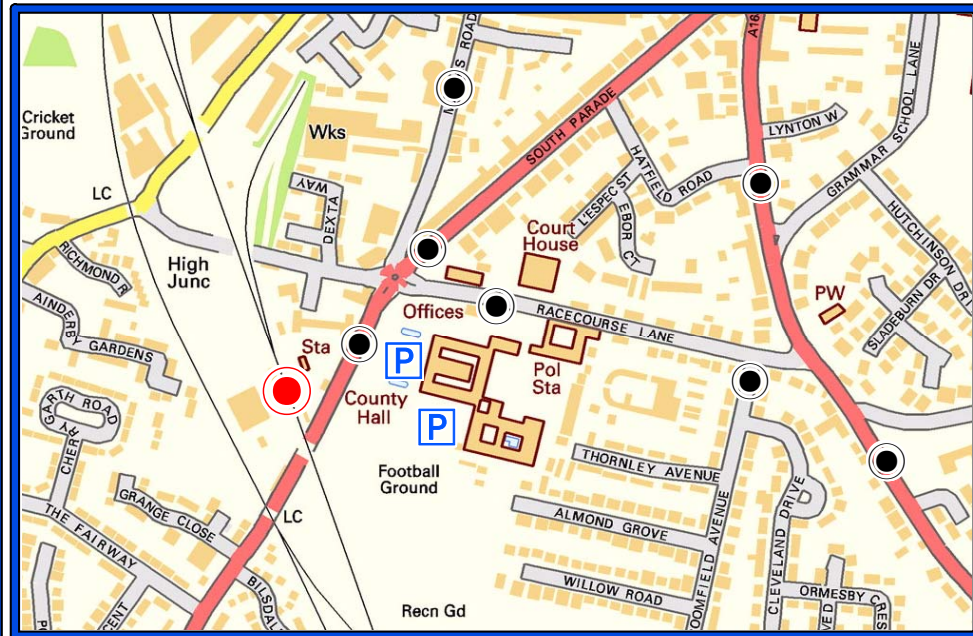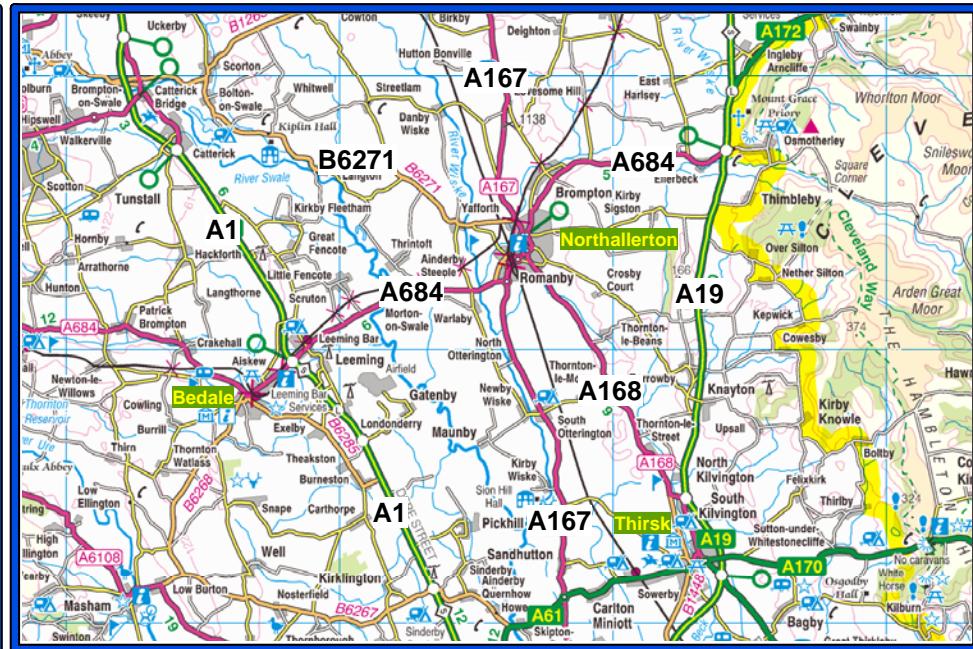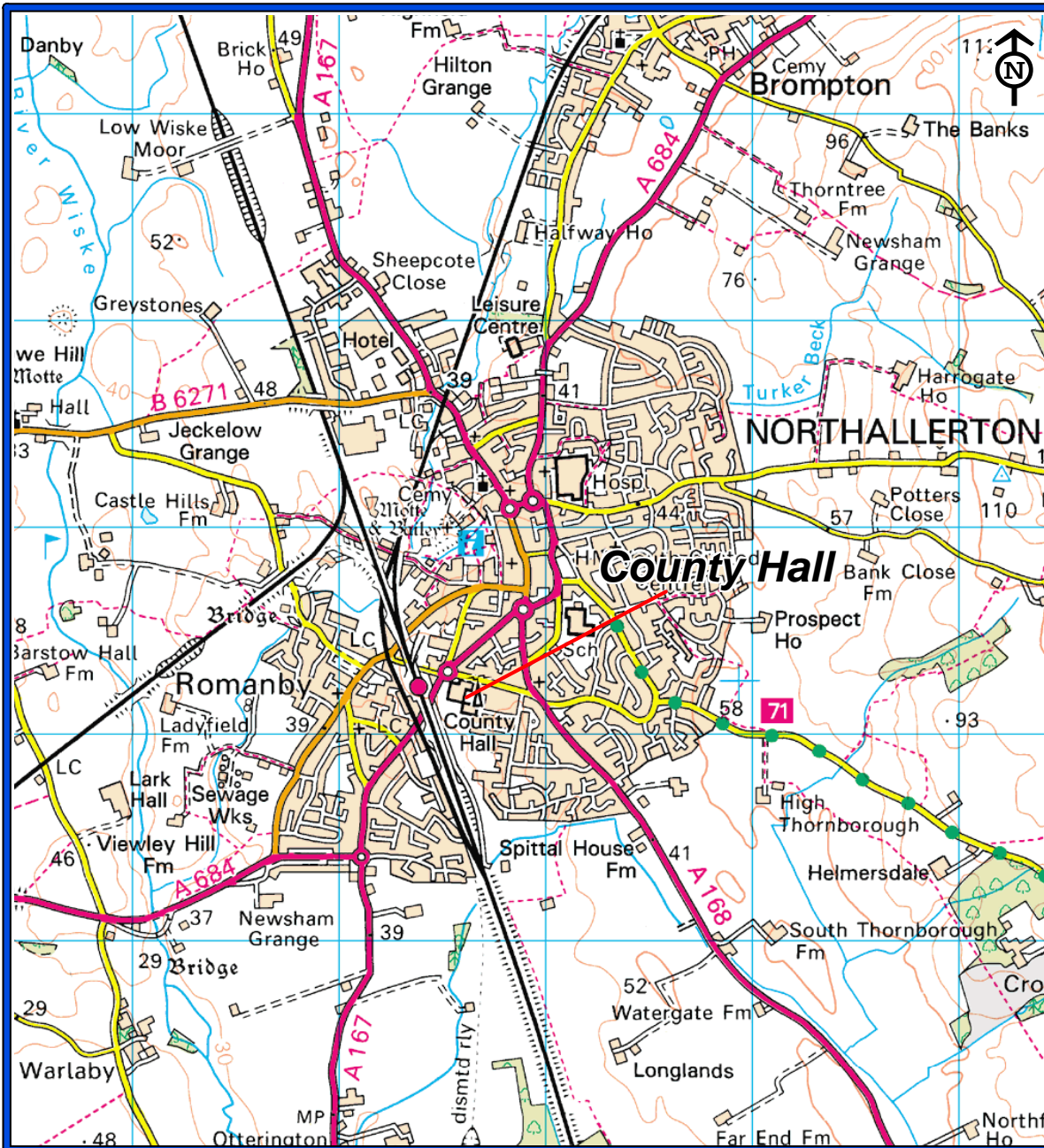First Aid treatment can be obtained by telephoning Extension 7575.

Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)				
	Councillors Name	*Chairman/Vice Chairman*	*Political Group*	*Electoral Division*
1	ATKINSON, Margaret		Conservative	Masham and Fountains
2	HASLAM, Paul		Conservative	Harrogate Bilton and Nidd Gorge
3	HESELTINE, Robert		Independent	Skipton East
4	JEFFELS, David		Conservative	Seamer and Derwent
5	JORDAN, Mike	Chairman	Conservative	South Selby
6	LUMLEY, Stanley		Conservative	Pateley Bridge
7	MACKAY, Don		NY Independents	Tadcaster
8	MCCARTNEY, John	Vice-Chairman	NY Independents	Osgoldcross
9	PARASKOS, Andy		Conservative	Ainsty
10	PATMORE, Caroline		Conservative	Stillington
11	PEARSON, Clive		Conservative	Esk Valley
12	SWIERS, Roberta		Conservative	Hertford and Cayton
13	WELCH, Richard		Conservative	Ribblesdale

Total Membership – (13)				Quorum – (4)		
Con	**Lib Dem**	**NY Ind**	**Labour**	**Ind**	**Total**	
10	**0**	**2**	**0**	**1**	**13**	

2. Substitute Members

Conservative		NY Independents	
	Councillors Names		*Councillors Names*
1	BAKER, Robert	1	
2		2	
3		3	
4		4	
5		5	

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).

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.

   o   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.

o 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.

o 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.

o 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.

o 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

JS

North Yorkshire County Council

Transport, Economy & Environment Overview and Scrutiny Committee

31 October 2017

The Adult Learning and Skills Service (ALSS)

1   Purpose of Report

1.1   To present to the Committee a report on the current state of the ALSS

2   Background

2.1   The ALSS is a service that has no budget from the Local Authority. It was, until August of last year, grant funded by the Skills Funding Agency for its post 16 education and training delivery and the Education Funding Agency for it 16-19 education and training delivery. On August 1st 2016 the two agencies merged to form the Education and Skills Funding Agency. The ALSS receives fees from learners for courses they attend. This has reduced in recent years as the number of learning opportunities have become more targeted.

2.2   It should be appreciated that the service is dependent on the provision made to earn the income from the funding agency. It also means that any extra provision leads to further costs that have to be paid through increased levels of income. This is the case with apprenticeships where the income from the levy will be required to meet the costs of accreditation, materials used and the extra staff hours that will be deployed to support the apprentices.

2.3   The ALSS went through a major restructure in 2016. This was because it was thought the service would have a major reduction in its budget from the two funding agencies and it would need to reduce overall spend by £270,000. As can be seen below the ALSS in 2015-16 actually received more money from the funding agencies than its budget. However, the restructure went ahead through the summer of 2016, which meant the planning for 2016-17 didn't take place as normal and a reduced programme was released that led to reduced take up at a crucial part of the year.

2.3   The Adult Learning and Skills Service were inspected by Ofsted June 6th-9th 2017. The service was adjudged to require improvement and with such a grade will be reinspected within 12 months of the original inspection. A post Ofsted action plan has been produced that will need to be implemented during the next year. This will require extra one-off costs to be incurred

3   CURRENT POSITION

3.1   The Financial Situation

3.11 The ESFA allocations for 2016-17 and the money claimed in our final claim form are:

	Allocation	Claimed	Variance
Advanced learner loans bursary	£3,228.00	£2,393.14	-£834.86
Adult Apprenticeships	£253,667.00	£204,317.62	-£49,349.38
Adult Education Budget	£3,030,410.00	£2,823,982.26	-£206,427.74

3.12 For the claim on the Adult Education Budget the £2,823,982.26 can be broken down to:

Learner support 20+ childcare	£4,976.95
Other learning programme funding	£788,025.66
Learner support administration expenditure	£2,958.70
Community learning programme funding	£1,980,507.00
Other learning - learning support	£12,900.00
Learner support 19+ hardship	£34,613.95

3.13 In 2015-16 the ALSS returned final claims of

	Actual received	Difference to budget
Community learning programme funding	£1,980,507.00	0
24+ Advanced Learner Loans Bursary and Discretionary Learner Support	£84,578.75	+£22,404.75
Adult skills (ASB)	£1,185,510.30	+£17,970.30

3.14 The ESFA has suggested it is likely to take back some money that has not been earned because of lower student numbers in some areas and also for student support that has not been used: this will probably amount to £250k of the £3.4m budget. There is also the possibility that the ESFA will, as was thought in 2016, reduce the ALSS budget for the 2017/18 academic year by the sum that ALSS underperformed in 2016/17.

3.15 What the figures show for 2017-18 is that the ALSS will require all of its resources to pay for the running of the Service. This is mainly because the service is dependent on the provision made to earn the income from the funding agency. It also means that any extra provision leads to further costs that have to be paid through increased levels of income. This is the case with apprenticeships where the income from the

3.2 The Ofsted Inspection

3.21 The Adult Learning and Skills Service were inspected by Ofsted June 6th-9th 2017. The service was given the following grades:

Effectiveness of leadership and management: Requires improvement
Adult learning programmes: Requires improvement
Apprenticeships: Requires improvement
Quality of teaching, learning and assessment: Requires improvement
Personal development, behaviour and welfare: Requires improvement
Outcomes for learners: Requires improvement

3.22 In the summary the report says that:

- Too many adult learners leave their courses early and do not complete their qualifications.
- The attendance of adult learners on courses that lead to qualifications is poor with the result that they do not make good progress.
- Too few apprentices achieve their qualifications within planned timescales.
- Leaders and managers do not have access to timely data to identify areas for improvement and take swift action to tackle them.

- Managers do not manage the performance of many part-time teachers rigorously enough, with the result that the pace of improvement in the quality of teaching, learning and assessment is too slow.
- Elected members and managers have too optimistic a view of the quality of the provision; they have not recognised and tackled the decline in the proportion of adults achieving their qualifications.
- Managers do not set teachers and assessors clear and specific actions to improve their practice following observations of teaching, learning and assessment.
- Teachers and assessors set insufficiently specific and challenging targets to enable learners and apprentices to make good progress.
- Teachers and assessors do not raise learners' and apprentices' awareness of the risks of radicalisation and extremism sufficiently.

The report said the strengths were:

- Leaders and managers have successfully shifted the service towards meeting the priorities of employers and the needs of the most vulnerable adults within the county.
- Learners on community learning courses develop new skills, improve their health and progress on to accredited courses.
- Increasing numbers of learners with high needs develop good employability skills through well planned internships and work experience.

3.23 A post inspection action plan has been produced and is attached to this report. There are two issues under leadership and management that we are progressing urgently at present.

3.24 The first is around the management of frontline staff. A new structure for the ALSS was introduced in September 2016 with three band 11 area managers, called Co-ordinators, whose role is to oversee all provision in their area. The three areas are Scarborough/Ryedale, Hambleton/Richmond and Harrogate/Craven/Selby. These posts report to the band 16 Team Leader for Community and Full Cost. All frontline staff in an area report to a Co-ordinator. These include all the teachers and what were the assessors (these are also called teachers since the change to NJC pay that have just taken place). In addition the co-ordinators line manage the invigilators and observers.

