

Agenda

Meeting: Transport, Economy and Environment Overview & Scrutiny Committee

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

Date: Thursday 12 July 2018 at 10.00am

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Business

1. **Minutes of the meeting held on 10 April 2018** (Pages 6 to 15)
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 Monday 9 July 2018, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);

- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

	<i>Suggested timings if no public questions or statements</i>
4. Corporate Director's update – Oral update from NYCC Corporate Director – Business and Environmental Services	10:00-10:30
5. Highways England – Report of Service Delivery Manager - Highways England – REPORT TO FOLLOW	10:30-11:00
6. Road Casualties – North Yorkshire – Report of NYCC Corporate Director – Business and Environmental Services (Pages 16 to 25)	11:00-11:30
7. 20s Plenty – Report from the 20s Plenty campaign group (Pages 26 to 27)	11:30-12:00
8. Vehicle Activated Signs Review – Report of the Transport, Economy and Environment Overview & Scrutiny Committee Task Group – REPORT TO FOLLOW	12:00-12:15
9. Work Programme – Report of the Principal Scrutiny Officer (Pages 28 to 33)	12:15-12.20
10. Such other business as in the opinion of the Chairman should by reason of special circumstances be considered as a matter of urgency.	12:20

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

4 July 2018

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

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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.

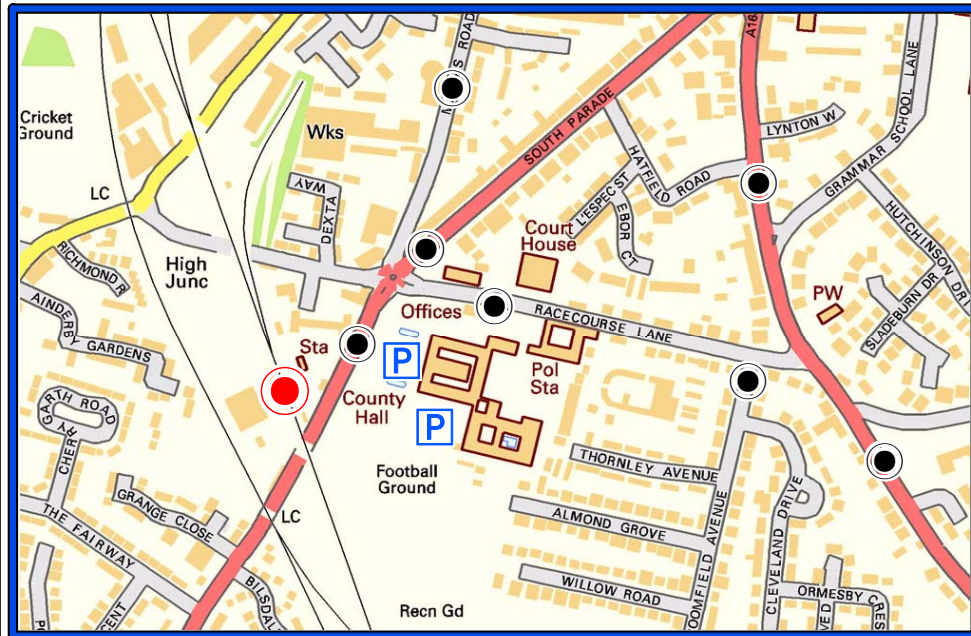
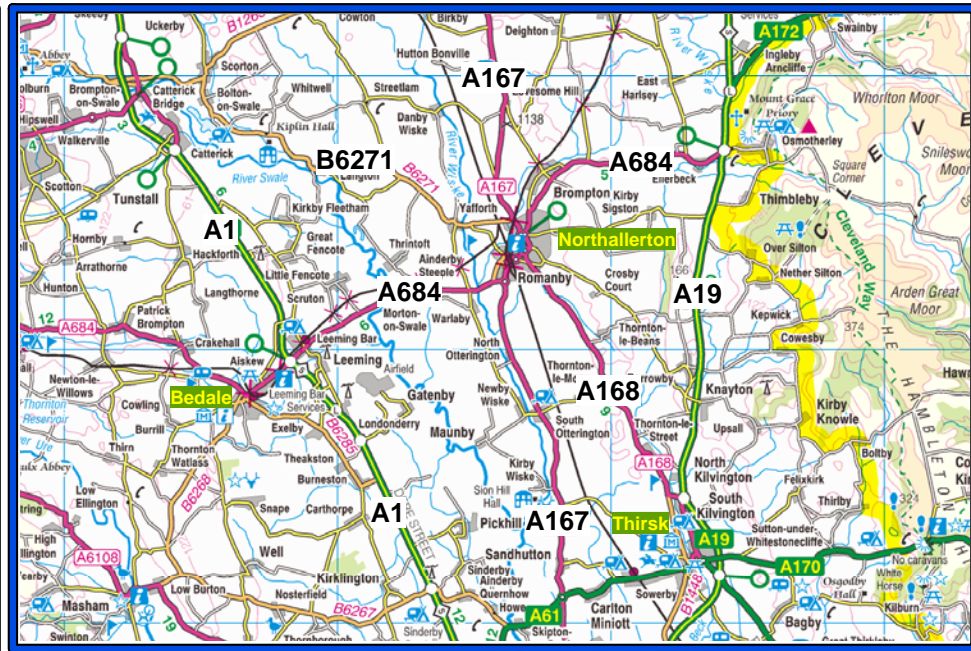
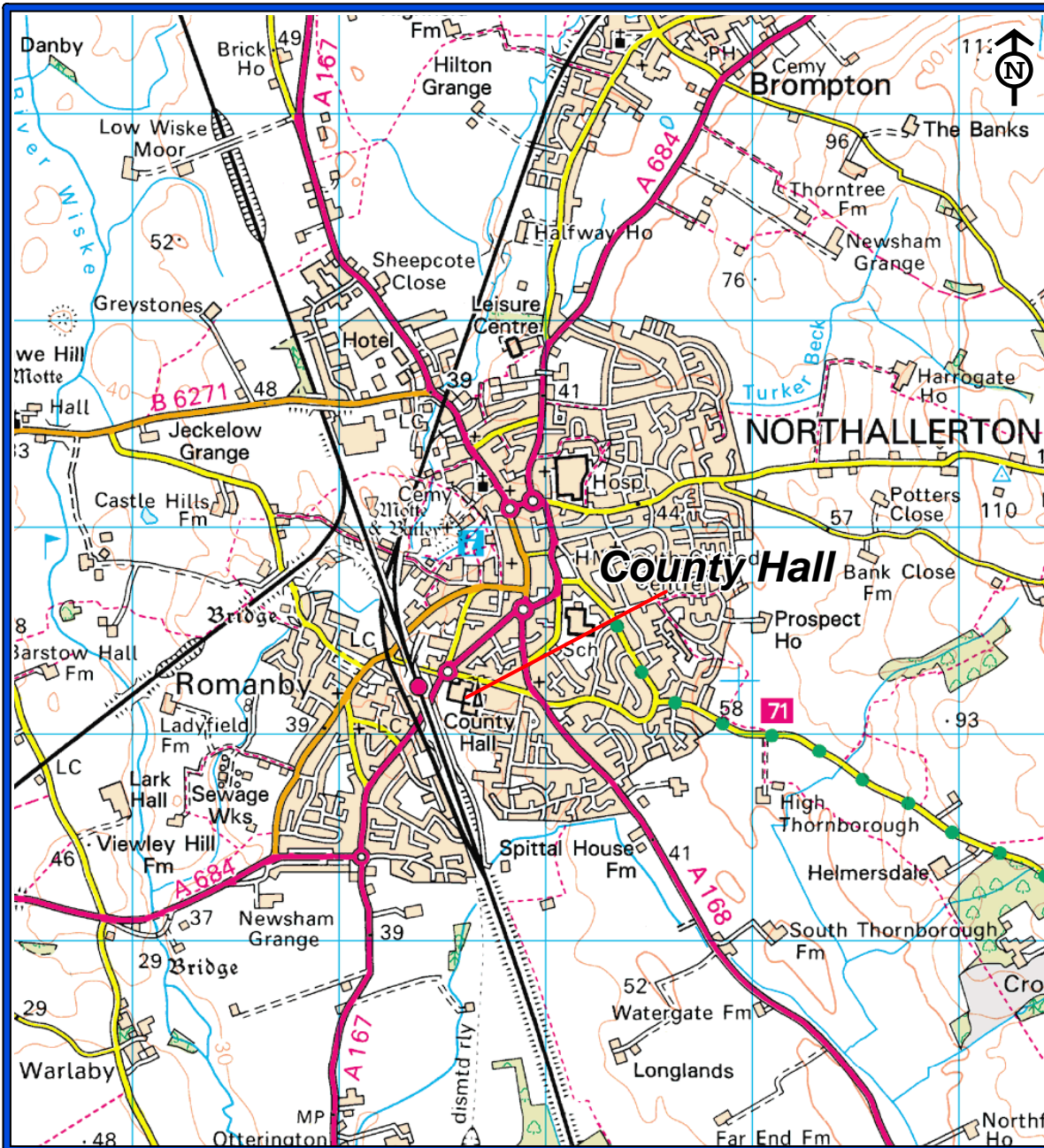
Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)						
	Councillors Name		Chairman/Vice Chairman	Political Group	Electoral Division	
1	ARTHUR, Karl			Conservative	Selby Barlby	
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					
	Councillors Names				
1	BAKER, Robert				
2	GOODRICK, Caroline				
3	ENNIS, John				
4	TROTTER, Cliff				
5	PEARSON, Chris				
NY Independents					
	Councillors Names				
1					
2					



