

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

23 January 2018

Work Programme

1 Purpose of Report

1.1 This report asks the Committee to:

- a. Note the information in this report.
- b. Confirm, amend or add to the areas of work shown in the work programme schedule (**Appendix 1**).
- c. Approve the draft scope of the Vehicle Activated Signs Review (**Appendix 2**).

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: 13 December 2017Building a strong rural economy outside EU

3.1 Group Spokespersons received an update from the LEP looking at the measures required to support the local economy post-Brexit, and the work that The York, North Yorkshire & East Riding LEP is doing to assist in this regard. This includes:

- Working with rural LEPs across the UK to develop a proposition for government on how as a group of LEPs they can positively support the government to address the challenges and take the opportunities that arise from Brexit.
- Working locally with key stakeholders, specifically focused on the challenges facing agriculture and opportunities arising from Brexit. This process has included key stakeholders such as NFU, CLA, FSB and National Parks.

- 3.2 The key challenges and more importantly the emerging opportunities of Brexit relate to:
- **Farming and Common Agricultural Policy** (moving to a payment system based on outcomes relating to food production, flood prevention and environmental enhancement)
 - **Workforce** (investing in technology and innovation/retaining young talent/creating a higher skilled workforce especially in rural areas)
 - **Rural Productivity** (replacing the Common Agricultural Policy with a policy based upon rewarding farmers for productivity improvements/developing enterprise zone type incentives to support key rural growth hotspots/investing in next generation connectivity)
 - **Rural Delivery** (developing a model for rural proofing across government departments/ensuring rural is built into the design of the Shared Prosperity Fund/developing a 'virtual' rural innovation group, identifying and sharing national and global best practise and innovation in rural delivery/developing new shared and affordable housing models targeted at a young skilled workforce).

Devolution

- 3.3 Group Spokespersons also received a briefing on devolution in Yorkshire. At the time of the meeting there were a number of competing models with no definitive timescale for resolution and the Department for Communities and Local Government appeared to be against a single devolution deal for Yorkshire due to concerns that it would unravel the Sheffield City Region deal. In late December 2017 however, The Rt Hon. Sajid Javid MP, Secretary of State for Communities and Local Government, confirmed that if South Yorkshire councils are willing to implement the Sheffield City Region agreement, some or all of the councils involved could then choose to join a One Yorkshire devolution deal.

Section 19 and Section 22 Permits

- 3.4 A briefing on possible changes to Section 19 Permits (standard and large bus permits) and Section 22 Permits (community bus permits) was provided to Group Spokespersons.
- 3.5 Under The Transport Act 1985 there are currently certain exemptions for transport operators from various licensing arrangements, for example if the service being provided is considered to be 'non-commercial'. Following a complaint filed by a group of bus operators against the DfT, the DfT, through its delivery arm The Driver and Vehicle Standards Agency investigated a community transport operator in Derbyshire and found that it could not apply for a non-commercial exemption and so should be operating a full operators' licence. The legal position is that the same "undertaking" cannot undertake both commercial and non-commercial work.
- 3.6 The DfT is to undertake a public consultation which will set out the detailed changes which are required in order to update current guidance, together with proposed amendments to the Transport Act 1985. Until the specific details of such changes are known the full impact for North Yorkshire County Council's contracted suppliers and in-house operations cannot be established but officers in North Yorkshire County Council's Integrated Passenger Transport Unit continue to monitor the position. The consultation will be brought to the

Transport, Economy and Environment Overview and Scrutiny Committee for discussion.