3.25 In 2016/17 the Coordinator in Hambleton/ Richmond had 58 teachers and assessors reporting to him. There were 70 teachers and assessors in Harrogate/ Craven/ Selby and 65 teachers and assessors in Scarborough/ Ryedale. Currently in the 2017/18 academic year there are 43 teachers and assessors in Hambleton/ Richmond; 55 teachers and assessors in Harrogate/ Craven/ Selby and 38 teachers and assessors in Scarborough/ Ryedale. Many of these teachers and assessors have multiple contracts, which reflect the complex and dynamic nature of staffing in the ALSS

3.26 The large numbers of staff have led to challenges for the Co-ordinators with their supervision of staff and formal processes such as appraisals. In the Ofsted report two of the key findings were:

Managers do not manage the performance of many part-time teachers rigorously enough, with the result that the pace of improvement in the quality of teaching, learning and assessment is too slow.

Managers do not set teachers and assessors clear and specific actions to improve their practice following observations of teaching, learning and assessment.

3.27 The ALSS is consulting with staff on a proposal that the line management of teachers and assessors is moved to the relevant Curriculum Manager. This would give each manger approximately 15 teachers to supervise, quality assure their work and give appropriate support and challenge.

3.28 The second issue is about having an effective Management Information System (MIS). It is made clear in the main section of the Ofsted report that the service must have a new Management Information System (MIS) to replace the current system. The current system, called Aqua, is no longer fit for purpose, and the ALSS is already working with Technology and Change to procure a new system. The ALSS has had meetings with York ALS and East Riding ALS and all three services are interested in finding a joint solution that is cost effective, adds resilience and, most importantly, can be used to improve the quality of educational and training provision in all three Authorities. Such a transformation will not be cheap and it is suggested £100k is put aside by the service to pay for the implementation of whatever MIS is procured. The ALSS will then work with colleagues in Technology and Change to agree a project brief that will allow options to be explored and an appropriate procurement exercise initiated in early 2018.

3.29 The risk to the Authority of not undertaking all the work in the post Ofsted action plan is the Service will be downgraded further by Ofsted when they return, which will mean the Authority (ALSS and Training and Learning) will not be able to deliver any apprenticeships under the levy.

4   Recommendations

4.1   Members are asked to support the approach to using the 2016/17 budget surplus to ensure the service makes significant improvements in 2017/18 in readiness for another Ofsted inspection.

4.2   Members are asked for their comments on the Post Ofsted Inspection Action Plan.

Stuart Carlton
Corporate Director, Children and Young People Services
County Hall
Northallerton
Date: October 2017

Authors of Report: Marc Mason and Ann Featherstone

Contact details:
Tel: 01609 780780
Email: ann.featherstone@northyorks.gov.uk

Background Documents:

Appendix 1: Post Ofsted Inspection Plan

Appendix 1: Post Ofsted Inspection Plan

POST OFSTED PRIORITIES/ACTION PLAN

Adult Learning and Skills Service

Version Control

Version	Created by	Date
0.1	Ann Featherstone	July 2017
0.2	Ann Featherstone	September 2017
0.3	Ann Featherstone	October 2017

Key Priorities

The following 13 key priorities and outcomes address the areas for improvement identified at North Yorkshire County Council, Adult Learning and Skills recent skills and learning Ofsted inspection. The actions set out how the key priorities will be addressed and the outcomes delivered.

		Key Priority	Outcome
Effectiveness of Leadership and Management	1	Leaders and managers do not have access to timely data to identify areas for improvement and take swift action to tackle them. Directors and elected members should ensure that they provide effective oversight of the service's performance by equipping managers with the management information systems, and relevant training in their use, to produce timely and accurate data.	A new MIS system is urgently required to enable the Management team to routinely identify areas for improvement and areas for concern.
	2	Managers do not manage the performance of many part-time teachers rigorously enough, with the result that the pace of improvement in the quality of teaching, learning and assessment is too slow.	Management of part-time teachers is routinely taken and actions taken to ensure improvement of the quality of teaching, learning and assessment within a timely manner.
	3	Elected members and managers have too optimistic a view of the quality of the provision; they have not recognised and tackled the decline in the proportion of adults achieving their qualifications.	Elected members develop a Governance group which challenges and tackles the outcomes on a termly basis.
	4	Managers do not set teachers and assessors	Leaders and managers take ownership for

		clear and specific actions to improve their practice following observations of teaching, learning and assessment. Managers should set and monitor the implementation of specific, timed and measurable improvement actions following observations of teaching, learning and assessment.	improvement and set clear expectations and standards for the quality of provision. Managers should carry out the same standard of performance management for their part-time teaching staff as they do for full-time staff to ensure that the quality of provision in all areas of the service's delivery is improved.
	5	Leaders and managers should be more critical and evaluative through their self-assessment processes so that they can identify and act on all areas for improvement.	SAR (Self Assessment Report) which is fit for purpose and have been through a rigorous process to be critical and evaluative
Quality of Teaching, Learning and Assessment	6	Teachers and assessors set insufficiently specific and challenging targets to enable learners and apprentices to make good progress.	Learners are set clear objectives and challenging goals to develop their skills and knowledge to progress to further learning or employment. Teachers and assessors need to set specific and challenging targets for learners and apprentices based on their individual starting points to enable them to make good progress towards the completion of their qualifications.
	7	Assess learners' starting points accurately and set work that ensures that each learner achieves their goals and fulfils their potential. Staff should place adult learners on courses at the right level and provide them with sufficient additional support to ensure that they complete their qualifications.	Initial assessment is used effectively to ensure learning is planned to develop learners' skills individually
Outcomes for Learners	8	Too many adult learners leave their courses early and do not complete their qualification	Adults have access to a range of appropriate and well planned learning opportunities and undergo initial IAG.

	9	The attendance of adult learners on courses that lead to qualifications is poor with the result that they do not make good progress.	Learners understand why they are undertaking the courses and how they help develop the skills that prepare them for further learning or employment. Managers are able to identify the benefits that learners gain from learning. Data on progress, further learning, employment and impact is used effectively to modify and plan future courses.
	10	Managers and assessors need to improve the monitoring of apprentices' progress so they can identify more quickly those apprentices who are not making the expected progress, and put in place the appropriate support to enable them to achieve within their planned timescales.	Progression to be monitored on a regular basis and interventions put in place to support learners who are not making the expected progress.
Personal Development, behaviour and welfare	11	Provide learners with impartial, constructive and informed advice and guidance about their future options for learning, training and employment throughout the course.	Learners receive good information about their future options for learning, training and employment.
	12	Teachers and assessors do not raise learner's and apprentices' awareness of the risk of radicalisation and extremism sufficiently. Embed prevent within all teaching and learning so that learners have a full understanding of British values and society.	Learners' readiness for life in modern Britain is enhanced by their teachers. Teachers and assessors should reinforce the risks of radicalisation and extremism with their learners and apprentices at induction and through learning activities and reviews.
	13	Managers do not know what impact this has as they do not request or receive any data on the progress these learners make.	Managers are award of the impact the additional learning support has on learners and reports produced.

EFFECTIVENESS OF LEADERSHIP AND MANAGEMENT

Key priority 1:
Leaders and managers do not have access to timely data to identify areas for improvement and take swift action to tackle them. Directors and elected members should ensure that they provide effective oversight of the service's performance by equipping managers with the management information systems, and relevant training in their use, to produce timely and accurate data.

Outcome:
A new MIS system is urgently required to enable the Management team to routinely identify areas for improvement and areas for concern.

	Action	Lead	Timescale	Milestones	Impact	Measure/evidence	Progress
R	Undertake evaluation of MIS to ensure it is fit for purpose and fully meets the needs of the service	Head of Service	October 2017	• Check when the current MIS Aqua contact ends and the 'get out' time • Evaluation report on the current MIS to be produced by the NYCC governance group.	• MIS supports all delivery across all funding streams to capture in year progress linked to learner's individual learning plans	• New MIS purchased and available to all management and business support staff • Reports available as and when required	• 3 visits have taken place to East Riding Adult Learning and Skills Service. York Learning have also visited. • Colleagues in Technology and Change are reopening the original MIS project to enable a systematic assessment of our options and the procurement of a MIS either just for NYCC ALSS or a MIS developed and use by the 3 Services.
R	Systematically and analytically capture and monitor all MIS information, including	Head of Service	October 2017	• Processes to be fully implemented by Business	• Data available on a daily basis • Each manager	• Instant record of data • Equipping managers to act on areas for decline	• SLT have undertaken an action plan with Performance and

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				Support • Curriculum Managers to accurately track their SSAs on a weekly basis • Coordinators to monitor individual teachers and classes • Managers to use ProAchive to produce reports	has responsibility for managing and monitoring data	immediately • ESDAs have the information available to monitor functional skills	Intelligence to establish reports and data requirements. • Reports need to be made available on a regular basis • There is now a project team in place. • A data governance team reports available • A test of data has taken place by Patricia Grosvenor who has made recommendations to ALSS. • A review of reports is taking place. • Business process is being developed. • Data needs to be current in ProAchieve.
destination data) within a defined timescale							

Key priority 2:

Managers do not manage the performance of many part-time teachers rigorously enough, with the result that the pace of improvement in the quality of teaching, learning and assessment is too slow.

Outcome:
Management of part-time teachers is routinely taken and actions taken to ensure improvement of the quality of teaching, learning and assessment within a timely manner.

	Action	Lead	Timescale	Milestones	Impact	Measure/evidence	Progress
A	100% of delivery staff to have an annual appraisal using the data to manage performance	Curriculum Managers and Coordinators	April 2018	• All staff to be appraised on an annual basis • Staff performance managed and actions taken if required • Look at the line management of staff to ensure capacity to carry out appraisals	• All staff appraised and key performance indicators used to measure performance • Staff supported to improve their performance	• Records of appraisal • All staff appraised • Monitoring of appraisals	• An informal consultation with staff has taken place on line management before a more formal process is initiated. The proposal will ensure more senior managers are in regular contact with frontline staff and will be able to drive quality improvements directly.
R	Set specific improvement/development plans with clear timescales to support teachers and assessors to improve their practice	Curriculum Managers and Coordinators	December 17	• Staff are set specific timescales • Staff will have action plans with target dates for improvement.	• Staff routinely set improvement and development plans.	• Completed development plans.	Links to above
R	Staff to have regular group KIT (one to one if required) meetings with	Curriculum Managers	November 2017	• Managers to record KIT notes	• Staff have the regular kits	• Minutes of meetings • Improvement in the	Links to above

	teachers	and Coordinators		onto central records • Regular meetings with staff to be undertaken • Quality Circle meetings in the three areas for teachers for delivery staff.	and kept upto date with information •	communications	
A	Accurate data from MIS to show retention, achievement and success rates for classes	Data and Examinations Officers and Performance and Intelligence	October 2017	• Teachers are monitored against their correct/current data • Monthly accurate reports produced by the MIS team	• Reports produced on a monthly basis • Monthly monitoring meetings arranged in each of the area		• Three new posts of data and examination officers have been created. Recruitment taking place this month. • Links to reports produced by Tom Bryant in P&I.

Key priority 3:
Elected members and managers have too optimistic a view of the quality of the provision; they have not recognised and tackled the decline in the proportion of adults achieving their qualifications.

Outcome:
Elected members develop a Governance group which challenges and tackles the outcomes on a termly basis.

	Action		Timescale	Milestones	Impact	Measure/evidence	Progress
R	Set up a Governance group to specifically support the ALSS	Team Leader – Quality	September 2017	• New governance structure agreed • New governors briefed and appointed • Governors approved the strategy and improvement plan	• Managers held to account for the improvement of the service • Funding spend and strategic decisions open to scrutiny	• Governing panel established • Governance meetings to take place • Minutes/notes of governance meetings	• Support from the Association of Colleges regarding setting up Governance has taken place. • New governance model agreed and governors identified. • Cllr Patrick Mulligan met with Marc Mason and Ann Featherstone on the 15th June 2017. First full meeting took place on the 25th September Group made up from: ✓ LEP ✓ Employer ✓ Teachers ✓ Voluntary sector ✓ ALSS Management team ✓ Elected Member

| R | Managers too slow to address issues such as poor retention and attendance | Head of Service | December 2017 | • Teachers are monitored against their correct/current data
• Teachers to have regular KIT meetings and supervision.
• Learners absent followed up within 24 hours of the class
• The learners are tracked via their ILPs with regards to issues around barriers to learners | • Learners are tracked on a regular basis and issue followed up.
• The ILPs reflect any issues the learners may have and record action taken to support this. | • Retention and attendance improved and up to date records to support this.
• Regular monitoring of the ILPs | • Standardisation and moderation timetable in place.
• New ILPs implemented.
• Link to new line management arrangements to ensure line managers are closer to the front line staff where more robust line management can take place. |

Key priority 4:
Managers do not set teachers and assessors clear and specific actions to improve their practice following observations of teaching, learning and assessment. Managers should set and monitor the implementation of specific, timed and measurable improvement actions following observations of teaching, learning and assessment.

Outcome:
Leaders and managers take ownership for improvement and set clear expectations and standards for the quality of provision. Managers should carry out the same standard of performance management for their part-time teaching staff as they do for full-time staff to ensure that the quality of provision in all areas of the service's delivery is improved.

	Action	Lead	Timescale	Milestones	Impact	Measure/evidence	Progress
A	Plan for 100 % of active teachers to be observed	Development Officer – Quality	December 2017	• Plan of OTLA to be created to ensure 100% of staff are observed • Increase the team of Observers • Teaching learning and assessment is used to support delivery for learners • Appraisal reviews	• Improved teaching learning and assessment for learners • Learners receive a quality session and comment via their feedback	• Staff supported and record of CPD and action plans • Action plans created with teaches and completed within a timely manner	• Plan developed for observations by all managers. • Plan for peer observations by SLT. • All managers will carry out 4 'walk through' or peer observations per term. • Need to define "active". • Ensure all 0 hour teachers who have not worked for some time have their references and clearances retaken.
A	Agree standards for delivery with staff using the RAG	Coordinators Curriculum	December 2017	• Standards for delivery are	• Staff understand	• Team/curriculum meeting minutes	• Link to new line management

	rating system	Managers		implemented • Staff understand their roles and responsibilities • Peer review groups to challenge OTLA reports	their roles and requirements which enhances the learner experience • Delivery is consistent and all learners receive a quality learning opportunity	• 1:1 appraisal notes • Observation of teaching learning and assessment • IQA reports • Awarding body reports • RAS data • Learner feedback	arrangements to ensure line managers are closer to the front line staff where more robust line management can take place.
A	Agree clear performance indicators and targets with each teacher	Co-ordinators, Curriculum Managers	December 2017	• Staff understand their targets and performance indicators • Staff achieve targets and performance indicators	• Staff understand their responsibilities and responsibilities towards learners • Improved learners' retention, achievement, success and progression, which enhances the learner experience and achievements	• Targets and performance indicators are met • Actions taken with staff who are not meeting their targets.	• Link to new line management arrangements to ensure line managers are closer to the front line staff where more robust line management can take place.
A	Enhanced staff performance monitoring on a regular basis	Curriculum Managers and	December 17	• Termly group sessions with teachers	• Staff understand their roles and	• 1:1 and appraisal notes • Teacher audits that uses the data including	• Link to new line management arrangements to

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		Coordinators		• Areas for improvement reviewed with Teachers through supervision • Staff have individual improvement plans to help achieve better outcomes for learners • Annual appraisals completed	responsibilities • CPD requirements are identified quickly to enhance the learner experience	retention, attendance, achievement and evaluation data to help inform areas of strengths and weakness • Improve teaching, learning and assessment grades • Share best practice • IQA reports • EQA reports	ensure line managers are closer to the front line staff where more robust line management can take place.
A	Evaluate and amend the observation of teaching, learning and assessment practice.	Development Officer – Quality	October 2017	• Update the OTLA handbook • Observation monitoring meetings to take place termly • Ongoing external support in place via the Quality Peer Group.	• Learners achievement, attendance, progression and satisfaction rates improve	• Awareness of observation processes for all staff • Observation practice • OTLA handbook • Moderation reports • Peer group reports	• Completed for 2016/17 academic year • Review annually

act on all areas for improvement.