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Northallerton National Rail Station



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County Hall

Northallerton
North Yorkshire
DL7 8AD

Tel : 0845 8 72 73 74



North Yorkshire County Council

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 10 April 2018 at 10.00 am.

Present:-

County Councillor Mike Jordan in the Chair.

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

NYCC Officers attending: Gail Chester, SEND Transport Manager (CYPS), Alistair Gourley, Head of Adult Learning and Skills Service, Jane Le Sage, Assistant Director Inclusion (CYPS), Jamie Sims, Head of Workforce Development (Central Services) and Jonathan Spencer, Principal Scrutiny Officer (Central Services).

Apologies were received from County Councillors Don Mackay and Richard Welch

One member of the public was in attendance.

Copies of all documents considered are in the Minute Book

25. Minutes

Resolved -

That the Minutes of the meeting held on 23 January 2018 be confirmed and signed by the Chairman as a correct record.

26. Declarations of Interest

Resolved -

There were no declarations of interest to note.

27. Public Questions or Statements

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

28. Home to School Transport - Proposed Policy Changes

Considered -

The report of the Corporate Director - Children and Young People's Service providing details of the proposal for changes to the home to school transport policy together with feedback from the 90 day public consultation and subsequent recommendations for changes to the Policy.

The Chairman explained the order of business, the purpose of the item and the Committee's remit.

Jane Le Sage and Gail Chester introduced the report.

Jane Le Sage explained about the legislative changes which had resulted in an increase in the numbers qualifying for SEND Home to School Transport. This had in turn led to increased budgetary pressures. The budget was already overspent by £3m in 2017. If no action was taken the SEND transport service, which has a budget of £5m, would increase from £8m in 2017 to £30m by 2025.

Gail Chester outlined the three proposals set out in the report.

Jane Le Sage detailed the consultation process relating to the three proposals.

Gail Chester provided an overview of the consultation responses to the three proposals. Proposal two had been adopted to be County Council's policy a number of years ago but had not been enacted. The recommendation was for the County Council to proceed with the three proposals but for proposal two to not be delivered until September 2019 in order to make sure that all the required processes were in place.

The Chairman invited Members of the Committee to ask questions of clarification from the officers present at the meeting.

Members asked the following questions of clarification:

- A Member asked why in the proposals a 'do nothing' option had not been provided. Jane Le Sage said that in the initial period of work to prepare the proposals, there had been two other proposals put forward. The first one was to do nothing, which would have meant the budget escalating to £30m by 2025, and the other was to remove all discretionary transport resulting in providing transport that met the statutory requirements only. She said that the view of the Executive Members was that the size and rurality of North Yorkshire and the County Council's commitment to support education meant that to remove all discretionary transport was a step too far and would have significantly disadvantaged families and young people.
- A Member asked why there had been such a marked increase in the number of children qualifying for SEND Home to School Transport. Jane Le Sage explained that the legislative changes brought about by the Children's and Families Act 2014 had resulted in the qualifying increasing from 0 to 18 years to 0 to 25 years. The increased demand for Special School placements had been significant local and nationally and meant that children were travelling further distances than they would if they were accessing their local school. This had budget implications.
- A Member asked if it would be more economical to the County Council of having a single policy of increasing the Parental Transport Allowance. An increase in the allowance would result in an increased uptake. Gail Chester explained that it made sense for there to be shared transport provision put in place where several children were attending the same school. However where this was not the case and so only a single child was being transported to school, it was more cost effective to use pay a parental transport allowance. Jane Le Sage noted that the current allowance of 30p per mile did not cover all wear and tear on a vehicle and so the recommendation was to increase this to

45p per mile. She noted that if half of parents took up the enhanced mileage rate there would be a saving to the County Council.