4 Vehicle Activated Speed Signs review

- 4.1 At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 31 October 2017, the Committee recommended to the relevant Executive Member for BES that officers be asked to look at producing a policy on how parishes could purchase their own Vehicle Activated Speed signs. Officers were also asked to provide the real life costs to a parish of purchasing and maintaining a Vehicle Activated Speed sign. The Executive Member has subsequently asked for the Transport, Economy and Environment Overview and Scrutiny Committee to undertake a task group review of the VAS protocol.
- 4.2 The Committee is asked to set up a task group and approve the draft scope of the review in **Appendix 2**. It is envisaged that the task group will hold its first meeting on 8 March 2018 at the scheduled mid cycle briefing meeting. In the meantime research will be undertaken on the policies in place by other county councils in England. It is proposed that the task group's report with recommendations will be presented to the Committee at its meeting on 12 July 2018 and, as part of the review, parish councils will be surveyed to find out how many would be prepared to pay for a VAS; what their perceived issues are of speeding in their local area; and their reasons for not taking part in other initiatives notably the Community Speed Watch initiated by North Yorkshire Police.

5 Recommendations

- 5.1 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.
 - c. Approves the draft scope of the Vehicle Activated Signs Review.

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12 January 2018

Appendices: Appendix 1 – Work Programme Schedule 2018/19
 Appendix 2 – Draft scope of the Vehicle Activated Signs Review

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2018/19

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	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.	8 March 2018 10am	7 June 2018 10am	19 Sept 2018 10am	5 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 2018/19

Meeting	Subject	Aims/Terms of Reference
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
10 April 2018	Adult Learning and Skills Service	Update on the measures put in place in response to the Ofsted inspection held in June 2017
	SEND Home to School Transport	Consultation responses to SEND Home to School Transport – Proposed policy changes
	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.
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
	20s Plenty For Us	Overview of the work of the campaign group for 20mph to become the default speed limit on residential and urban streets

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Items where dates have yet to be confirmed	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	
	Electric charge points for electric/hybrid vehicles	To be provided with an overview of the progress of installing electric charge points in the county for electric/hybrid vehicles and to discuss strategies to lever in investment to increase the number of charge points and to promote the use of electric/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.	Ongoing (commenced March 2017)	
Vehicle Activated Speed Signs	Task group to review the protocols on temporary vehicle activated speed signs with a view to allowing parish councils to purchase, install and maintain their own speed matrix signs on a permanent basis.	March 2018 onwards	

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

Transport, Economy & Environment Overview & Scrutiny Committee

Plan of Scrutiny Review

TOPIC	Vehicle Activated Signs (VAS)
BACKGROUND	<p>Vehicle activated signs (VAS), are road side digital signs that display a message when they are approached by a vehicle exceeding the speed limit or going too fast for the type of road. There are three types of VAS – mobile, permanent and temporary.</p> <p>A task group of the Transport, Economy and Environment Overview and Scrutiny Committee met in 2012. It recommended the introduction of a Temporary VAS Protocol, alongside the existing protocols in place for permanent VAS and mobile speed matrices. 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.</p> <p>The Temporary VAS Protocol was developed for those communities with local speeding concerns but which, following assessment through the Speed Management Protocol, fell below the threshold required for further action by the 95 Alive Road Safety Partnership.</p> <p>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.</p> <p>The final list of communities invited to participate in the 'initial phase' were selected by a prioritised random draw by the BES Executive Members. Each of the 31 participants had three six week deployments of at least one VAS over the course of 12 months.</p> <p>The overall findings of the 'initial phase' and proposed way forward were reported to the NYCC Executive on 9 December 2014. 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. 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.</p> <p>The agreed way forward allowed for any community that raises</p>

	<p>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.</p> <p>At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 31 October 2017, a number of Members felt that a change in the protocol would be advisable to relax the rules to allow communities to purchase speed matrix signs. Officers expressed a number of reservations about this approach due to the risks of proliferation and reduced effectiveness of the signs.</p>	
OBJECTIVES	<p>To consider providing parish councils with the opportunity to fund the purchase and maintenance costs of Vehicle Activated Speed signs where there is 'proven' public concern and where agreed by the County Council.</p> <p>To take evidence from stakeholders and parish councils on the proposal and also to ascertain policy approaches elsewhere in other local authorities, chiefly shire counties.</p> <p>To take evidence from NYCC Officers regarding the potential risks and benefits of the proposal to Parish Councils, NYCC and other parties.</p>	
REASONS FOR REVIEW	<ul style="list-style-type: none"> Some parish councils have reported to Members that they wish to purchase their own VAS to address speeding concerns in their area. An in-depth review is therefore required to examine the feasibility of this option. Speeding appears to remain the number one issue for many parish councils and the current prioritisation process in the County Council's temporary VAS scheme limits the number of parish councils with speeding concerns able to take part in the scheme. 	
Council Plan: key ambitions 2017-2021) (tick most appropriate)	<ul style="list-style-type: none"> Every child and young person has the best possible start in life 	√
	<ul style="list-style-type: none"> Every adult has a longer, healthier and independent life 	√
	<ul style="list-style-type: none"> North Yorkshire is a place with a strong economy and a commitment to sustainable growth that enables our citizens to fulfil their ambitions and aspirations 	
	<ul style="list-style-type: none"> We are a modern council which puts our customers at the heart of what we do. 	√