Outcome:
SAR (Self Assessment Report) which is fit for purpose and have been through a rigorous process to be critical and evaluative

	Action	Lead	Timescale	Milestones	Impact	Measure/evidence	Progress
R	Redesign the SAR report to ensure it is fit for purpose	Quality Officer – Quality	December 17	• Establish a 'task and finish' group for the SAR • Curriculum manager to produce the SSA reports • Identify key link workers to write the outcomes for the 'Types of Provision' • Peer evaluation of the SAR from other local authorities • Challenge and moderation from stake holders and other organisations around the SAR.	• Managers – aware of the data and the strengths and weaknesses • Teachers – greater understanding of the support available and the success, achievements and challenges of the service. • Learners – the SAR outlines strengths and areas for development which is outlined and cascaded to improve the learning experience.	• New SAR produced • SAR is moderated by the peer group • Notes from the working group	• Key link workers: Community – Team Leader Apprenticeships – Team Leader Safeguarding – Learning Support Manager Outcomes - Development Officer, Quality Study Programmes – Development Officer Study Programmes PLP – Learning Support Manager High Needs • SAR working group established and will meet Dec/January to review SAR. • Group to include a selection of staff from the service (Jo Shaw, Caroline Ferguson, Kate Carter, BEO, LSA).

QUALITY OF TEACHING, LEARNING AND ASSESSMENT

Key priority 6:
Teachers and assessors set insufficiently specific and challenging targets to enable learners and apprentices to make good progress.

Outcome:
Learners are set clear objectives and challenging goals to develop their skills and knowledge to progress to further learning or employment. Teachers and assessors need to set specific and challenging targets for learners and apprentices based on their individual starting points to enable them to make good progress towards the completion of their qualifications.

	Action	Lead	Timescale	Milestones	Impact	Measure/evidence	Progress
A	Learners to be set specific and challenging targets to enable them to make good progress Need to set learners personal learning or development goals Learners need to have knowledge of the progress they are making.	Coordinator Curriculum Manager ESDAs	December 2017	• SMART target training for tutors • Need to ask and record learners personal learning and / or development goals • Record of progress recorded • ILPs updated to record progress	• Learners will know their own progress and monitor their own achievements • Learners are stretched and challenged on a regular basis and recorded in their ILPs •	• ILPs completed on a weekly basis • Regular progress review of the learning with the teacher	• ILPs have been updated to capture the learner journey. • ILPs are in use.
R	Tracking of learners' progress on the smaller programme of courses leading to qualifications is not	Curriculum Managers	April 2018	• Learner tracking needs to increase • All learners to be monitored on their	• Learners offered appropriate learning progression	• Moderation of course folders to take place and feedback give to all teachers. • Moderation dates to be	• Short RARPA process. • Moderation to be planned

				progress • develop monitoring of progression and destination using a new MIS	and impartial advice of other courses on offer.	arranged in each area, per term.	
█	rigorous enough.						

Outcome:
Initial assessment is used effectively to ensure learning is planned to develop learners' skills individually

	Action	Lead	Timescale	Milestone	Impact	Measure/evidence	Progress
R	Assessors to identify skills that apprentices already have when they start their programmes. Plan properly to ensure the development of the apprentices' skills further.	Team Leader - Engagement Officer IQAs Assessors	October 2017	• Skills assessment to be used on all qualifications to ensure skills are identified • Clear planning of the apprentices further development • IAG offered to all learners at key points during their learning programme	• Clear ILPS identifying skills and recorded information • Learners are stretched and challenged after their accurate skills scan. • Skills scan identifies any barriers to	• Initial assessment • Completed ILPs • Minutes/notes from monitoring meetings	• Action plan through IAG agreed. • Flow chart of roles and responsibilities required. • Audit of Action Plans to be undertaken. • Audit of ILP planned. • Audit of reviews planned

					learner and interventions are put in place to support the learner. • Learners accessing IAG on a regular basis		
R	Assessors to monitor rigorously the progress that apprentices make, ensuring that the apprentices are pushed to work towards more challenging goals.	Team Leader - Engagement Officer	November 2017	• Termly monitoring meetings with assessors to monitor ILPs and progress • Monitoring of targets to ensure they are challenging	• Learners are supported towards more challenging goals • Progress measured on a regular basis so learners are aware of their development.	• Learners know where they are in their learning journey and what they need to do next • Progression is monitored and recorded	• ILPs in place for apprenticeships.
R	Teachers' and assessors' to improve on the written feedback on learners' and apprentices' and precise guidance about how they can improve their work further.	Curriculum Managers, ESDAs	October 2017	• Termly monitoring of ILPs and learners work to ensure work is being corrected • Training for teachers on written feedback and definitions of verbs • Teachers offered CPD opportunities to take the Maths	• Learners are clear on how to improve their work • Learners confidence increased	• Reduced number of errors • Monitoring reports • Staff CPD records • Feedback from learners and employers	• As part of conference this was discussed.

			or English qualification.			
R	Teacher and Assessor to identify spelling and punctuation errors in learners work and ensure they are corrected to avoid repeating the same errors.	Teachers	November 2017	• Consistent IAG / Assessment prior to learning to identity any literacy / numeracy needs. • Teachers to be unskilled on their own punctuation and spelling • Moderation by IQAs and Curriculum Managers to ensure work is being corrected and mistakes not repeated • Training for staff on correcting work	• Learners are supported with their English and Maths • Learners better equipped for the workforce • Learners demonstrate improvements with the work	• Learners work improves with little errors • Moderation reports and standardisation meetings	• Training plan developed to address with teachers.

OUTCOMES FOR LEARNERS

Key priority 8:
Too many adult learners leave their courses early and do not complete their qualification

Outcome:
Adults have access to a range of appropriate and well planned learning opportunities and undergo initial IAG.

	Action	Lead	Timescale	Milestone	Impact	Measure/evidence	Progress
R	Take prompt action to support learners who are at risk of not completing	Curriculum Managers ESDAs Teachers LSAs	December 2017	• Learners contacted if they do not turn up for class within 24 hours by Business Support • Support offered to learners • Offer of support tracked and recorded • Increase Teachers knowledge of support available for learners	• Learners continue on their programme of learning • Record of support offered to learners • Interventions put in place to support learners	• Improvement in data • Learners continue on their programme of learning • If learners do leave there is a clear record of why they have left.	• Review periods in place at 2, 4, 6 week intervals from start of programme.
R	ILPs to ask if they face any barriers which prevents them from progressing	Teachers ILPs Curriculum Manages ESDAs	September 2017	• ILPs record learner issues and support offered	• Learners supported to progress and achieve	• Improve retention, achievement and success rates	• ILPs updated.
A	Outcomes to be recorded	Teachers Business Support	February 2018	• Learner outcomes to be recorded on the MIS system	• Up to date records of learners so	• Teachers submit quality data in a timely manner • Data and Examinations	• Increased the number of Data and Examinations officers per area by 1 FTE

		DAEOs		• Teachers to be monitors regarding the submission of quality data and timeliness.	teachers can support the learners achievements.	officers to accurately input data.	to support data inputting. Recruitment taking place this month
A	Managers need to receive more information on learners who are not attending	DAEOs Curriculum Managers ESDAs Teachers	November 2017	• React quicker to learners absence • Absent learners followed up within 24 hours • Discussion with learners regarding absent and interventions to put into place • Reports to monitor retention, achievement and success supplied to managers	• Improvement in retention • Interventions and support put in place to address learners non attendance	• Increase attendance • Detailed	• Business Support based at the learning centres will ring absent learners within 30 minutes of the class starting. • Audit of responses planned.

Key priority 9:
The attendance of adult learners on courses that lead to qualifications is poor with the result that they do not make good progress.

Outcome:
Learners understand why they are undertaking the courses and how they help develop the skills that prepare them for further learning or employment. Managers are able to identify the benefits that learners gain from learning. Data on progress, further learning, employment and impact is used effectively to modify and plan future courses.

	Action	Lead	Timescale	Milestone	Impact	Measure/evidence	Progress
A	Improve the attendance of learners and tracking of support offered.	Curriculum Managers	November 2017	• Raise profile of wider range of qualification • Closer monitoring of attendance via the ILPs • Intervention and support for learners who are having issues attending sessions/classes	• Increase the attendance of learners attending courses • Support for learners who leave early put in place • Additional resources on line to support learners who can't attend class • Extended initial assessment ensures the right learners on the right courses	• Overall retention of learners is improved • Learners supported on a regular basis and interventions put in place to support learners.	• Linked to response above.
A	Track learners destinations	DAEOs	November 2017	• Learners destinations are recorded on the MIS system • Learner destination collected by teachers and recorded on the registers	• Record of progression recorded • Data reported available for the SAR and marketing	• As a service we will know where are learners have progressed to and measure the impact of the learning journey.	• Process for contacting learners 12 months after leaving ALSS being developed.

				• MIS to produce a report of progression and destination			
A	Managers do not collect specific information on the progress of the some of their most vulnerable learners, such as children looked after and care leavers. However, there are no persistent gaps in attainment between the, main groups of learners	Develop ment Officers (PLP) & 16 – 19 Study Prog	November 2017	• Destination collected for each learner regarding PLP and 16-19 Study Programme • Information updated on the MIS system • Reports included in the SAR • Looked after children – to research information regarding looked after children and if they are our learners how do we record this.	• Quality data to ensure we are aware of who our looked after children are and how to support them	• Monitoring reports • Registers completed in more detail by the teachers	• Making links with NYCC leaving care team.

Key Priority 10:
Managers and assessors need to improve the monitoring of apprentices' progress so they can identify more quickly those apprentices who are not making the expected progress, and put in place the appropriate support to enable them to achieve within their planned timescales.

Outcome:
Progression to be monitored on a regular basis and interventions put in place to support learners who are not making the expected progress.

	Action	Lead	Timescale	Milestone	Impact	Measure	Progress
R	Increase the proportion of apprentices who achieve their qualification within their planned timescales Specifically addressing apprentices on child development and education and training apprenticeships	Curriculum Managers	November 2017	• Focus on the time frames to ensure the apprenticeships are committed to the correct / most suitable timeframe • Closer monitor of timeliness via Proachive • Data and Examinations Officers to produce timeliness reports monthly • Closer monitoring of initial assessment to ensure learners are on the right programme of learning.	• The timeliness results increase • Learners are aware of the commitment and deadline • Closer monitoring by teachers to ensure learners are achieved within their time scale • Progression monitored on a regular basis via the ILPs • Learners achieve qualification which is linked to pay awards	• Measure apprentices at 4.6.8 weeks • Timeliness is agreed with the Apprenticeship lead before the date is entered onto the system • Assessor meetings	• ILPs updated to ensure the progression and mapping of the courses is measured on a regular basis. • Realistic timescales are set for the apprenticeships following national guidelines.

PERSONAL DEVELOPMENT. BEHAVIOUR AND WELFARE

Key priority 11:
Provide learners with impartial, constructive and informed advice and guidance about their future options for learning, training and employment throughout the course.

Outcome:
Learners receive good information about their future options for learning, training and employment.

	Action	Lead	Timescale	Milestone	Impact	Measure	Progress
R	Improve and encourage access to IAG and resources	Learning Support Manager	December 2017	• Computers and laptops used for learners to access IAG • Learners have a range of on-line IAG resources • Teachers monitor learners access and progression	• By receiving improved IAG service learners are aware of their options available. • Learners have the opportunity to discuss short and long term goals with a qualified member of staff	• ILPs • Scheme of work • Lesson plans • Observation of Teaching learning and Assessment	• Learning and Skills Advisers linking to the Careers Service with local referrals. • There is a section on our website that links to information about IAG to Matrix accreditation
R	Improve pre and post course information	Curriculum Managers Teachers	September 2017	• Course info sheets created by the Curriculum Managers to support IAG • Learners receive good course	• Learners know about future options for learning, training and employment • Learners can	• Course info sheets completed for each course	• Curriculum Support managers taking responsibility for their SSA.

R				information sheets •	build resistance into the ever changing economy		
A	IAG Leaflet updated	Learning Support Manager	September 2017	• New IAG leaflet produced and distributed to learners and potential learners	• Learners aware of the service on offer	• IAG leaflets and resources	
A	Matrix re-accreditation	Team Leader – Quality	December 2017	• Matrix inspection December 2017	• ALSS continues to hold Matrix standard • Learners receive advice by a nationally recognised advice and guidance provider	• Successful Matrix re-accreditation.	• Information leaflet is being developed by Jo Shaw.
A	IAG to be offered throughout the course and not just at the beginning or end	Learning Support Manager	November 2017	• ILPs to include awareness and opportunities for IAG • Learning and Skills Advisers to attend classes to speak to learners • Learner focus groups set up to meet with learners	• Learners awareness of IAG availability increased • Increase number of learners receiving IAG. •	• Record the number of IAG sessions undertaken by the LSAs • Learners' ILPs completed with IAG information.	• ILPs updated to offer IAG throughout the course.
R	Apprentices do not receive sufficient guidance on the	Learning Support Manager Learning and	September 2017	• All apprentices have an IAG session prior to starting their programme	• Apprentices are aware of what is required of them and how they can develop their	• Record of IAG meeting with Learning and Skills Adviser	• ILPs updated to record IAG given and support offered.

 	requirements of their qualifications, particularly the demands of English and mathematics qualifications.	Skills Advisers			skills including those in English and maths		
A	Apprentices are not sufficiently aware of their potential next steps as they move towards the completion of their qualifications. As a result, too few apprentices progress to a higher-level qualification.	Learning Support Manager, Learning and Skills Advisers	September 2017	• Apprentice to meet with Learning and Skills Advisor prior to registration on programme and then again 6-8 weeks prior to time of completion • DAEOs to inform LSAs of the end date of the programme and ensure IAG is arranged.	• Continually inform apprentice of all progression routes	• Action plan from meetings • Measure of apprentice progression	• Learning and Skills Advisers have identified training to be able to offer progression opportunities.