- A Member asked how much the consultation had cost the County Council. Jane Le Sage noted that she did not have the figure to hand but the costs related to venue hire and officer time. The County Council was required to consult.
- A Member asked how many service users there were. Gail Chester replied that there were approximately 1,200 SEND Home to School Transport clients. Attendance at the public meetings had varied even though there had been publicity and the meetings had been promoted through the use of social media. The Member asked if it would not have been more cost-effective to have written out to clients to seek their views instead. Gail Chester noted that due to proposal three impacting upon all children eligible for Home to School transport this would have required writing out to 13,000 people.
- A Member asked if with regards to the legislative changes, the UK government had provided any additional funding to local authorities in recognition of the increased demand for SEND Home to School transport. Jane Le Sage replied that no additional funding had been provided in the block grant. The block grant had to cover a range of aspects including funding mainstream education, special schools and post-16 provision. Nationally budgets were under extreme pressure. There had been a slight increase for the current financial year of £260,000 in the block grant of £40 million.

The Chairman invited Kerry Fox, the member of the public who had registered to speak to come forward to make her contribution.

Public questions and statements

Kerry Fox read out the statement below:

“Does the committee consider the consultation has ended given that the consultation has not paid regard to the law in respect of Section 27 of the Children and Families Act 2014, Section 19 of the Children and Families Act 2014 and The Public Sector and Equality Duty section 149; in that young people, who this affects the most, were not consulted despite what North Yorkshire County Council have reported in their report? There are no responses from young people in the report and families are reporting that they had not come across the consultation at moving on events which were minimal during the consultation period and there is no mention of how many young people with EHCP’s aged 16 -18 and 19-25 were at the youth conference There was not the right amount of information for consultees to make an intelligent an informed decision. No member of HAS were at any consultations to inform parents of what proposal two was about and what that meant for their Young Person, as were no representatives to speak on how the bursary works and who is entitled to it . The consultation had been interpreted by many as a choice of options and parents were unaware for some time during the consultations that all 3 were been proposed)

References:

<http://www.legislation.gov.uk/ukpga/2014/6/section/27/enacted>

<http://www.legislation.gov.uk/ukpga/2014/6/section/19/enacted>

<https://www.legislation.gov.uk/ukpga/2010/15/section/149>

The consultation as published online via NYCC website was unclear to those reading it as to what was being proposed. It alluded to “options” and 3 proposals, giving the

impression that there was an either- either approach that 1 would be decided upon, it was not until the face to face consultations that it became apparent all 3 would be presented to executive there was no choice. Few parent carers made the face to face consultations therefore those responding online are still more than likely to be under a false impression. 21/02/2018 it was reported to the parents in attendance at the Harrogate face to face consultation that the wording would be changed 1 month after the consultation went live, therefore were the online responses, which at this date were reported to be approximately 108, null and void if the respondents were not aware of what the proposals meant?"

The Chairman invited Members on the Transport, Economy and Environment Overview and Scrutiny Committee to ask questions of clarification from the speaker.

Members made the following comments:

- A Member asked Kerry Fox if she considered there to be a solution in light of the demands on the County Council's budget. The Member noted that the County Council had to consider what it could afford to fund but at the same time could not assume that all parents could afford to make a contribution. Kerry Fox said that she acknowledged that the County Council was in a difficult position but she wished to underline the fact that when it was carrying out a consultation it needed to make sure that all legal issues had been addressed. If mistakes were made in this regard it could cost the County Council more if a judicial review occurred. She noted that there was a national campaign to end the loophole whereby policy relating to free Home to School transport for SEND Post-16 students was discretionary. She said that with regards to the solution it was for the County Council to campaign to government about the situation.
- A Member asked Kerry Fox if she felt that proposal three, relating to promoting parental transport allowance to SEND sole-occupancy provision with a realistic enhancement to reflect the young person transport need, would be acceptable to the majority of parents. Kerry Fox said that in her view this was a very good proposal for those that wanted to take up this option but there was a need to consider those young people who required medical escorts with them.
- A Member asked if Kerry Fox and other respondents to the consultation had interpreted the proposals as options. Kerry Fox replied that this was the case. Parents had interpreted them as 'either/or' not as a package of proposals to be adopted as one. Some of the documentation relating to the consultation had used the word 'options'.

The Chairman asked the County Council Officers to respond to the technical issues raised by the speaker/s.

Jane Le Sage said that with regards to the terminology used regarding proposals, officers took legal advice regarding clarifying the wording in the consultation document and the advice was not to do so. Clarification was provided in the frequently asked questions document instead. Gail Chester commented that in none of the questions asked was there an 'either/or'. She noted that the speaker had commented on the wording at an event in Harrogate where the query had been raised about the use of the terminology. This was why clarification had been made in the frequently asked questions accompanying the consultation document in order to make it clear that they were proposals and not options.

Jane Le Sage explained that with regards to the point raised about how the service had consulted with young people, proposal two was already in the current policy and so

there was no statutory requirement to consult on that proposal. The consultation events that had been held had been open to a range of people and not just adults. Officers had consulted with the Flying High Group and at the Youth Voice conference. The feedback would be included in the report to be considered by the Executive on 24 April 2018.

Jane Le Sage said that with regards to the legislation, Section 27 of the Children's and Families Act 2014 provided a duty on the local authority to keep education provision and access to education under review. Section 19 of the Children's and Families Act 2014 also placed a duty on the local authority to support and involve children and young people if they would be impacted by a decision. Proposals one and three might not have any impact on transport SEND if a parent decided to pay. The Local Authority would still be responsible for arranging suitable and safe transport provision. Proposal 3 was voluntary. She went on to refer to the Public Sector Equality Duty and said that this had been taken seriously when producing the proposals by discounting two options that would have had a significant impact and probably would have discriminated against low income families and SEND. She said that she wished to reiterate that the proposed parental contribution of £490 per year was a flat rate charge regardless of distance travelled.

The Chairman asked the Committee to consider the evidence it has heard and debate the issues before deciding to confirm recommendations.