TASK GROUP MEMBERS	To be determined at the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee to be held on 23 January 2018. Group Spokespersons recommend that the task group comprises Group Spokespersons and an additional Committee Member (four persons).
PARTICIPANTS/ STAKEHOLDERS	County Council Highways & Transportation Officers Parish Councils/Yorkshire Local Councils Association 95Alive Representatives
METHOD	<p>Task group to provide officers with a Member led sounding board This would involve:-</p> <ul style="list-style-type: none"> • Survey sent to parish councils - 12 weeks consultation (in line with North Yorkshire County Council’s Parish Charter) • Taking evidence from NYCC Highways, NY Police • Ascertaining other county councils’ policies relating to VAS including where parish councils are able to purchase their own VAS <p>Future meetings to be scheduled by the task group. This could also include a visit to a local authority where parish councils are able to purchase and own a VAS.</p> <p>Final report to be submitted to the Committee’s meeting on 12 July 2018.</p>
ISSUES	<p>Issues that would need to be addressed should the policy be changed to allow parish councils to fund the purchase and maintenance costs of VAS include:</p> <ul style="list-style-type: none"> • Parish councils providing evidence to show that there is proven public concern about speeding in their parish. • Ensuring that there is not a proliferation of signs so that the additional signs purchased by parish councils will not reduce the effectiveness of existing permanent and temporary VAS in the county in reducing vehicle speeds. • Should there be consistency of design in the signs purchased by parish councils – the use of a single approved provider? • Signs not being rotated by parish councils leading to the initial reduction in speed (‘novelty effect’) that a VAS produces wearing off. • Examining the feasibility of parish councils joining together to rotate a sign locally. Should there be a requirement placed on parishes to only be able to purchase a sign if a group of parish councils agree to rotate a sign/s – how would this be enforced and how practical would this be for parish councils to achieve? • Ongoing maintenance costs over and above the initial purchase costs – the level of commitment of parish councils to

	<p>paying for and arranging the maintenance of signs.</p> <ul style="list-style-type: none"> • Liability/insurance implications for parish councils and the County Council. • Financial risks for parish councils and the County Council, including how to deal with failing or time expired equipment if the parish is no longer able or willing to support it. • Resourcing requirements for the County Council in relation to providing advice to parish councils, and enforcement, regarding the siting of VAS on the public highway. • Examining the reasons why parish councils are not taking part in other speed reduction initiatives notably the Community Speed Watch initiated by North Yorkshire Police. • The scope for the County Council to extend the temporary VAS scheme after the current pilot scheme has ended, to include more parish councils.
WORK PROGRAMME	Report to go to 12 July 2018 Committee meeting, Executive – July/August 2018 – meeting date to be confirmed
SUCCESS INDICATORS	That the task group is able to contribute in a practical way to calls from parish councils to allow them to purchase VAS signs, by producing a report with recommendations that take into account the issues and practical implications of revising the current policy.
ESTIMATE OF RESOURCES REQUIRED	<ul style="list-style-type: none"> • Task group meetings – a minimum of two. • Wherever possible task group meetings will be held on the same day as other meetings that task group Members are attending in order to reduce travel costs • Officer support – Policy, Performance & Partnerships