PERSONAL DEVELOPMENT. BEHAVIOUR AND WELFARE

Key priority 12:
Teachers and assessors do not raise learner's and apprentices' awareness of the risk of radicalisation and extremism sufficiently. Embed prevent within all teaching and learning so that learners have a full understanding of British values and society.

Outcome:
Learners' readiness for life in modern Britain is enhanced by their education. Teachers and assessors should reinforce the risks of radicalisation and extremism with their learners and apprentices at induction and through learning activities and reviews.

	Action	Lead	Timescale	Milestone	Impact	Measure	Progress
A	Raise awareness of prevent and British Values to all learners	Learning Support Manager. Development Officer – Quality	September 2017	• Add prevent information to all ILPs. • Teachers to include prevent in their teaching and learning • Review prevent awareness during the course • Create a Prevent/Safeguarding mini leaflet for all learners • Update the learner handbook • Prevent recorded on the lesson plans	• Learners understand prevent and know who to report any concerns to.	• Observation of teaching, learning and assessment • Schemes of work • Lesson plans	• The ETF training programme has been identified as the most appropriate tool for Apprentices and Employers. • The resources have been shared with teachers • Two teachers will pilot and use wider
A	Update online safeguarding	Development	November	• All staff to complete	• All staff up to	• Staff certificate of	• Staff requested to

	training for all staff	Officer – Quality	2017	the Foundation of Learning safeguard training	date and refreshed with guidance which supports the learners	completion to Kate Carter •	renew online training. • Attendance being monitored with reminders being issued.
R	Staff Training on Prevent, *Safeguarding and Equality & Diversity*	Development Officer – Quality	December 2017	• All staff to attend the WRAP face to face training.	• All staff updated with knowledge and understanding which is cascades to learners	• Attendance monitored and logged on central record	• Five sessions delivered during 2016/17. • Sessions planned for 2017/18. • 100% cannot be achieved in the timescale. Need to action plan to address gaps.
A	Embed diversity into all classes	Teachers	December 2017	• Session plans and schemes of work all show embedded diversity	• Learners understand British values and society. • Learners understand and embrace diversity	• Observation of teaching, learning and assessment • Schemes of work • Lesson plans	• Examples of embedding provided to teachers at mandatory training sessions. • Materials are regularly being shared.
A	Check and evaluate whether learners and apprentices understand the information they receive on the risks of radicalisation and extremism at induction and in classes.	Learning Support Manager		• The Prevent agenda is incorporated into schemes of work and session plans • Teachers hold discussions with learners regarding radicalisation and extremism and how to recognise the	• Learners aware of the Prevent agenda and how to keep themselves safe	• When questioned during OTLA learners can identify the Prevent agenda and discuss how to keep themselves safe	• Prompts on schemes of work and session plans in place to remind teachers. • Observers instructed to question learners during observations. • Embedded into the Individual Learning Plan and discussed

			signs of grooming			with learners.
A	Staff are not explicit enough in raising this issue with learners and apprentices regarding potential dangers	Marketing and Teachers		• The Learner Handbook to mention the potential dangers of exposure to extremist websites in its section on how to stay safe online • Teachers to inform management how they are raising awareness	• Learners are provided with information on Prevent, understand it and know how to keep themselves safe	• When questioned learners can identify the Prevent agenda and discuss how to keep themselves safe	• Prevent included in Learner Handbook. • Teachers receiving face to face training in addition to online – favourable feedback from this face to face training. • Side by side training developed.
A	Learners not aware of the relevance of British values to their work and their lives.	Learning Support Manager	November 2017	• Employees need to be 'on board' with the national and local principles of promoting British Values • To look on line for a tool kit to support Employers	• Learners understand British Values and how they apply to them in their personal and working lives	• Observation of teaching, learning and assessment including Walkthroughs	• 'Side by side' training developed.

PERSONAL DEVELOPMENT, BEHAVIOUR AND WELFARE

Key priority 13:

Although the procedures for identifying and allocating additional learning support to learners are thorough and effective, managers do not know what impact this has as they do not request or receive any data on the progress these learners make.

Outcome:
Managers are award of the impact the additional learning support has on learners and reports produced.

	Action	Lead	Timescale	Milestone	Impact	Measure	Progress
A	Managers to measure the impact learning support has on learners	Learning Support Manager	January 2018	• Record of learner support provided • Tracking of each learner who has received the additional learner support	• Records of accountability for the funding spent of additional learner support	• Evidence the additional support has been used correctly	• Case studies being produced to show impact. • Learning support records evaluated. (links to areas for development).
A	Produce data on the progression of learners following additional learner support.	Learning Support Manager	December 2017	• Destination data produced for learners who have claimed additional learning support • Overall report produced on how the money has been spend	• Senior managers to be aware of how the funding is supporting learners who need additional needs	• Accountability for funding	• Awaiting data from P&I.

Strengths identified and to continue to maintain and improve on.

Strengths identified		
Leaders and managers have successfully shifted the service towards meeting the priorities of employers and the needs of the most vulnerable adults within the county.		
Learners on community learning courses develop new skills, improve their health and progress on to accredited courses.		
Increasing numbers of learners with high needs develop good employability skills through well-planned internships and work experience.		

Strengths – Leadership and Management		
Leaders and managers have successfully transformed ALSS from being a universal service delivering courses to predominantly affluent learners to one with a clear strategic focus on providing learning for the most vulnerable members of the community. Courses provided by ALSS help to reduce social isolation in sparsely populated rural areas, and effective partnership working with health services and voluntary groups in coastal towns target courses at the homeless and those with mental health issues. Managers have developed a curriculum for adults and apprentices that is highly responsive to the needs of local employers, particularly the many small- and medium-sized enterprises in the county. After close consultation with the		

local enterprise partnership and Jobcentre Plus, ALSS runs courses in bookkeeping, digital skills and child development that provide learners with the relevant skills to increase their chances of employment and enhance their career prospects once in work.		
Leaders and managers have been very effective in responding to the policy requirement to develop non-residential provision for learners with high needs. In a short space of time, they have established four centres across the county to offer each learner with high		
The governance of the provider		
Senior leaders have been successful in setting a clear strategic direction for the service to focus its resources on the most disadvantaged and vulnerable residents of the county, and in ensuring that managers implement this policy effectively.		
Safeguarding		
The arrangements for safeguarding are effective. Leaders and managers have appropriate policies and procedures in place to ensure the safe recruitment of staff. The designated safeguarding officer has up-to-date records of all safeguarding incidents, and disseminates effectively the lessons learned from these incidents to other members of staff. Staff and learners know how to report concerns. All staff		

have completed an appropriate level of training in safeguarding for their roles in the service. As a result, learners and apprentices feel safe.		

Teaching, Learning and Assessment		
Teachers know their adult learners well. They create welcoming environments for learners where they feel safe and able to learn. For example, the highly responsive provision for recently arrived refugee families from Syria helps learners to integrate quickly into the local community by teaching them the skills of reading, writing, speaking and listening in English.		
Managers and teachers have improved successfully the rigour of the procedures for recognising and recording the progress that learners make on the large community learning programme. They use these well to help learners to understand the progress that they make in the development of specific skills, such as learning a language or a new craft technique, as well as the development of personal skills, such as confidence and resilience. However, tracking of learners' progress on the smaller programme of courses leading to qualifications is not rigorous enough.		
Teachers plan programmes for learners with high needs skilfully. They ensure that learners follow a highly specific programme based on a thorough identification of their starting points and the destinations that they want to achieve. Learners make very good progress in acquiring the necessary skills to live more independently or to enter supported employment.		

Teachers provide adult learners with the information they need about how to stay safe in their learning. Learners know how and to whom they report any safeguarding concerns.		

Personal development, behaviour and welfare		
Apprentices and adult learners on community learning courses are confident and motivated to learn. They produce work to a good standard, of which they are proud. The majority of adult learners who attend courses develop positive attitudes towards learning. They are respectful of other learners' points of view and contributions to class discussions.		
Adults on community learning courses develop good English and mathematical skills through practical exercises such as calculating the amount of cloth needed to make dolls in a craft class and converting times between an analogue and digital clock.		
Highly-qualified and experienced advisers deliver a comprehensive programme of information, advice and guidance to adult learners before, during and at the end of their courses. As a result, many learners on community learning courses progress to take further qualifications.		
Adults on vocational courses, such as those for teaching and learning assistants, develop a good understanding of how to support children and parents from diverse cultures and nationalities.		
Apprentices develop good work-related skills in		

their workplaces, becoming more effective at working with colleagues and dealing with customers. An increasing number of learners with high needs experience the world of work through internships.		

Outcomes for learners		
Most adults on non-accredited community learning courses complete and achieve their learning objectives across all subject areas. They improve their health and sense of well-being, they increase their participation in voluntary activities, and they improve specific skills, such as the ability to speak another language.		
The proportion of apprentices who achieve their overall qualification has increased significantly over the past two years, across all age groups and at all levels, and was well above the rate for similar providers in 2015/16. However, the proportion of apprentices who achieve their qualifications within their planned timescales is too low, despite some significant improvements from a very low base over the past two years. Apprentices on child development and education and training apprenticeships make particularly slow progress towards the completion of their qualifications.		
Adults make good progress from community learning courses, with many of them moving on to take a qualification with ALSS.		

Types of Provision

Adult Learning		
Most teachers provide a good level of verbal feedback in lessons that encourages learners to develop their work further. Teachers accurately identify errors in learners' work and suggest ways to avoid repeating them.		
Teachers of non-accredited courses set challenging but realistic targets that are specific to each individual learner and help them to develop personal and technical skills. For example, in craft classes for learners with mental health issues, tutors focus on improving learners' concentration levels as well as their understanding of craft techniques.		
Teachers closely and accurately monitor and record the progress that learners on the community learning programme make towards achieving their targets and goals. This helps learners to understand the progress that they are making in improving their skills.		
Leaders and managers have developed productive partnerships with Jobcentre Plus and community organisations to plan a range of programmes to help the most disadvantaged adults to participate in learning. Managers work well with employers to develop adult learning courses aligned with local needs. For example, foreign national jockeys and stable staff from the local horse racing community attend English classes to improve their communication skills in the workplace.		
Learners receive effective information, advice		

and guidance while they are on courses. Guidance from learning and skills advisers enables learners to make informed decisions about their next steps; this includes advice about adult loans and further qualifications.		
Apprentices		
Assessors give apprentices effective verbal feedback that identifies what they have done well. For example, an assessor observing child development apprentices leading storytelling sessions gave prompt positive feedback that reinforced apprentices' confidence in their skills.		
Apprentices develop a good range of industry-specific terminology that they use accurately and confidently in their jobs. For example, accountancy apprentices are able to explain the complexities of tax returns to clients.		
Managers have good links with a wide range of employers across the county that they use successfully to develop apprenticeship programmes to meet regional employment priorities. Managers identify additional units at the request of employers, such as in dealing in corporation tax for accountancy firms.		

North Yorkshire County Council

Business and Environmental Services

Transport, Economy and Environment Overview and Scrutiny Committee

31 October 2017

Temporary Vehicle Activated Signs (VAS) Protocol

Report of the Corporate Director – Business and Environmental Services

1.0	**Purpose of Report**
1.1	To provide an update on the roll-out of the Temporary VAS scheme throughout North Yorkshire.
1.2	To provide the rationale behind the decision not to allow Parish Councils or other parties to purchase their own temporary VAS signs to install in the highway.

2.0   Background

2.1   A Task Group of the Transport, Economy and Environment Overview and Scrutiny Committee met in June 2012. It recommended the introduction of a Temporary VAS Protocol. This was subsequently approved in principle by the Executive in September 2012 with a decision that Business and Environmental Services (BES) Executive Members approve the detail of the Protocol and approve the introduction of a 12 month 'Initial Phase'. BES Executive members approved the 'Initial Phase' in November 2012.

2.2   The Temporary VAS Protocol was developed for those communities with local speeding concerns but which, following assessment through the Speed Management Protocol, fall below the threshold required for further action by the 95 Alive Road Safety Partnership. These sites have a perceived speeding problem only in the sense that recorded speeds are classified as low and there are low or no recorded casualty figures.

2.3   Eligibility for inclusion in the 'Initial Phase' was based on historic data obtained largely through the Speed Management Protocol. Where a site had already been assessed as Category 3 (high speeds with low casualties) or Category 4 (low speeds with low casualties), selected local communities (willing to fund the rotation and installation costs) were offered a temporary VAS.

2.4   The final list of communities invited to participate in the 'initial phase' were selected by a prioritised random draw by the BES Executive Members.

2.5   In total sixteen solar powered vehicle activated signs with data loggers (to record vehicle speeds and volume) were purchased. Fourteen of the signs were rotated following a six week deployment at individual sites within participating communities. The remaining two were used as spares in case of failure or breakdown. Each of 31 participants had three six week deployments of at least one VAS over the course of 12 months.

2.6   The overall findings of the 'initial phase' and proposed way forward were reported to the NYCC Executive on 9 December 2014.

2.7   The way forward was approved by the NYCC Executive, and subsequently the Prioritisation Process by BES Executive Members in January 2015. This approved way forward allowed for the expansion of the Vehicle Activated Signs protocol with a charge to be applied to participating communities, of a minimum of £3500+VAT over four years.

2.8   The charge was to include the one-off cost of installation of a retention socket (£500), rotation costs (£350 per sign per year), and officer time of £400 per year, as well as a share of the cost of the 12 additional signs that were purchased.

2.9   The agreed way forward allowed for any community that raises speeding concerns through the Speed Management Protocol and is assessed as Category 4 to be offered the option of participation in the temporary VAS process.

2.10   It should be noted that as this way forward was approved in December 2014/January 2015, there are still 2 years left until the current arrangements expire, if they were taken up at the start of the process.

3.0   Temporary VAS Rollout

3.1   Take up of Temporary VAS continues to be encouraging, with communities from all seven districts and boroughs of North Yorkshire participating in the process, and feedback being generally positive.

3.2   There are now 30 signs deployed on a rotating basis across the county.

3.3   The communities currently (as of 11 October 2017) participating in the process are listed at Appendix A.

3.1   Some communities have elected to share the cost of participating in the process with another Parish (e.g. Bellerby and Leyburn), which allows for reduced expenditure, but naturally results in fewer deployments to each of the two locations over the course of the four years.

4.0   Purchase of Temporary VAS by Parish Councils or Other parties

4.1   The installation of Vehicle Activated Signs (VAS) across North Yorkshire is tightly controlled in accordance with County Council policies and protocols. This control is exercised for a number of reasons, the most important of which is that the signs should be consistent countywide both in terms of design and location, and that they should not be allowed to proliferate, as overuse has been shown by a number of studies to reduce the effectiveness of VAS.