Members made the following comments:

- A Member said that bearing in mind the size of the budget involved, the three proposals would not release significant savings. He said that he was not confident that the Home to School transport service fully understood the increase in the budget for SEND Home to School Transport and as a consequence the service was only treating the symptoms rather than the cause. Jane Le Sage said that the service had a clear understanding of why there had been an increase and that was due to the extension of the age range brought about by the legislation. Children had to travel further distances and so this was impacting upon the budget. The Member said that he needed to see the facts and figures on this and said that he would have appreciated if the information had been displayed in a graph/chart format. Jane Le Sage said that the report submitted to the Committee had contained a limited number of papers in order to keep it relatively concise but there was other documentation available including the details of the costing model, which had been submitted previously to the Executive.
- A Member commented that the proposed savings to be brought about by the proposals seemed to be 'small beer' in relation to the projected £30m forecasted spend by 2025 for SEND Home to School Transport.
- A Member noted the budget pressures on the County Council brought about by the extension of the age range up to 25 years. He said that he believed in equalities and the County Council must protect the vulnerable. However if a family could afford to pay for their child's home to school travel they should do so. He said that the proposal of increasing the parental transport allowance was a very good idea. He said that this would save the County Council money as well, noting that otherwise there was a reliance on expensive taxi provision. He suggested that perhaps the suggested increase in the mileage rate to 45p could be increased further to encourage more parents to drive their child to school. Another Member noted that if the mileage rate was increased to above 45p per mile the claimant would incur tax on any amount above 45p per mile.

- A Member said that if the Committee did recommend that the Executive approved the proposals, he would want to see an update report being presented in 12 months' time to flag up any pitfalls.
- A Member said that he found difficulty in supporting any reductions in SEND services. He had joined local government to build up not cut back services and so the proposals went against the grain for him. He acknowledged that a way forward had to be found in light of budget pressures. The County Council had an overall budget and set its priorities accordingly. Adult and Health Services especially was seen as a priority and was continually taking more of the budget. He said that he would like to see the Children and Young People's Service Directorate have another close look at its budget so that it could minimise the impact on SEND provision. He also suggested that the Executive took a further look at the priorities across the County Council to see if more funding could be made available for families in need of assistance. Parents of children with SEND desperately needed to be provided with as much help and assistance as possible in order to support their children.
- A Member said that the savings to be made from the proposals were inconsequential and he did not understand why the County Council was being asked to make the poorest and those in greatest need to suffer. He said he would like to understand the cause for the increased demand on the budget. All that had been shown was how the County Council intended to treat the symptom but not the cause. He commented that as the role of the committee was to scrutinise the proposals he would have liked to have seen more detail provided in the officer report. He said that the County Council should look at making savings elsewhere such as highways maintenance, after all what was another pothole in comparison. Gail Chester replied that the County Council had no control over a large element of home to school transport provision and so savings could only be made in relation to the discretionary elements. She said that whilst the proposals might seem insignificant in terms of the their level of savings the number of SEND Home to School Transport places required had been and continued to grow significantly. The Member said that he would have liked to have seen a different solution and that the County Council should be more innovative in this regard.
- A Member said that what had not been addressed was that the continuing use of the council's reserves to offset the escalating SEND school transport costs was unsustainable. This was because the reserves were finite. There was a need to support those who could not afford to pay for the transport provision but the County Council could not afford to pay for those who could. She said that she would like to hear that the County Council was putting far more into lobbying government to make them understand the difficulty in running these kind of services in a sparsely populated county like ours. These are fundamental needs and are where the money should go first. The government was instead putting extra resources into towns and cities instead.

Resolved -

That in light of the current financial position of North Yorkshire County Council, the Transport, Economy and Environment Overview and Scrutiny Committee recommends that the Executive supports the three SEND Home to School Transport proposals set out in the report, on the understanding that:

- a) The Executive is assured that the proposals will protect low income families;**

- b) **The Executive gives serious consideration to increasing the mileage rate significantly above the proposed 45p per mile for the parental transport allowance for SEND sole-occupancy provision, in order to make it a more attractive option to parents and to provide further savings to North Yorkshire County Council;**
- c) **The Children and Young People’s Service Directorate be requested to re-examine its overall budget before removing the free transport statement for SEND post 16 to 18 students with an EHCP, to establish if alternative savings could be made that would have a less direct impact on frontline services.**
- d) **That an update report be brought to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2019 highlighting any issues arising from the implementation of the proposals, in particular the removal of the free transport statement for SEND post 16 to 18 students with an EHCP.**

29. Update report from Adult Learning and Skills Service and Post Implementation Action Plan

Considered -

The report of the Corporate Director - Children and young People’s Service updating on the Adult Learning and Skills Service, including an update on the Ofsted Post Inspection Action Plan and progress against the targets set in the plan.

Alistair Gourlay introduced the report.

Members made the following key comments:

- A Member noted that improving teaching and learning was a difficult challenge. He asked if systems were in place to allow mentoring of weaker teaching staff. Alistair Gourlay confirmed that mentoring was in place through teaching and learning observations. Where there was a particularly strong teacher they were invited to support other teachers with their planning. Curriculum Managers were also now in place. Their role included amongst other aspects carrying out classroom observations and having regular one-to-one meetings with teachers. He explained that existing processes for initial assessment and diagnostic assessment of learners had been shown to be weak. Consequently the service was implementing a more thorough process of induction for learners with the aim of ensuring that they were on the right course and received the right level of support.
- A Member advised that in an adult learning scenario the learners should be treated as adults and suggested putting in place student forums so that learners felt more involved in shaping their learning experience. He noted that retention rates were likely to improve if learners were asked about what they enjoyed or did not enjoy about the class, what made them join the course and what if any improvements they would like to see made. He queried whether group based project work was being put in place as he felt that this would motivate learners more. Alistair Gourlay noted that traditionally the Adult Learning and Skills Service had carried out surveys to capture learner experiences but had not been as effective at following up with learners the reasons why they were pulling out of a course. Now the service followed up every learner absence from the class in recognition that if learner absence could be caught early learners could be more easily engaged to continue. He agreed that the

approach should be to treat the learners as adults and was supportive of the idea of having a student forum. He said that in the best classes, collaborative learning between the learners and the teacher was already happening, including putting in place group-based assignments to foster teamwork. A project based approach was being used to teach English and Maths. However there were improvements to be made in this regard as highlighted in the Ofsted report which had been critical of the more traditional 'chalk and talk' style of teaching.

- A Member noted that the Committee at its meeting on 31 October 2017 had recommended to the Executive Member Portfolio Holder for Education & Skills for a Member from the Transport, Economy and Environment Overview and Scrutiny Committee to be appointed to the ALSS governance group. Alistair Gourlay said that there had been a delay in getting this included on the meeting agenda of the ALSS governance group due to the Executive Member not being able to attend the meeting.