4.2   Traffic Advisory Leaflet 1/03 Vehicle Activated Signs, produced by the Department for Transport, lays out principles behind the placement and operation of VAS. This guidance makes clear that VAS "should be considered only when there is an accident problem associated with inappropriate speed that has not been satisfactorily remedied by standard signing and where safety cameras and related signs are not a cost effective or otherwise appropriate solution". This is the approach followed by NYCC.

4.3   There are two NYCC protocols that cover the installation of VAS across the county, one for Permanent VAS signs, and one for Temporary VAS, which are rotated throughout the county to a series of sockets which have been located in towns and villages which are taking part in the process, having been chosen by Parish Councils. In this case the signs are in place for three six week deployments per year for four years. The Permanent VAS Protocol was originally approved by the Corporate Director, in consultation with BES Executive Members in November 2012, and an amendment was approved in March 2015, while the Temporary VAS Protocol was approved by the Executive in September 2012, with the full roll out approved in December 2014.

4.4   Sites are only eligible for a Permanent VAS (i.e. in place 24/7/365 in one location), when all of the following criteria are met:
- There is a personal injury collision problem at the site or on the road in question.
- The personal injury collision problem is associated with inappropriate or excessive speeds.
- The personal injury collision problem cannot satisfactorily be resolved through the introduction of conventional collision remedial or traffic calming measures.
- The location must allow safe working conditions for staff when attending the speed sign. (Electrical Engineering Team to be consulted).
- A funding source has been identified.

A permanent VAS can depict a specific highway hazard, (such as a bend, junction, or crossroads etc.), or alert a motorist to the current speed limit, (the latter may be accompanied by a message such as 'Slow Down').

4.5   A request for a new permanent VAS will only be considered where the site has been identified as a Category 1 or 2 priority site as set out in the Speed Management Protocol. Category 3 and 4 sites will not warrant an assessment for permanent VAS. The criteria for Categories 1 and 2 are:
- Category 1 – Speed High (meets or exceeds thresholds for both mean and 85% speeds or mean speeds exceed enforcement threshold of 10%+2) and Casualties High.
- Category 2 – Speed Low and Casualties High.

4.6   It can therefore be seen from the above that to qualify for a permanent VAS, a location must have a record of personal injury collisions. Most permanent VAS are therefore installed following High Risk (or Collision Cluster) Site investigations by the County Council's Traffic Engineering Team. Permanent VAS are used as an intervention of last resort where every other intervention has been tried and there is still a speed related collision history. This is in line with DfT guidance in TAL 1/03.

4.7   While the overuse of temporary VAS signs would be expected to reduce their own effectiveness, an even greater concern is that they would also reduce the effectiveness of the Permanent VAS that have been located in eligible locations, leading to a possible increase in collisions.

4.8   Where there is not a collision history sufficient to justify a permanent VAS, NYCC operate a Temporary VAS scheme, which allows parishes to benefit from the benefits of a VAS, but maintains the rotation of the signs, prevents proliferation, and allows control over the type of signs used in North Yorkshire to maintain consistency. It has been proven by various studies (e.g. TRL Published Project Report PPR314, 2008), that VAS gain a lot of their effectiveness from a 'novelty' effect, and should therefore

only remain in place for a short period. Temporary VAS is open to locations that have been through the Speed Management Protocol, and been categorised as 3 or 4:

- Category 3 – Speed High and Casualties Low.
- Category 4 – Speed Low and Casualties Low/None.

4.9   The current version of the Temporary VAS Protocol was approved by the Executive on 9 December 2014, and under these arrangements NYCC does not make any profits from the scheme. A copy of the Executive report is attached as Appendix B. The charges simply cover the purchase of the signs, the rotation costs, and the staff costs associated with operating the scheme. A number of parishes have previously stated that they could procure the signs cheaper than the cost of taking part in the approved protocol, and a motion was presented to the Richmondshire Area Committee asking the County Council to allow them to procure their own signs. While these parishes report that they could purchase a sign directly from a supplier for £2,500, this does not include a number of items which are part of the NYCC charge. These elements include the installation of a socket which can cost up to £500, the rotation of the signs, and also covers the parish in case of faults. The standard call-out charge for a VAS fault can be £500-600, which NYCC absorb and do not pass onto the parish councils. While the £2,500 charge may therefore appear to be attractive to begin with, once the signs are out of warranty and become aged, the cost of keeping them operational will start to build up. This will of course be difficult to predict, as opposed to the regular costs of the temporary VAS system.

4.10   It has been suggested that NYCC's policy on VAS is out of step with other local authorities, and is ineffective, however none of North Yorkshire's neighbouring authorities are directly comparable according to the criteria used in road safety monitoring (as set out in the 95Alive Annual Reports). These comparator authorities are established via two different methods, either using the CIPFA measures of financial or political characteristics, or the Highway Authority Class measures of demography and geography. In terms of Highway Authority Class, the nearest comparator geographically to North Yorkshire is Northumberland. North Yorkshire showed a greater reduction in KSI casualties in the 2014-15 Financial Year (the latest for which full data is available), indicating that this county does not have a significantly greater road safety problem than comparative authorities. In addition, a lower percentage of casualties in North Yorkshire are injured in a collision involving excessive or inappropriate speed compared to the national average (9% compared to 12%), and a lower proportion of fatalities were speed related (18% compared to 25% nationally), suggesting that all of NYCC's action against excessive speed – including Temporary VAS – is having a positive effect.

4.11   The key point regarding the decision not to allow Parishes to purchase their own VAS signage, is around proliferation, and the reduced effectiveness of these signs if they are seen everywhere – as demonstrated by research – as well as the inability of the authority to ensure consistency of signage. There are however a number of other factors. The key point is that what NYCC provide to parishes are "Temporary" VAS, where the signs are located in the parish for 6 weeks before being rotated elsewhere, and returned 12 weeks later. If a parish was to purchase their own sign, it would be located permanently in the village in question. There has been a suggestion that several villages could share a sign and rotate it themselves, however this is not thought to be feasible without employing a specialist contractor, which would significantly increase costs, or risk expensive damage to the signs, through untrained operatives trying to move the signs.

4.12   Permanent VAS is covered by a different protocol, and in North Yorkshire they are used as an intervention of last resort where every other intervention has been tried and there is still a speed related collision history. The use of these signs in the circumstances described is contained within a protocol which has been agreed by the Corporate Director and BES Executive Members.

4.13   The rationale behind rotating the signage is to ensure that it maintains its effectiveness and experience and evidence from national research shows that permanent signage lose their effectiveness over time as drivers on the route (particularly locals) start to ignore them. The control of permanent signage within the highway, to ensure that the signage is both consistent in design and is used in an appropriate manner, helps ensure driver understanding, and VAS is no different.

4.14   In conclusion, it is felt that the current Temporary VAS Protocol provides a cost effective, efficient means of deterring speeding in villages across the county, while at the same time allowing NYCC to maintain control of the signage. The available research suggests that the current approach is effective as it ensures consistency – both of approach and design – and a protection against the proliferation of signs in inappropriate locations.

4.15   At the present time, the Temporary VAS Protocol is only two years into the four year period of time for which the first communities in the full roll-out were enrolled. Any communities that have joined since then are correspondingly earlier within the four year scheme.

5.0   Financial Implications

5.1   The Temporary VAS Protocol is designed to simply cover its operating and management costs, without making any surplus.

5.2   The recommendations as set out below suggest that no changes should be made to the Temporary VAS Protocol at the present time, to at least allow the four year period of the scheme to expire for the first communities to take part, therefore there are no financial impacts from these proposals.

5.3   If it was subsequently determined that Parishes should be allowed to purchase their own signs, this should have no financial impact on the County Council, as the costs of the existing equipment, and operation of the scheme would still be covered by those communities that wish to remain part of the process.

6.0   Equalities Implications

6.1   Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the VAS Protocol does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. An Equality Impact Assessment Screening Form is attached as Appendix B.

7.0   Legal Implications

7.1   The signs remain in the ownership of NYCC throughout their effective life and responsibility for deployment and maintenance rests with NYCC. As they are purchased, owned and erected by NYCC, the Council's activity in this respect will be covered by its own insurance.

7.2   The specifications for traffic signs (including Vehicle Activated Signs) are prescribed by the Traffic Signs Regulations and General Directions 2016.

7.3   If Parishes were able to purchase their own signs, they would need to ensure that they had appropriate indemnities and insurance in case of damage or injury caused to third parties.

7.4   Third parties do not have the authority to place traffic signs (including Vehicle Activated Signs) within highway land without the permission of the Local Highway Authority – Section 65 of the Road Traffic Regulation Act 1984 ("the 1984 Act") provides that the traffic authority may cause or permit traffic signs to be placed on or near a road.

7.5   The Local Highway Authority has a duty to protect road users, and therefore has the powers to require the removal of signs from third party land, if they are a distraction to drivers – Section 69 of the 1984 Act allows a traffic authority by notice in writing to require the owner or occupier of any land to remove any fixed or portable sign.

7.6   If there was to be a change to the protocol, to allow Parishes to purchase their own signs, further discussions and agreements would be required between the County Council and any third party wishing to place VAS, to determine the full legal and insurance implications of the change.

8.0   Recommendation

8.1   That the Committee notes the update regarding the current position of the Temporary VAS rollout.

8.2   That the Committee notes the reasoning behind the current position of not allowing communities to purchase and place their own VAS.

8.3   That the Committee receives a further report on the Temporary VAS arrangements at the end of the four year period from the commencement of the rollout agreed in December 2014/January 2015, to allow for full analysis of the impacts of the scheme.

DAVID BOWE
Corporate Director - Business and Environmental Services

Author of report: James Smith

Background Documents:
- Appendix A: List of Communities Currently Participating in Temporary VAS
- Appendix B: Report of the Corporate Director – Business and Environmental Services to the NYCC Executive, 9 December 2014, "Outcome of the 'Initial Phase' of the Temporary Vehicle Activated Sign (VAS) Protocol
- Appendix C: Equality Impact Assessment Screening Document

List of Communities Currently Participating in Temporary VAS

- **Area 1 (Richmondshire)**
  - Hipswell
  - Bellerby
  - Leyburn
- **Area 2 (Hambleton)**
  - Brompton
  - Shipton
  - Hutton Rudby
  - Sutton under Whitestonecliffe
  - Newton on Ouse
  - Morton on Swale
- **Area 3 (Scarborough)**
  - Hinderwell
  - Eskdaleside cum Ugglebarnby
  - Snainton
  - West Ayton
  - Cayton
  - Lythe
- **Area 4 (Ryedale)**
  - Amotherby
  - Normanby
  - Old Malton
  - Appleton le Moors
  - Kirkbymoorside
- **Area 5 (Craven)**
  - Bentham
  - Cononley
  - Embsay
  - Gargrave
- **Area 6 (Harrogate)**
  - Knaresborough
  - North Stainley
  - Sharow
  - Sicklinghall
  - Ripon
- **Area 7 (Selby)**
  - Riccall
  - Skipwith
  - Cliffe
  - Monk Fryston
  - Hambleton

North Yorkshire County Council

Executive

9 December 2014

Outcome of the 'Initial Phase' of the Temporary Vehicle Activated Sign (VAS) Protocol

Report of the Corporate Director – Business and Environmental Services

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1.0   Purpose Of The Report

1.1   To inform members of the outcome of the 12 month 'initial phase', to advise on the feedback from participating communities and to report the overall findings of the evaluation exercise. Given the level of interest in the pilot, this report also seeks members' views on a proposed way forward for the roll out of the Temporary VAS Protocol which involves inviting additional communities to participate.

2.0   Background

2.1   A Task Group of the Transport, Economy and Environment Overview and Scrutiny Committee met in June 2012. It recommended the introduction of a Temporary VAS Protocol. This was subsequently approved in principle by the Executive in September 2012 with a decision that Business and Environmental Services (BES) Executive Members approve the detail of the Protocol and approve the introduction of a 12 month 'Initial Phase'. BES Executive members approved the 'Initial Phase' in November 2012.

2.2   The Temporary VAS Protocol was developed for those communities with local speeding concerns but which, following assessment through the Speed Management Protocol, fall below the threshold required for further action by the 95 Alive Road Safety Partnership. These sites have a perceived speeding problem only in the sense that recorded speeds are classified as low and there are low or no recorded casualty figures.

2.3   Eligibility for inclusion in the 'Initial Phase' was based on historic data obtained largely through the Speed Management Protocol. Where a site had already been assessed as Category 3 (high speeds with low casualties) or Category 4 (low speeds with low casualties), selected local communities (willing to fund the rotation and installation costs) were offered a temporary VAS.

2.4   The final list of communities invited to participate in the 'initial phase' were selected by a prioritised random draw by the BES Executive Members.

2.5   Before the list of 31 participants was finalised, 34 other communities turned down the opportunity to participate, mainly because they did not have the

necessary funds available to participate. This process resulted in some late entries and a subsequent delay in the programme.

2.6 In total sixteen solar powered vehicle activated signs with data loggers (to record vehicle speeds and volume) were purchased. Fourteen of the signs were rotated following a six week deployment at individual sites within participating communities. The remaining two were used as spares in case of failure or breakdown. Each participant had three six week deployments of at least one VAS over the course of 12 months.

2.7 The first deployment of the signs was on 17 June 2013 and the final sign was removed from North Stainley on 15 September 2014.

2.8 Despite some early problems regarding the installation and siting of the signs the project followed the agreed programme.

3.0 Objectives Of The 'Initial Phase'

3.1 The main objective of the 'initial phase' was to provide those communities with a perceived speeding problem only with a tool to remind motorists of the posted speed limit and to reassure these communities that there is generally good compliance.

3.2 The vehicle activated signs have been an educational device as they have demonstrated that there is not a speeding problem as such to be addressed in some places but in others helped identify sites that do have high speeds.

3.3 The outputs from the 'Initial Phase' will be fed back into the Speed Management Protocol for assessment.

4.0 Feedback

4.1 The feedback from participating communities has been generally very positive and the demand for the signs in the future from those in the current phase (with an actual speeding problem) is high.

4.2 The general consensus is that the signs do work and do visibly reduce approaching speeds. When approach speeds trigger the speed limit reminder and the 'SLOW DOWN' message residents have commented on the high number of motorists who react by braking.

4.3 There has been some minor negative feedback regarding the appearance of the sign assembly. A number of residents have been in contact to complain about the size of the solar panel and how the sign is unsightly. Should the recommendation be approved to roll out the Temporary VAS further, smaller sized solar panels will be purchased.

4.4 Upon receipt of the results of the analysis that compared 'before' speeds with 'during' speeds, a number of communities were disappointed to learn that the VAS had a minimal effect on driver behaviour. They assumed the VAS was

being ignored and their involvement in the 'initial phase' had been a waste of money. When the recorded data from these sites was analysed it was clear that the majority of speeds registered were below the posted speed limit. The mean (average) speed was therefore less than the 30 or 40mph restriction in place.

4.4.1 The VAS unit only activates when approaching speeds are above the speed limit which means that areas with good compliance will only have occasional activations. Therefore, for the vast majority of the time the sign was not triggered. This explains why the VAS generally has a minimal effect in locations with a perceived speeding problem only. For this reason some communities have already opted out of any future roll out.

4.4.2 The community of Hetton in Craven District is a good example. Existing mean speeds were at least 4mph less than the 30mph speed limit and there are only approximately 300 vehicles per day travelling through the village. The VAS did achieve a 0.3% reduction in mean speeds but as speeds are very low already and the volume is low the impact of the VAS was minimal. For this reason Hetton Parish Council has already indicated that it would not participate in the future.

4.5 A number of communities willing to continue in the scheme are concerned at the gap between the end of the 'initial phase' and the start of a potential second year. It has been necessary to carry out detailed analysis in order to report on the 'initial phase' since the end of the 12 month trial. The final sign was removed from North Stainley on 15 September 2014.

4.6 Each participant was informed verbally and in writing that the 'initial phase' was for a 12 month period. However, there has been some frustration regarding perceived wasted expenditure (particularly the cost to install sockets in the ground) should the scheme not be extended.

5.0 VAS Performance

5.1 To make an accurate assessment of the performance of the vehicle activated signs it was important to record speed data 'before' the signs were deployed and then compare these speeds with data recorded 'during' deployment. This comparison would ultimately determine the success of the scheme in reducing speeds. However, members should note that the purpose of the 'Initial Phase' was to provide reassurance to communities with low recorded traffic speeds rather than the signs providing an actual speed reducing function. Nevertheless, after analysing the recorded data, mean vehicle speeds were observed to be lower when the vehicle activated signs were in-situ.

5.2 As a general rule, the higher the 'before' speeds were above the speed limit (and where higher volumes of traffic were counted) the greater the percentage reduction was when the VAS was deployed.

5.3 Attached as Appendix 1 is a very brief summary of the results of the comparison between 'before' and 'during' speeds for all the participants. This information is not as detailed as the format of the results that were issued to

each community but it gives an indication of the effectiveness of the VAS by stating the percentage reduction achieved by the introduction of the unit at each site. The number of results under each heading reflects the number of sites within the community.

6.0   Questionnaire Issued To Participants

6.1   In preparation of this report all the participants were asked to respond to a number of set questions regarding their experience and future interest in any future roll out of the Temporary VAS Protocol. Twenty one out of 31 responses have been received so far. The results of the questionnaire are as follows:

- 95% were pleased they participated in the 'initial phase'
- 76% were pleased with the service provided by the County Council and 19% were not pleased
- 60% thought the money they spent was good value and 35% did not
- Potentially 80% would still be interested in participating if they had to purchase their own sign and pay for rotation costs (52% of these would not require the sign to have a data logging facility, 38% would still require a data logging facility)
- 20% would not be interested in taking part in a future scheme

6.2   The participants also had the opportunity to make any comments about the 'initial phase' and possible future participation. A summary of the 'Initial phase' comments are as follows:

- 'the signs made a big difference, just what our Parish needs'
- 'very good scheme'
- 'we would welcome the opportunity to continue'
- 'speed evidence was inconclusive - councillors felt that even if high speeds had been detected, NYCC would not be able to implement any measures because of budget restraint'
- 'deployments were not implemented well by the contractors'
- 'there were some incidents when the sign seemed to malfunction'
- 'it was useful to have the scheme reinforced by the police when the VAS was deployed as it picked up drivers ignoring the VAS'
- 'there were incidents when the signs were set up incorrectly but this was generally quickly sorted out by the County Council'
- 'why can the police not let us have a mobile camera unit, we would be much happier if the police were to enforce the speed limits'

6.3   A summary of comments received regarding possible future participation are as follows:

Comments Received	Officer Response
'*we would expect a refund of the amount if the signs are not available next year*' '*we were led to believe that the signs would be available for more than one year*' '*the parish council did not feel that the scheme was worth the money*'	Each participant was informed several times that the scheme may not continue and that they were participating in a 12 month 'initial phase'. All costs were highlighted at an early stage.
'*would NYCC be prepared to assist small parishes with interest free loans to purchase a VAS*'	It is recommended that the County Council purchase a limited number of signs.
'*we would like more certainty about continuation of the scheme before investing more*'	An agreement between NYCC and participants needs to be in place.
'*we would prefer to purchase our own equipment for continuous use*'	This is a temporary scheme and it would not be appropriate to allow permanent installations outside of the protocol because of proliferation concerns.
'*cannot understand why the signs would not be reused as already purchased*'	The signs could be reused at sites with an actual speeding problem subject to approval by members.
'*there would have to be some form of shared cost between parishes otherwise too costly*'	Agreed
'*it is a shame that this cannot continue, we have received many positive comments*'	Recommend continuation of scheme subject to approval by members.

7.0 'Initial Phase' Costs

7.1 Participating communities were charged for the installation of a retention socket in the ground and for three rotations of the VAS in the 'initial phase'. The installation cost was a one-off charge and all costs were payable up-front. The installation charge was £300 per socket installed in verge or £400 per socket installed in the footway. The rotation costs were £330 per sign per year (based on three deployments).

7.2 Actual socket installation costs and rotation costs:
- 55 sockets for the vehicle activated signs have been installed across the County and there were 126 individual rotations;
- actual cost to supply/install retention sockets amounted to £22,020 (at an average cost of £400.36);
- actual cost to rotate signs amounted to £12,600 (which equates to an average of £100 per rotation – participants were charged £110 per rotation);
- total money received from communities for socket installation and sign rotation amounted to £30,860;

- £30,860 – (actual costs of £22,020 + £12,600) = - £3,760;
- An additional £3,760 was incurred for the installation of sockets and the rotation of signs because we purchased better quality retention sockets.

7.3   The total capital cost to the County Council of the 'initial phase' is set out below:

Purchase of 16No 30/40mph vehicle activated signs, SIM cards and configuration costs	£44,804
Undertaking speed surveys	£12,000
Purchase of 16No posts for signs	£2,000
Cost for socket installation	£22,020
Sign rotations	£12,600
(Subtotal)	(£93,424)
- Monies from participating parishes	-£30,860
Net Capital Cost of 'Initial Phase'	**£62,564**

7.4   Significant staff time (revenue) has been allocated to this project to deal with site meetings, correspondence and issuing speed data. The Team Leader in Traffic Engineering has spent a good proportion of his time being the contact point for all correspondence and has personally responded to every piece of communication.

Posts Involved	Approximate % of overall time spent on project
Traffic Engineering Team Leader	20%
Assistant Engineer, Traffic Engineering	25%
Project Manager, Road Lighting	10%

7.5   Participating communities have not been charged for any revenue costs associated with the 'Initial Phase'. The total revenue cost incurred by the three posts on this project since April 2013 is approximately £40,000.

8.0   Expressions of Interest

8.1   The number of adjoining parishes expressing an interest in the scheme continues to grow. So far, 27 as yet non-participating communities have confirmed their interest in writing which has doubled since the production of the 'Interim Report' in April 2014. These communities have seen the VAS and have been impressed by the impact they have on motorists and are very keen to have similar signs in their village. Many are aware of the current costs involved but if they were to increase, the number of communities that would still have the necessary funding to participate is unknown. The interested communities have registered speeding concerns through the Speed Management Protocol.

8.2   Such is the popularity of the VAS a number of villages expressing an interest in the scheme originally wanted to purchase and rotate their own equipment

themselves. Communities wishing to go down this route have been discouraged, in order to avoid potential proliferation of the VAS and reduced effectiveness.

8.3   Additional interest may come from the communities that were not shortlisted in the 'Initial Phase' random draw and other Category 4 sites.

9.0   Current Situation

9.1   No temporary vehicle activated signs will be deployed around the county until a decision is made on the future of this initiative.

9.2   The existing stock is currently being stored at the Leeming Depot. It is fully functional but the VAS units, solar panels and posts are already showing signs of wear and tear caused during transit and erection on site.

9.3   If the scheme does continue and additional communities are offered a VAS additional stock will be required to satisfy demand.

10.0   Proposed Way Forward

10.1   Although proliferation of VAS needs to be avoided, a county the size of North Yorkshire can accommodate an increase in the number of temporary VAS on the network without loss of effectiveness. As long as the County Council has control over the amount of VAS on the highway and of where VAS are located, overuse of the signs will be prevented.

10.2   Although it has been demonstrated that the road safety benefit in deployment of the Temporary VAS at Category 4 sites (low speeds and low/no casualties) is minimal, for some participating communities, their presence has a reassurance effect and an associated community benefit.

10.3   It is therefore considered that when a site is assessed as Category 4 and, therefore through the Speed Management Protocol, no further action is required, the option should exist for communities wishing to participate in future years to receive a VAS through the County Council.

10.4   It is proposed that the County Council purchase an additional 14 signs, which will be offered to communities willing to fund the necessary costs involved. This would take the number of temporary VAS operating in the county to 28.

10.5   This option of a temporary VAS could also be extended to any community that raises speeding concerns through the Speed Management Protocol should they prefer this as an option over any measures as proposed by the Community Road Safety Partnership.

10.6   The proposed way forward with temporary VAS is as follows:

Speed Management Category	Proposed VAS Treatment
Category 4 (Low Speeds – Low Casualties)	Interested communities must fund: • installation costs for sockets (if required) • rotation costs • any data collection required • officer time

10.7 As the number of potentially interested communities will exceed the number of available VAS, the final participants should be selected from a random draw. 'Initial Phase' participants will be prioritised before the non-shortlisted communities and the parishes that have expressed an interest in the scheme. Each participant will be expected to take part in the scheme for a period of 4 years.

10.8 A total of 18 communities were not shortlisted for participation in the 'initial phase'. It is proposed that these 18 communities along with the 27 parishes that have expressed an interest in the future roll out and all other current Category 4 sites should be given a number and drawn at random from BES Executive Members. The results of the draw will be recorded by an officer in attendance and the list will be ranked accordingly. The communities selected will then be invited to participate in the order they were drawn. This is the same approach that was adopted for identifying the participating communities in the 'Initial Phase'.

10.9 Approximately 50 Category 4 sites have been processed in the last 12 months and there are over 100 Category 4 sites in total.

11.0 Community Speed Watch - PILOT

11.1 It is also worth noting that North Yorkshire Police are currently planning several pilot locations for the introduction of Community Speed Watch. Here, local police volunteers, in conjunction with community representatives will stand at the roadside monitoring traffic speeds. With an expected February 2015 start date, the pilot is expected to last for six months. The registration plate of any vehicles that set off a vehicle activated sign (threshold set at ACPO guidelines for speeding, ie 10% plus 2 mph) will be noted and sent a standard template letter from the Deputy Chief Constable offering suitable words of advice. NYCC officers will continue to liaise closely with North Yorkshire Police with respect to the pilot phase.

11.2 It is proposed that communities that are not successful in the random draw should still be given the opportunity to take part in the Temporary VAS initiative through their payment of a service not the purchase of a sign. In addition to the costs associated with rotation, installation and officer time communities would be expected to fund the equivalent cost of a sign assembly. The County Council would maintain ownership of the sign and would be responsible for the maintenance costs.

12.0 Anticipated Future Costs

12.1 The paragraph below sets out the revenue type work involved in any future roll out and the costs for each participant based on the actual costs incurred during the 'initial phase'.

Officer Tasks (Revenue)
- contacting parishes to confirm participation and arrange meeting
- meeting parishes to discuss scheme involvement, costs and agree sign locations
- finalising scheme costs and receiving payment
- co-ordinating sign deployments with contractor
- arranging maintenance of signs when required
- corresponding regularly with contractors regarding deployments
- corresponding with participants to resolve any problems

12.1.1 If an additional 14 signs are deployed onto the network and half of the 'initial phase' participants continue to participate as expected, revenue costs need to be recovered.

12.1.2 Based on all the tasks above and the time these tasks took during the 'Initial Phase' future officer time will be charged at £400 per year per participant. This cost does not include the cost of any traffic surveys required by the participants. Should any participating community wish to understand before/during speeds, they will be charged an additional £300 for a traffic survey to recover actual costs incurred. Therefore, this will be an optional extra for participants to consider paying for, should they so wish.

The table below sets out details of the costs that will be charged should the decision be made roll out the Temporary VAS protocol further:

Capital Expenditure Item	Anticipated Cost (excluding VAT)
Cost of vehicle activated sign assembly without data logger (including post + solar panel)	£2200.00 to be funded by the County Council through the Integrated Transport Capital Block Allocation
Retention Socket (Installed)	£500 (one-off cost)
Sign Rotation (three rotations per year)	£350 per year
Officer Time	£400 per year
7 day Speed Survey	£300 (optional)

12.2 <u>Case Study 1</u> – Based on the proposed charges the cost to the community for one sign (with one socket) to be rotated for four years would be £3500.

If communities were charged the same rates as the 'initial phase' the costs for one sign (with one socket) to be rotated over four years would have been either £1620 or a £1720, depending on where the retention socket was positioned.

The proposed charges include officer time (£1600) as well as additional contractor costs since the 'Initial Phase' was rolled out.

12.2.1 <u>Case Study 2</u> – Based on the proposed charges the cost for one sign (with one socket) to be rotated for four years (with one speed survey each year) would be £4700.

Speed surveys were undertaken free of charge during the 'initial phase'. The proposed charge for one speed survey per year over four years is £1200. This charge will cover the cost of the survey to the County Council and the time taken to analyse the data.

12.3 A comparison of the 'initial phase' costs involved and the proposed costs is as follows:

	'Initial Phase' Costs	Proposed Temporary VAS Initiative Costs
Sign Assembly	No Charge	No Charge
Socket Installation	£300 or £400	£500
Sign Rotation	£330 per year	£350 per year
Officer Time	No Charge	£400 per year
Speed Survey Cost	No Charge	£300 per survey

12.4 Any existing sites that had retention sockets installed during the 'initial phase' will not be charged for installation costs unless more sockets are required.

13.0 Equalities Implications

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

14.0 Financial Implications

14.1 The recommendation does have a financial impact as new stock will have to be purchased for new participants. If 14 sign assemblies were purchased to satisfy the likely initial demand this would cost approximately £32,000, which would be funded from the Integrated Transport capital block allocation.

14.2 The initial purchase of additional sockets and posts required for 14 signs would cost in the region of £13,000, which will be funded from Integrated Transport block allocation. The cost of the sockets will be recovered from the participants through the charge.

14.3 Revenue staff costs will be recovered through the introduction of a £400 per year fee for each participant.

15.0 Legal Implications

15.1 The 28 signs will remain in the ownership of NYCC throughout their effective life and responsibility for deployment and maintenance rests with NYCC. As they are purchased, owned and erected by NYCC, the Council's activity in this respect will be covered by its own insurance.