Resolved -

- (a) That the report be noted.
- (b) That the comments and further suggestions made by the Committee for service improvement be explored by the Adult Learning & Skills Service, including the creation of student forums and introduction of more group-based learner activities to improve the learner experience.
- (c) That the Executive Member Portfolio Holder for Education & Skills be recommended to appoint a Member from the Transport, Economy and Environment Overview and Scrutiny Committee to the ALSS governance group at the next earliest opportunity.
- (d) That a progress report be provided to the Committee at its meeting scheduled to be held on 25 October 2018.

30. Apprenticeships

Considered -

The report of the Assistant Chief Executive (Business Support) updating on the County Council's activities on apprenticeships and other employment support initiatives, in the context of the Government's national reforms to apprenticeships and in order to inform the Transport, Economy and Environment Overview and Scrutiny Committee's "Economic" theme, thereby updating the previous paper of 1 February 2017.

Jamie Sims introduced the report.

Members made the following key comments:

- Referring to the public sector apprenticeship target, a Member said that in his view for the County Council, the target should be seen as the minimum rather than the maximum number of apprenticeships to recruit. The County Council should exploit the funding on offer as best as it could. Jamie Sims replied that the target was aspirational. There were significant barriers to overcome in achieving the target and draw down of the full apprenticeship levy such as the rules requiring apprenticeships to be employees. Also just as importantly the

strength of the North Yorkshire economy and the Council's predominantly part time workforce made the target and therefore full levy recovery unachievable.

- A Member asked if each directorate had been assigned an apprenticeship target. Jamie Sims replied that this had been decided against because the directorates needed the flexibility to respond to their own needs. The workforce planning team engaged regularly with all directorates on their workforce planning needs, including apprentices, graduates and other requirements. All directorates had produced detailed new talent requirements, including apprenticeships as part of their forecasting and succession planning approach. Directorates knew their own service priorities best and needed the flexibility to consider the most appropriate solution to their workforce needs, and this would not always be an apprentice. Targets would also need to be monitored and changed regularly as new national standards became available and service demand changed. Directorate targets would also give limited leverage on meeting the Council's public sector target and spending the levy because the majority of this sat with schools.
- A Member queried if the County Council could transfer existing low paid staff to apprenticeships. Jamie Sims replied that this was possible in some instances for example where new skills were required, but directorates needed to be able to meet the apprenticeship regulations including making sure they had adequate resources in place to give each apprentice the right experience and support. The County Council's current approach was to use apprenticeships to succession plan against workforce 'hotspot' areas. This included a strong commitment from the Health and Adult Services Directorate that all their care and support recruits at levels 2 and 3 would be apprentices. There was also demand in other areas for which the national apprenticeship standards were not yet available.

Resolved -

- (a) That the report be noted.
- (b) That the Executive Portfolio Holder for Finance and Assets, and Special Projects, including financial and HR performance management be asked to consider all North Yorkshire County Council directorates setting apprenticeship targets based upon the nature of their work.

31. Work Programme

Considered -

The report of the Principal Scrutiny Officer asking the Committee to confirm, amend, or add to the areas of work listed in the work programme schedule (Appendix 1 to the report).

Jonathan Spencer introduced the report.

Resolved -

That the following items be added to the work programme: Update report from the Adult Learning & Skills Service; Traffic management in the county: tackling traffic congestion.

The meeting concluded at 12.37 pm

JS

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

12 July 2018

Road Casualties – North Yorkshire

Report of the Corporate Director – Business & Environmental Services

1.0 Purpose of Report

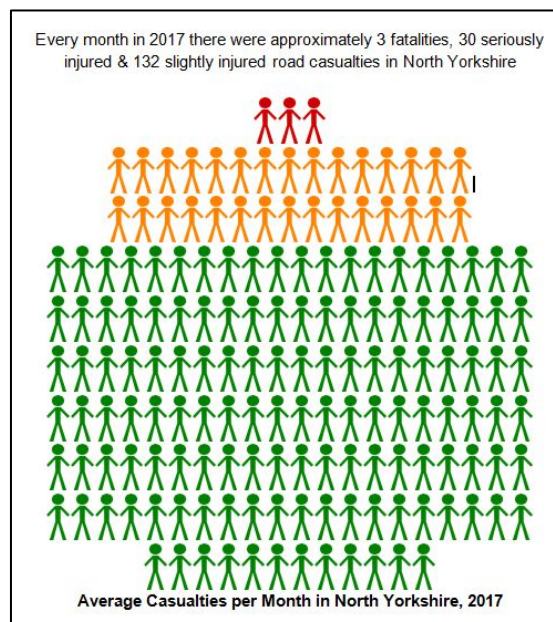
- 1.1 To advise Members of the road casualty statistics and activity for 2017 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities and data for 2018 together with a look forward for future road safety delivery.

2.0 Personal Injury Accidents and Casualties up to the end of calendar year 2017

2.1 North Yorkshire – Overview of the County

The key findings are as follows:

- A total of 1,428 road collisions that resulted in a personal injury were reported to the police in 2017, 9 per cent less than in 2016 (1560).
- The total number of casualties in road collisions reported to the police in 2017 was 2005, down 12 per cent from 2016 (2250) and continuing the overall downward trend since 2011.
- The number of people killed in road collisions increased from 28 in 2016 to 41 in 2017. The number of fatalities was higher than the baseline average of 39 (a rolling baseline is set on the 2012-2016 average). It is noted that the number of fatalities in 2016 was the lowest on record since 1990 and that the 2017 fatalities are similar in number to the previous base line average of 39.
- The number of people seriously injured decreased by 9 per cent from 403 in 2016 to 370 in 2017. The number of seriously injured casualties in 2017 was slightly lower than the baseline average of 413.
- The total number of slight casualties was 1594 in 2017, reduced by 14 per cent from 1819 in 2016.
- Total reported child casualties (ages 0-15) increased by 11 per cent from 128 in 2016 to 146 in