16.0 Recommendation

16.1 That Executive Members approve the future roll out of the Temporary VAS Protocol that includes introducing a charge, as set out on this report, to cover officer time costs.

16.2 For those parishes where limited finances may prohibit their participation in the Temporary VAS initiative, it is recommended that the Corporate Director in conjunction with BES Executive Members consider an appropriate approach. The expectation is that this will be informed, at least in part, by the development of Community Speed Watch in North Yorkshire by North Yorkshire Police.

16.3 That communities have the opportunity to pay a sum equivalent to the cost of a sign, in order to take part in the Temporary VAS initiative when the 28 signs are fully deployed.

16.4 That Executive Members approve the use of a random draw as a fair and objective method of identifying future participating communities in the Temporary VAS Protocol.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Allan McVeigh

Background Documents: None

Participating Parish By District	% Reduction in 85th%ile Speeds			% Reduction in Mean (average) Speeds			Existing Speeds (High/Medium/Low)			Daily Volume (High/Medium/Low)		
Richmondshire												
Catterick	-3.3%			-2%			Medium			Medium		
Barton	Not available			Not available			Medium			Low		
Hipswell	Not available			Not available								
Gilling West	9.3%			6.1%			Medium			Medium		
Middleham	11%			7.8%			High			Low		
Hambleton												
Hutton Rudby	12.1%	8.8%		15.4%	9.2%		High	High		Low	Low	
Sutton Under W/cliffe	5%	8%		5.8%	Not available		Med	Med		High		
Shipton by B/brough	7.96%			9.7%			Medium			High		
Newton on Ouse	Not comparable			Not available			Medium			Low		
Brompton	1.4%			1.1%			Medium			Medium		
Yorkshire Coast & Moors												
Hinderwell	5.5%	5.7%		4.4%	6.7%		Med	Med		Medium		
Sleights	-4.1%			-4.7%			Low			High		
Ryedale												
Swinton	4.1%			3.4%			Low			High		
Flaxton	3.6%			5.5%			High			Low		
Thornton Le Dale	9.2% 7.5%	-5.3% -8.9%		8% 5.6%	3.9% -9.8%		Med	Low		High	Low	
Sheriff Hutton	1.5%	15.6%		2%	13.2%		Low	Med		Low	Low	
Craven												
Cononley	2.6%			-2.2%			Low			Low		
Bentham	12.3%	11.1%		8.8%	9.2%		Med	Med		Low	Low	
Hetton	-5.8%			0.3%			Low			Low		
Giggleswick	2.2%	2.6%		3.1%	3.6%		Med	Med		Med	Med	
Harrogate												
Minskip	2.82%			2.17%			Medium			High		
Sharow	8.2	2.5	11.7	7.8	1.6%	10.6	High	Med	Med	Med	Med	Med
Scotton	-0.5%			0.1%			Low			Low		
Sicklinghall	15%	9.4%		12.1%	4.4%		Med	Med		Low	Low	
Knaresborough Town	3.9%	Not avail		5.3%	Not avail		High	Med		High	High	
North Stainley	Not comparable but could be 8.6%			Not comparable but could be 8.5%			High	Med		High	High	
Selby												
Riccall	10.7%			7.4%			Medium			Medium		
Wighall, Tadcaster	9.5%			8.7%			Medium			Medium		
Sherburn in Elmet	Not available			Not available								
Camblesforth	1.4%			0.5%			Low			High		
Stillingfleet	16.3%	-1.4%		15.2%	-1.5%		High	Low		Med	Med	

The green figures in the table above indicate a reduction in speed when the VAS was deployed. The red figures indicate a slight increase in speed when the VAS was

deployed. In locations with red text the majority of motorists travel under the speed limit so there is good compliance.

'High' speeds indicate recorded speeds well above the posted speed limit. (In the Speed Management Protocol these sites are classified as being Category 3). 'Medium' speeds are speeds at or close to the speed limit and 'Low' speeds are vehicle speeds well below the limit.

For a 'High' volume the site has in excess of 2000 vehicles per day. For 'Medium' volume the site has 1200 to 2000 vehicles per day and 'Low' volume indicates that less than 1200 vehicles use that particular stretch of road.

This categorisation of speeds and volume is for the purpose of this report only and is not taken from any legislation or guidance.

Shown below is the format of the results that have been issued to the participating communities. The table below for Stillingfleet highlights the fact that within one village there was both a reduction in speeds (30mph section) and an increase in speeds (40mph section) when the VAS was deployed. Volumes on both roads are similar but the compliance on each road is very different. This clearly shows how the VAS generally has a greater effect when 'before' speeds are high and volumes are high and has a minimal effect when speeds are low.

Date	27/04/2013	04/02/2014	17/09/2013	14/01/2013	20/05/2013	27/04/2013	04/02/2014	17/09/2013	14/01/2013	20/05/2013
	Stillingfleet, B1222 York Road (Southbound)					Stillingfleet, B1222 Cawood Road (Eastbound 40mph)				
	Tubes Before	Tubes During	VAS 1	VAS 2	VAS 3	Tubes Before	Tubes During	VAS 1	VAS 2	VAS 3
85th% (Mon - Fri)	45	37.8				43.9	42.7			
85th% (Sat)	46.2	39				43.6	44.4			
85th% (Sun)	46	38				43.9	43.9			
Mean Speed (Mon - Fri)	37.5	31.6				37.5	37.6			
Mean Speed (Sat)	38.1	32.5				37.5	38.6			
Mean Speed (Sun)	37.7	32.1				37.8	38.3			
Volume (Mon -Fri)	1238	1116	952	792	1172	1470	1194	1069	1098	918
Volume (Sat)	882	672	786	521	1035	1225	926	1028	1141	770
Volume (Sun)	673	564	789	558	789	1121	709	847	805	769
Mon - Fri %>30mph	88%	54%	63%	58%	51%	N/A	N/A	N/A	N/A	N/A
Mon - Fri %>35mph	58%	24%	33%	28%	26%	N/A	N/A	N/A	N/A	N/A
Mon - Fri %>40mph	N/A	N/A	N/A	N/A	N/A	24%	25%	35%	35%	36%
Mon - Fri %>46mph	N/A	N/A	N/A	N/A	N/A	7%	9%	13%	13%	13%
Sat %>30mph	87%	61%	67%	70%	52%	N/A	N/A	N/A	N/A	N/A
Sat %>35mph	64%	30%	37%	41%	26%	N/A	N/A	N/A	N/A	N/A
Sat %>40mph	N/A	N/A	N/A	N/A	N/A	21%	35%	33%	34%	35%
Sat %>46mph	N/A	N/A	N/A	N/A	N/A	7%	14%	12%	13%	12%
Sun %>30mph	87%	61%	66%	68%	63%	N/A	N/A	N/A	N/A	N/A
Sun %>35mph	65%	29%	37%	34%	32%	N/A	N/A	N/A	N/A	N/A
Sun %>40mph	N/A	N/A	N/A	N/A	N/A	25%	31%	34%	37%	32%
Sun %>46mph	N/A	N/A	N/A	N/A	N/A	9%	12%	12%	13%	11%

For Sutton Under Whitestonecliffe an 'after' survey was also commissioned to see if the VAS had a lasting effect on driver behaviour after removal. For most days 'after'

speeds were higher than 'during' speeds but lower than 'before' speeds. The results from the analysis can be seen below. The duration of the speed reducing legacy effect was not recorded.

	Tubes Before	Tubes During	Tubes After
85th% (Mon - Fri)	34.4	32.7	33.6
85th% (Sat)	34.4	32.3	33.9
85th% (Sun)	33.9	32.5	34.1
Mean Speed (Mon - Fri)	30.3	28.7	29.8
Mean Speed (Sat)	30.8	28.5	30.3
Mean Speed (Sun)	30.3	28.9	30.4
Volume (Mon -Fri)	2828	3578	2477
Volume (Sat)	2545	3953	2112
Volume (Sun)	2938	3733	2165

The 'after' speeds in the table above were recorded one week after the removal of the VAS and one week after the 'during' data was collected. The duration of the lower speeds following removal of the sign is unknown but this legacy example is encouraging.

Equality Impact Assessment Screening Document

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA') **This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.**	
Directorate	BES
Service area	Highways & Transportation
Proposal being screened	Temporary VAS Protocol
Officer(s) carrying out screening	James Smith
What are you proposing to do?	Continue with the operation of the Temporary VAS Protocol as agreed by NYCC Executive in December 2014.
Why are you proposing this? What are the desired outcomes?	To allow the VAS Protocol to continue to provide Vehicle Activated Signs (VAS) to communities across North Yorkshire on a rotational basis, as part of the Council's work to reduce speed related collisions.
Does the proposal involve a significant commitment or removal of resources? Please give details.	There will be no removal of resources as a result of continuing to operate the protocol, the resource commitment remains as already established, with officer time covered by participants in the protocol.

Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?
As part of this assessment, please consider the following questions:
- To what extent is this service used by particular groups of people with protected characteristics?
- Does the proposal relate to functions that previous consultation has identified as important?
- Do different groups have different needs or experiences in the area the proposal relates to?

If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.

Protected characteristic	Yes	No	Don't know/No info available
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	

NYCC additional characteristic			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	**No – It is not proposed to make any changes to the current protocol.**		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No – It is not proposed to make any changes to the current protocol.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	It is not proposed to make any changes to the current protocol, therefore there are no equalities implications.		
Signed (Assistant Director or equivalent)	*Barrie Mason*		
Date	*19.10.2017*		

North Yorkshire County Council

Business and Environmental Services

Transport, Economy and Environment Overview and Scrutiny Committee

31 October 2017

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 current Northern and TransPennine rail franchises. The report also provides Members with an overview of the rail industry to aid an understanding of the railway structure.

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 the 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 the North Yorkshire population can access an HS2 hub (York, Leeds, Darlington) within 40 minutes;
- 75% of the population to access a conventional railway station within 20 minutes

2.5   In August 2016 the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Members allocated funding for rail station studies at key locations across North Yorkshire. These include the feasibility of a new station at

Cross Hills which will be the subject of a report to the next Craven Area Committee and then BES Executive Members after that and also feasibility studies for Northallerton, Thirsk, Seamer, Malton, Selby, Harrogate and Skipton railway stations this is on-going work and will be reported back on next year.

2.6   Access to stations work is also on-going in relation to the LTP target for conventional railway station.

2.7   An Esk Valley Railway Stakeholder Working Group has been created and is currently reviewing the options and potential timetable that could operate in light of the York Potash Ltd. Section 106.

2.8   The policy relating to line re-openings remains the same as last year. After the Committee meeting last year we met with Network Rail in respect to the Ripon Line reopening and as far as the County Council is aware, nothing further has been developed.

3.0   Timetable Changes in North Yorkshire in the next year

Timetable December 2017:
- Enhancing Bradford – Ilkley & Skipton Sunday services to hourly
- Enhancing Harrogate Line Sunday services

Timetable May 18:

Leeds – Harrogate & York – Northern
- Introduction of 4 trains per hour weekdays between Leeds and Harrogate enabling provision of new limited stop as well as retaining an all station service.

Scarborough – Seamer Malton – York – Transpennine
- Earlier train from Scarborough – York and on to Leeds and Manchester, giving an arrival in York before 0700 and London before 0900.
- Later train back in the evening
- Improvements to the Sunday service

Hull - Selby – Leeds – Manchester – Transpennine
- General improvement in services
- Improved Sunday service

Northallerton and Thirsk – Transpennine
- Improved spacing of the trains to/from York
- Improved Sunday service
- Improvements in commuting to / from Northallerton

Leeds – Lancaster – Northern
- Additional weekday trains and, after representation through our Consultation process, retention of through services to/from Morecambe

Leeds - Carlisle - Northern
- Additional weekday and Sunday trains, with revision of service to better meet customer requirements

Leeds – Selby & York - Northern
- The hourly weekday service between Leeds and Selby remains as now and a Sunday service introduced
- The hourly weekday service between Leeds and York, the through service to/from Calder Valley and East Lancashire runs fast between Leeds and York, with Church Fenton call only

York – Selby & Hull - Northern

- Increasing frequency of Hull – York to an hourly through service all day, for most communities along the line

Hull – Bridlington - Scarborough - Northern
- Introduction of an hourly service between Bridlington and Scarborough for most communities along the line
- Earlier morning arrival in Scarborough from Filey and connections to York
- After representation through our Consultation process, retention of through services Bridlington to/from Doncaster and Sheffield

Later services across North Yorkshire
In an on-going initiative Northern and Transpennine are working with Network Rail to provide later evening services, especially out of the major centres.

Virgin Trains East Coast, Arriva Cross Country, Grand Central and Hull Trains
Major changes to these timetables will not take place until 2019.

3.1 **Trains**
All of the operators in North Yorkshire are refurbishing / modernising their trains with totally new interiors, wifi, power points and a lot more, and some are already appearing on the network. Over the next two years there will be the gradual introduction of new trains across the North ready for full introduction in December 2019.

3.2 **Stations**
Northern and Transpennine have improvement plans for many stations in North Yorkshire aimed at improving the customer experience including better information and improving cycle provision.

3.3 Details of Northern's plans for stations in North Yorkshire are attached as Appendix A. The next year is very much the start of a transformation of rail services, across North Yorkshire.

4.0 Structure of the Rail Industry

4.1 North Yorkshire County Council works with, are members of, or support at various levels all of the organisations below.

Government Department for Transport (DfT)
Provide strategic direction and funding to the railways
- To ensure delivery of improved operational and financial performance and safety by the railway
- To secure appropriate rail passenger services at an acceptable price through effective specification and procurement
- To develop and deliver a robust, affordable and sustainable strategy for the development of the railway that supports wider transport objectives
- To ensure the cost effective and timely delivery of major rail projects

Office of Rail and Road (ORR)
This is the independent regulator for the rail industry and works closely with the DfT to help ensure a safe (the Rail Safety Standards Board (RSSB) is part of this), efficient and value for money rail network. The ORR also seeks to ensure that the rail industry is competitive and fair.

High Speed 2 (HS2)
Delivering High Speed Rail Services to London - Birmingham - Nottingham - Sheffield - Leeds - York and the North East by 2033.

Network Rail (a subsidiary of the Department for Transport)
Is the owner and infrastructure manager of the national rail network
- 20,000 miles of track
- 40,000 bridges, tunnels and viaducts
- 2,500+ stations
- 1'000s of level crossings
- Devise the national Railway Timetable - but do not run passenger trains
- Deliver a safe and reliable railway
- Deliver multi billion pound upgrades

Transport for the North
Creating the first ever comprehensive transport strategy for the North, covering roads, rail, freight, airports and smart ticketing.
For rail this is looking at a new High Speed Rail Service across the North between Liverpool - Manchester - Sheffield - Leeds - Newcastle - Hull.
The development of a Long Term Rail Strategy for the North including capacity, connectivity and cohesion of the network.