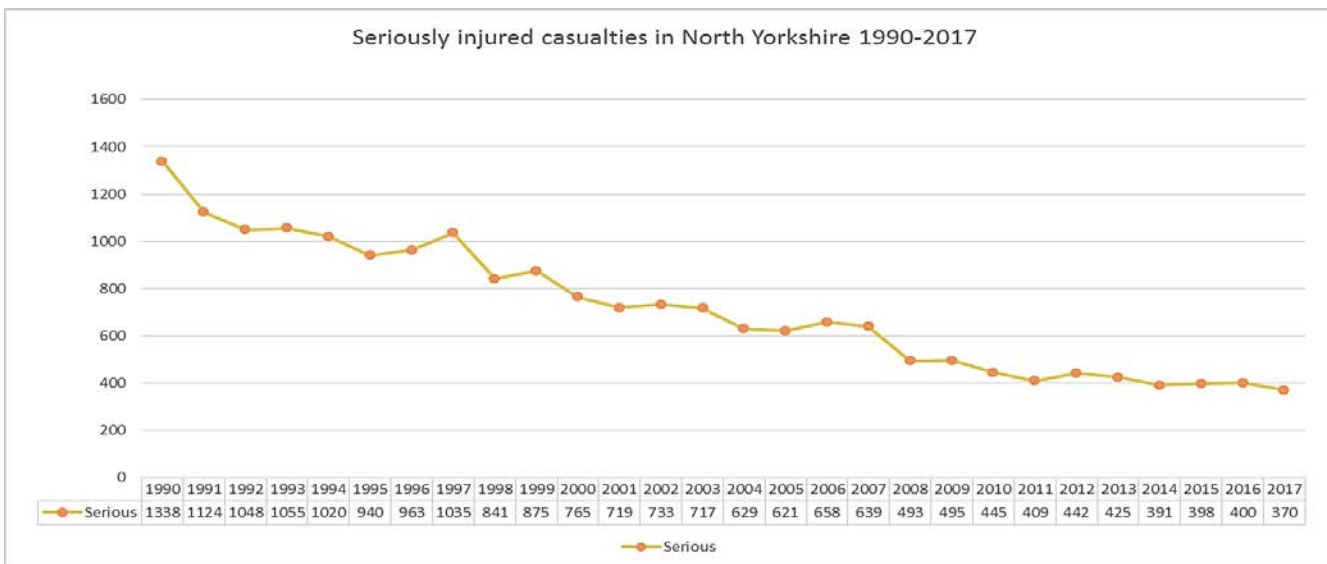
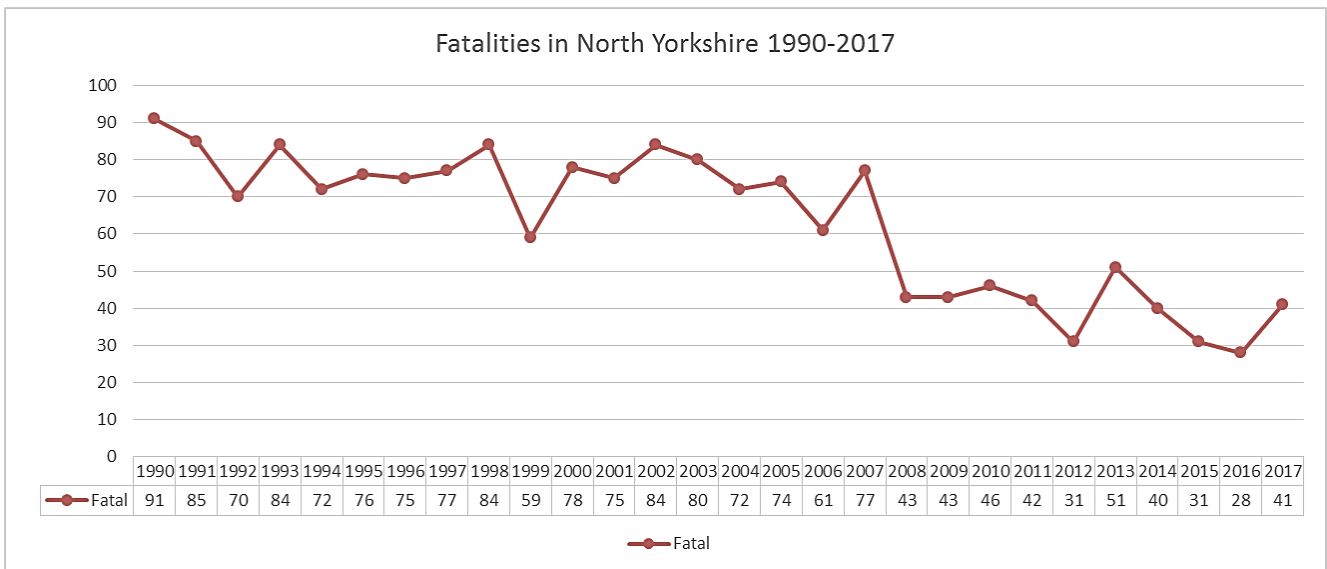


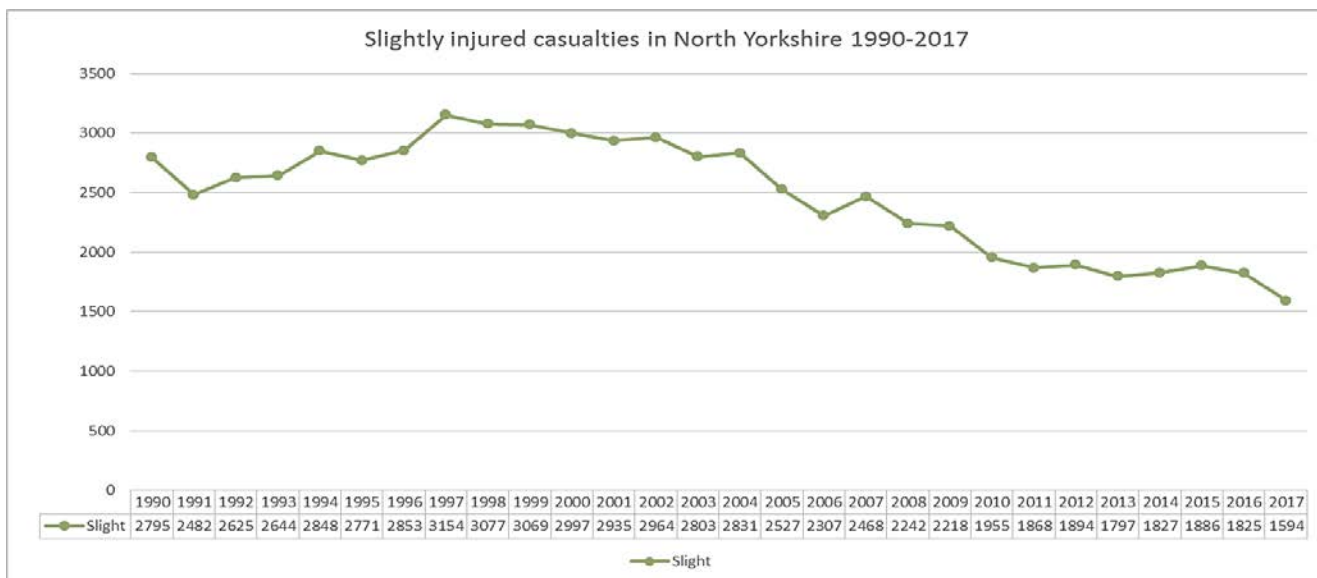
2017. 2016 saw a significant reduction in child casualties compared to the previous baseline average of 175 and 2017 follows the downward trend in child casualties.

- The number of children killed or seriously injured increased from 10 in 2016 to 22 in 2017 but continues the downward trend in child casualties (in 2016 the figure was less than half the baseline average of 23). Sadly, 3 children were killed in two road traffic collisions in 2017. The first collision, in September 2017, occurred at Byram near Knottingley. A 12 year old girl had alighted from a bus on her journey home from school. The girl crossed the road at the rear of the bus into the path of a car driven by a man tested positive for alcohol. There were no recommendations for further action as a result of the fatal collision investigation. The second collision, also in September 2017, involved a car travelling along the M62 near Eggborough which suddenly veered across the motorway, coming to rest in a ditch. Sadly, a one year old boy and a one year old girl were killed in the collision. The M62 forms part of the strategic Roads Network and is managed by Highways England, therefore the Fatal Collision investigation did not recommend any actions for North Yorkshire County Council. Further details of the County Council's Fatal Collision Investigation process can be found in section 4.2 of this report.
- In addition to the tragic death of a child at Byram already discussed above, there were a further 9 pedestrian deaths in North Yorkshire during 2017, all involving adults, taking the total to 10 pedestrian deaths, compared to a total of four in 2016.
The adult pedestrian deaths occurred during seven separate collisions and are summarised below:-
 - i. In Northallerton, an elderly woman stepped off the footway into the path of a passing car.
 - ii In Stokesley, an elderly driver reversed out of a parking space into the path of a pedestrian
 - iii On the A64 at Cranbeck, two passengers alight a bus, then cross the road behind the bus and collide with passing car.
 - iv On the A64 at Welburn, two pedestrians on the footway stepped in to the path of an oncoming vehicle.
 - v Near Goathland, an elderly pedestrian stepped off the verge into the path of a passing motorcycle.
 - vi In Leyburn, an elderly driver reversed over a pedestrian.
 - vii In West Heslerton, a pedestrian walking in the road was hit by a passing car.
- The number of seriously injured pedestrians increased to 50, from 28 in 2016. There were a total of 184 reported pedestrian casualties in 2017, an increase of 14 per cent in comparison to 2016 (161). It is noted that the 2016 numbers were significantly lower than the five year baseline average of 173
- The number of cyclists killed increased from one in 2016 to two in 2017, whereas the number of cyclists reported to the police as seriously injured decreased from 59 to 35. This is a change from the gradual upward trend in cyclists reported as seriously injured since 2004.

- The number of motorcycle riders killed reduced from eight in 2016 to five in 2017.
- The number of riders reported as seriously injured decreased by 30 per cent from 125 in 2016 to 96 in 2017.
- The total reported motorcycle casualties were 231 in 2017, down from 251 in 2016. .

2.2 The charts below show the number of casualties, by severity, for the period covering 1990 – 2018.





3.0 Personal Injury Collision and Casualties in 2018 - Provisional

3.1 To end of May in 2018 there have been six fatalities on the roads of North Yorkshire. These fatalities will still need to be heard at the coroner's court so this number is provisional and therefore subject to change depending on the coroner's verdict.

3.1.1 To the end of May 2018 there have been 84 seriously injured casualties and 389 slightly injured casualties.

3.1.2 Currently these numbers are lower than the numbers seen at this point in 2017 which could provide an indication that the 2017 figures were outside the normal range we would expect compared to the base line averages, with a return to the downward trend in 2018.

4.0 Road Safety Engineering during 2017

4.1 Road Safety Engineering

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

4.1.1 During 2017/18 a total of 30 safety schemes were implemented at known personal injury collision locations. These schemes ranged from simple signing/lining alterations to the construction of additional traffic lanes. The cost of these remedial measures ranged from less than £1,000 to £100,000 plus. Projects to tackle problematic sites and routes in 2018/19 highlighted by the previous year's data are currently being designed.

4.1.2 In relation to the development of 20 mph zones and roads in North Yorkshire, we await publication of a review being carried out by the Department of Transport into the effectiveness of these and we will review our current 20 mph speed limits policy once that review is completed.

4.2 **Fatal Collision Investigations**

Any death that occurs on the public highway is of concern to all of those, either directly or indirectly, affected. When such an incident occurs it is important that the Highway Authority uses the opportunity to assess the situation and, where appropriate, learn from the incident.

4.2.1 North Yorkshire County Council has a Fatal Collision Procedure which it has adopted with North Yorkshire Police which ensures that that we are informed by the Police at an early stage in the investigation of a road death. This makes sure that every crash location is visited and a report completed by the County Council's Traffic Engineers, detailing the existing situation, and what, if anything can reasonably be introduced to prevent a collision occurring in similar circumstances.

4.2.2 The purpose of the investigation is not to allocate blame to any person or persons involved in the incident. The reports must always be factual on all highways related aspects of the incident. This may imply criticism of the highway infrastructure or the services provided by the Highway Authority. However, any relevant points are always included in the report.

4.2.3 The investigations can result in recommendations aimed at preventing or reducing incidents similar to the fatal collision; incidents similar to other collisions at the site; or other potential incidents. These recommendations are then implemented as soon as practicable.

4.3 **Cluster sites**

Council traffic engineers have undertaken preliminary studies of collision cluster sites. A cluster site is one where the number of recorded collisions over the preceding three calendar years exceeds a set threshold. This set threshold is currently three personal injury collisions so we investigate sites with four or more collisions within a 50m search radius for urban sites and 100m radius for rural locations. Urban sites are classed as 40mph and under.

4.4 **Route Studies**

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

4.4.1 Routes of concern are highlighted through the use of our route analysis tool which is based on spatial statistics. The top 30 'statistically significant' sections of 'A' and 'B' Class Roads are highlighted for detailed investigation. NB. The Route analysis tool does not take traffic flow into account.