Rail North
Represents the 25 Local Transport Authorities across the North and in partnership with the Department for Transport has successfully specified and currently manages the Northern and Transpennine (Train Operating Companies - TOCs) franchises.

Train Operating Companies (TOCs)
- Run passenger services, including developing timetables on the basis of the infrastructure provided by Network Rail
- Leasing and managing stations from Network Rail
- Are the winners of a bidding process for passenger franchises that normally last between 7and 10 years
- Lease trains / rolling stock to operate their services
- Virgin Trains East Coast, First Transpennine Express, Arriva Rail North(Northern) Arriva Cross Country are the major franchised train operators in North Yorkshire

Open Access Operators / Freight Operating Companies (FOCs)
Use "network spare capacity" and pay Network Rail access charges and permission from the ORR to operate trains. Grand Central and First Hull Trains operate in North Yorkshire.

Community Rail Partnerships (CRPs)
Mainly targeted at less well used lines and encourage community engagement, especially station adoption. CRP's have powers through Department for Transport through designation and working with the rail operators can develop timetables, create fares as well as promoting the line. North Yorkshire has four very active CRPs:-
➢ Esk Valley Railway Development Company
➢ Yorkshire Coast Community Rail Partnership
➢ Leeds – Lancaster Morecambe CRP
➢ Settle & Carlisle

National Groups / User Groups

Transport Focus is an independent transport user watchdog and campaign for improvements to the passenger experience. They provide the National Rail Passenger Survey and the results are used widely by many of the organisations above.

There are many of these in North Yorkshire at a national level there is Railfuture and Campaign for Better Transport to name two. Locally there is the Harrogate Line Supporters Group, Selby & District Rail User Group, Northallerton & Thirsk Rail User Group and Aire Valley Rail User Group to name a few.

5.0 Legal Implications

5.1 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

6.0 Financial Implications

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

7.0 Equalities Implications

7.1 Consideration has been given to the potential for any equalities implications arising from the recommendation. This report is an update for information report and it is the view of officers that the recommendation will not have any equalities implications, therefore an Equalities Impact Assessment is not required.

8.0 Recommendation

8.1 To note the contents of the update.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Graham North

Background Documents: None

Northerns Station Improvement Plans for North Yorkshire by December 2019

Station	Footfall	Phase	Start on Site	Finish on Site	Replacement New Waiting Shelters	Replacement New Waiting Shelters	Existing Shelter Refurbishment	Existing Shelter Refurbishment	Waiting Room Refurb	Waiting Room Refurb	Toilet Refurb	Seating	Modular Building SIF	Modular Building - Unstaffed Stations	Accessibility - Humps	Accessibility - Hub	Customer Information Screens	PA (TTS Upgrade)	CIS and TTS	Help Point	Wi-Fi - Connect	CCTV	Safe by Design	Ticket Vending Machine	Signage
Battersby	Low	Phase 5	TBC	Dec-19															X			X			
Bentham	Low	Phase 4	TBC	Dec-19	X		X					X								X		X	X	1	X
Castleton Moor	Low	Phase 5	TBC	Dec-19	X																	X		1	X
Cattal	Low	Phase 1	Late July	Early Nov	X	X		X				X							2	X		X	X	1	X
Church Fenton	Low	Phase 1	Late Sept	Mid Nov																		X	X	1	
Clapham	Low	Phase 4	TBC	Dec-19			X	X				X							2	X		X	X	1	X
Commondale	Low	Phase 5	TBC	Dec-19			X												X			X		1	X
Cononley	Medium	Phase 2	TBC	Sep-18	X	X								X									X	1	X
Danby	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
Egton	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
Filey	Medium	Phase 2	TBC	Sep-18					X		X	X										X	X	1	X
Gargrave	Low	Phase 4	TBC	Dec-19			X	X				X							2	X		X	X	1	X
Giggleswick	Low	Phase 4	TBC	Dec-19			X					X							2	X		X	X	1	X
Glaisdale	Low	Phase 4	TBC	Dec-19	X	X												X		X		X		1	X
Grosmont	Low	Phase 4	TBC	Dec-19	X		X					X			X			X		X		X		1	X

Station	Footfall	Phase	Start on Site	Finish on Site	Replacement New Waiting Shelters	Replacement New Waiting Shelters	Existing Shelter Refurbishment	Existing Shelter Refurbishment	Waiting Room Refurb	Waiting Room Refurb	Toilet Refurb	Seating	Modular Building SIF	Modular Building - Unstaffed Stations	Accessibility - Humps	Accessibility - Hub	Customer Information Screens	PA (TTS Upgrade)	CIS and TTS	Help Point	Wi-Fi - Connect	CCTV	Safe by Design	Ticket Vending Machine	Signage
Hammerton	Low	Phase 1	Mid Aug	Early Oct	X		X		X											X		X	X	2	X
Harrogate	High	Phase 1	Early Oct	Late Nov												X							X	1	
Hellifield	Low	Phase 4	TBC	Dec-19															2	X		X	X	1	
Hornbeam Park	High	Phase 2	TBC	Sep-18	X	X						X		X									X	1	X
Horsforth	High	Phase 2	TBC	Sep-18					X	X		X											X	1	X
Horton-in-Ribblesdale	Low	Phase 4	TBC	Dec-19															2			X	X	1	
Hunmanby	Low	Phase 3	TBC	Dec-18	X	X													2			X	X	1	X
Kildale	Low	Phase 4	TBC	Dec-19																					X
Knaresborough	High	Phase 2	TBC	Sep-18									X										X	1	
Lealholm	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
Long Preston	Low	Phase 4	TBC	Dec-19								X			X				2			X	X	1	
Pannal	Medium	Phase 2	TBC	Sep-18	X	X						X	X									X	X	2	X
Ribblehead	Low	Phase 4	TBC	Dec-19					X										2			X	X	1	X
Ruswarp	Low	Phase 4	TBC	Dec-19	X							X							X	X				1	X
Settle	Medium	Phase 2	TBC	Sep-18					X								2	2				X	X	2	X
Sherburn-in-Elmet	Low	Phase 4	TBC	Dec-19																		X	X	1	
Skipton	High	Phase 2	TBC	Sep-18																			X	1	

Station	Footfall	Phase	Start on Site	Finish on Site	Replacement New Waiting Shelters	Replacement New Waiting Shelters	Existing Shelter Refurbishment	Existing Shelter Refurbishment	Waiting Room Refurb	Waiting Room Refurb	Toilet Refurb	Seating	Modular Building SIF	Modular Building - Unstaffed Stations	Accessibility - Humps	Accessibility - Hub	Customer Information Screens	PA (TTS Upgrade)	CIS and TTS	Help Point	Wi-Fi - Connect	CCTV	Safe by Design	Ticket Vending Machine	Signage
Sleights	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
South Milford	Medium	Phase 4	TBC	Dec-19	X	X						X										X	X	1	X
Starbeck	Medium	Phase 2	TBC	Sep-18	X	X						X		X						X		X	X	2	X
Ulleskelf	Low	Phase 5	TBC	Dec-19			X																X	1	X
Weeton	Low	Phase 1	Early Oct	Early Nov																		X	X	3	
Whitby	Medium	Phase 4	TBC	Dec-19														X				X		1	X

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

31 October 2017

Reports of the NYCC representatives on the Airport Consultative Committees

1.   Purpose of Report   To consider the reports of the North Yorkshire County Council representatives on the Airport Consultative Committees of Durham Tees Valley Airport, Leeds Bradford Airport and Robin Hood Airport.

2.   Background

2.1   The Transport, Economy and Environment Overview and Scrutiny Committee receives an annual report from the County Council's representatives on the Airport Consultative Committees of Durham Tees Valley Airport, Leeds Bradford Airport and Robin Hood Airport.

2.2   The NYCC representatives are as follows:
- Durham Tees Valley Airport - County Councillor David Jeffels
- Leeds and Bradford Airport - County Councillor Cliff Trotter
- Robin Hood Airport - County Councillor Chris Pearson

2.3   Attached at Annex 1 is a written report from County Councillor David Jeffels. He will also be present at the meeting to respond to questions. County Councillor Chris Pearson and County Councillor Cliff Trotter will be providing verbal reports at the meeting and will respond to questions.

3.   Recommendations

The Committee is recommended to note the information in the reports of the NYCC representatives on the Airport Consultative Committees of Durham Tees Valley Airport, Leeds Bradford Airport and Robin Hood Airport.

Report compiled by:

Jonathan Spencer, Corporate Development Officer

Tel: 01609 780780

jonathan.spencer@northyorks.gov.uk

24 October 2017

Background documents: None

Annexes: Annex 1: Report of the NYCC representative on the Durham Tees Valley Airport Consultative Committee

Durham Tees Valley Airport Consultative Committee
County Councillor David Jeffels

While the airport, which is on the North Yorkshire County boundary, has had a seven per cent reduction in passenger numbers in the past year, there are now encouraging signs that aircraft traffic is going to be on the increase.

Scottish-based Logan Air is starting a service operating between Aberdeen, Durham Tees Valley Airport (DTVA) and Norwich, mainly due to the development of the big wind farm at Dogger Bank, about 100 miles of the Yorkshire coast and Whitby. That has resulted in Eastern Airlines dropping its prices and introducing better aircraft and it is hoped that this may trigger other small airlines to use DTVA. KLM the Dutch airline which provides a shuttle service between DTVA and Schipol (Amsterdam) is changing its marketing strategy and now has a regional sales manager, Emma Rogers, who it is hoped will boost business.

At its last meeting the Consultative Committee was told that there could be interest in a representative of an airline and retailers being members of the Committee, which already has an ABTA rep.

A new concourse has been developed at the Airport where among activities it is providing is IT Training.

The airport owner, Peel, is expected to spend £750,000 on new X ray equipment and the company's total investment in improvements to the airport could total £1.8 m. Both the development of the concourse and the security investment are seen as very positive steps forward to safeguard the future of the airport. In addition it is planned to open a small duty free retail unit at the airport.

A housing development of about 350 homes on airport land, but which is surplus to airport activity requirements, has been giving outline approval and the proceeds from the land sale will no doubt be used to enhance facilities at DTVA.

Logan Air has now announced that it will sponsor the "Away" game shirts of Middlesbrough FC and is also linking an advertising campaign with the Football League club.

In conclusion it is vital that the airport is sustainable because it has the potential to benefit North Yorkshire's economy especially as it is so accessible to many people in the county. (I can travel to the Airport for meetings in less time that travelling from Scarborough to Leeds-Bradford Airport). The Consultative Committee is in a position to encourage and support future plans for the Airport.

If any Member of the Transport, Economy and Environment Overview and Scrutiny Committee has any queries please let me know.

DAVID JEFFELS
NYCC Representative, Durham Tees Valley Airport Consultative Committee

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

31 October 2017

Work Programme

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1   Purpose of Report

1.1   This report asks the Committee to:

      a.   Note the information in this report.

      b.   Confirm, amend or add to the areas of work shown in the work programme schedule (**Appendix A**).

---

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   Updates

Mid Cycle briefing: 11 September 2017

3.1   Group Spokespersons were presented with and discussed North Yorkshire County Council's Plan for Economic Growth, which was approved earlier this year.

3.2   The plan was developed in order for the County Council to take a greater leadership role in delivering economic growth and local regeneration across North Yorkshire and also aligning the Councils wider activities across the organisation to support growth. Changes to the way that local government is funded, (such as increased business rate retention), has meant that both demand for local authority services and the capacity of local authorities to deliver them, is increasingly linked to the economic health of the communities they serve. The government's consultation on its Industrial Strategy earlier this year also highlighted the benefits of having a clear plan for economic growth providing the basis for the County Council's engagement with government departments. The aims of the County Council's Plan for Economic Growth are:

- A larger business base and increased numbers of good quality jobs.
- People across the County have equal access to economic opportunity.
- Increase the overall median average wage.

3.3   The discussion at the Mid Cycle briefing was linked to Brexit and how the seven 'enablers' in the plan will contribute towards supporting the local economy now and in the future.

3.4   It was noted at the meeting that a key priority for economic development in the county will be to identify employment sites and put in the right level of infrastructure to attract businesses to those sites especially those in future growth sectors. These include food manufacturing; energy production; creative, digital and media industries; and high value manufacturing industry.

3.5   Members expressed concern about the continuing presence of the low wage economy in North Yorkshire especially in coastal areas, not helped by the poor East-West road and rail connections in the county.

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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

Tel: (01609) 780780
Email: jonathan.spencer@northyorks.gov.uk

19 October 2017

Appendices: Appendix 1 – Work Programme Schedule

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2017/18

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	20 July 2017 10am	31 Oct 2017 10am	23 Jan 2018 10am	10 April 2018 10am	12 July 2018 10am	25 Oct 2018 10am	24 Jan 2019 10am	17 April 2019 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only.	21 Sept 2017 10am	7 Dec 2017 10am	8 March 2018 10am	7 June 2018 10am	12 Sept 2018 10am	6 Dec 2018 10am	7 March 2019 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 2017/18			
Meeting	**Subject**	**Aims/Terms of Reference**	
31 October 2017	Adult Learning Service	Overview of the County Council's Adult Learning Service	
	Vehicle Activated Speed Signs	Update on the rollout of VAS to parishes in North Yorkshire	
	Rail developments	Update report on the rail franchise, Rail North and Transport for the North, and discussions on reinstatement of railway lines	
	Airport Consultative Committees	Update report by the County Council's representatives on: • Leeds/Bradford International Airport • Durham and Tees Valley Airport • Robin Hood Airport	
23 January 2018	YNYER LEP	Annual update on the work of the York, North Yorkshire and East Riding Local Enterprise Partnership	
	Allerton Waste Recovery Park	To advise Members on the arrangements for the Allerton Waste Recovery Park becoming operational in early 2018, including commissioning and contract management arrangements	
	Local Nature Partnership	Update on the work of the Local Nature Partnership	
12 July 2018	Highways Maintenance Contract	To receive the annual report on actions being put in place by the highways maintenance & highways improvement contractor (Ringway) to improve performance and communications	
	Highways England	Regular annual update	
	Road casualties	To advise Members of the road casualty figures in 2017 and the work of the 95Alive Partnership	
	Brake	Overview of the work of the road safety charity	

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Items where dates have yet to be confirmed	Banks and post offices	The closure of banks and post offices in North Yorkshire and their impact	
	Apprenticeships	To provide an update on the County Council's progress in supporting apprenticeships in North Yorkshire including responding to the new apprenticeship levy introduced in April 2017.	
	20 mph speed limit policy	Response to the publication of the National Research project by the Department for Transport examining 20mph speed limits.	
	Promoting access to our heritage	To be provided with an overview of the heritage service and promote discussion	

Possible future overview reports and presentations from external partner organisations			
Meeting	**Subject**	**Aims/Terms of Reference**	
	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**	
The North Yorkshire economy post-Brexit	Steering group comprising of the Group Spokespersons set up to consider the measures required to support the local economy following the triggering of Article 50 of the Treaty of Lisbon by the UK government.	March 2017 onwards	

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