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

4.5 Temporary Vehicle Activated Signs

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

4.5.1 The demand for the signs now exceeds the resources and all 30 signs are fully utilised. However, additional communities still have the opportunity to participate in the scheme if they are willing to pay a sum equivalent to the cost of a sign as well as the other costs involved.

4.5.2 Following a number of requests by Members and Parish/Town Councils, the NYCC Transport, Economy and Environment Overview and Scrutiny Committee has set up a working group to consider whether the current Vehicle Activated Signs (VAS) protocols should be revised. The main question is whether parishes should be able to purchase their own signs rather than using the NYCC operated scheme. Officers await the recommendations of the review.

4.6 Road Safety Audits

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

5.0 Road Safety Education, Training and Information

5.1 Children - Primary School Education.

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

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

5.1.3 The Junior Road Safety Officer (JRSO) programme is offered to all primary schools. Two Year 5 JRSO's are appointed at each school, who lead on whole school road safety activities, supported by the Area based Road Safety Officers. Currently, fifty schools participate annually and a recruitment initiative will commence in September.

5.1.4 The transition to high school project has been rolled out across the county, with magazines and lesson plans were distributed to 4000 students in participating schools. This represents approximately 68 per cent of Year 6 Students. The programme focuses of safer journeys to school as many children start to travel independently for the first time.

5.2 **Children - Secondary School Education.**

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

5.2.1 Learn and Live, a whole school Year 12 presentation was delivered in six schools. This programme focuses on hazards associated with driving that are particularly relevant to new drivers, such as the effects of drug driving, passenger distractions and speeding issues. The presentation not only highlights relevant hazards, but offers coping strategies to reduce the risks and avoid risky situations.

5.3 **Young Drivers**

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

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

5.4 **Motorcyclists**

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

receptive to information and advice from us and the resistant remainder are dealt with by the police.

5.5 Cyclists

Following the Tour de France and Tour de Yorkshire, cycling continues to grow in popularity as a sport and as a leisure activity. It is encouraging to see the reduction in the numbers of cyclists injured during 2017 compared with previous years and we continue to target staff time and resources to help address this issue.

- 5.5.1 The programme includes social media content, car stickers, advertisements, advice leaflets and posters targeting drivers, cyclists and motorcyclists. This programme has received positive responses and we are developing further use of it in support of the continuing focus on cycling we expect from the Tour de Yorkshire and the UCI world cup in 2018.
- 5.5.2 A series of face to face engagement events, similar to those with motorcyclists were delivered during the year at cycle events and cafes popular with cyclists.
- 5.5.3 A core programme will be provided from council road safety funds with additional funding to expand the scope being sought from appropriate sources, including the 95 Alive partners, Public Health and Welcome to Yorkshire.

5.6 Older People

Assessment drives were offered (currently free of charge) to 100 older drivers who wanted to obtain an appraisal of their driving and learn hints and tips to make driving more enjoyable as well as safer. This programme is jointly funded by the Police and Crime Commissioner through 95 Alive and North Yorkshire Public Health. It aims to keep people driving and independent for as long as they can safely do so.

6.0 Speed Management

- 6.1 The Speed Management Protocol (SMP) continues to provide a valuable service to customers who have concerns about speeding issues in their communities. In July 2017 the protocol was reviewed in response to changes in the administration and the implementation of the Community Speedwatch scheme. As a result of the review, three main changes were implemented.
 - i. The complaint flowchart was simplified and completion duration targets reduced.
 - ii. The Community Speedwatch scheme was adopted as a potential outcome.
 - iii. Speed concern cases are now initially assessed by the Traffic Bureau before sending to local task groups, to improve response times.
- 6.2 In the six years to 31 December 2017, that the Speed Management Protocol has been operating, 1425 reports have been received, analysed and responded to. Half of these reports come from within the Harrogate District and on average 90 per cent of all assessments do not identify a speeding issue that requires action. However, for assurance, the communities are offered the Community Speed Watch scheme.
- 6.3 The North Yorkshire Police Community Speed Watch scheme continues across the whole of the county and increases the range of potential SMP outcomes following an assessment. It offers an additional option of supported self-help at

sites where the speed of traffic is of concern for local communities but is not sufficiently high or severe to warrant further intervention by the council or partner agencies. 19 Community Speed Watch programmes were implemented during 2017.

7.0 Future of Road Safety Delivery

- 7.1 As a Local Highway Authority, the council has statutory duties under the Road Traffic Act 1988, s39, which states that it "...must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies". It must also analyse collision and casualty data and "develop appropriate remedial programmes of engineering and education, information, training and publicity". The team use robust, quality checked data supplied by North Yorkshire Police to undertake detailed analysis of personal injury collisions, which inform both education and engineering programmes.
- 7.2 Alongside a reduced service budget for road safety Education, Training and Publicity (ETP), a formal Service Level Agreement for the delivery of a year road safety education programme was agreed with the Director of Public Health in 2015. The Road Safety and Travel Awareness team is currently in year three of this five year Public Health funded work programme.
- 7.3 The Road Safety and Travel Awareness team and 95 Alive Partnership continue to receive annual funding from the Police & Crime Commissioner for North Yorkshire, albeit at a much reduced level from previous years.
- 7.4 There are shared and complementary interests both across and within 95 Alive partner organisations and officers are working with colleagues across organisational boundaries to exploit opportunities for mutual benefit with an agreed joint action plan. In 2016, in conjunction with Public Health colleagues, a five year Safer Roads, Healthier Lives Strategy was published.

8.0 Equalities Implications

- 8.1 Consideration has been given to the potential for any adverse equality impacts arising from this information report. It is the view of officers that this report does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. As this report asks Councillors to note the report only, no Equality Impact Assessment document is required.

9.0 Financial Implications

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

10.0 Legal Implications

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

11.0 Recommendation

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

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Fiona Ancell

3 July 2018

Background documents: None

20's Plenty for Us

...making your place a better place to be



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 @20splentyforus

20's Plenty for Us is the National Campaign for default 20mph limits for built up areas. It has three core staff and approx. 400 volunteer groups.

Residential 20mph limits are widely supported eg Public Health England, Association of Directors of Public Health, NICE, the Royal College of Paediatrics & Child Health, Alzheimer's Society, UK Health Forum, Sustrans, Brake, Living Streets, British Cycling, Cycling UK, OECD, WHO

North Yorkshire has many settlements where residents are of utmost importance. 20mph limits emphasise quality of life - where living functions (e.g. walking, cycling, talking and sometimes play) take precedence over traffic movements.

Advantages for North Yorks Residents and Vistors of 20mph:

- **SAFER ROADS FOR ALL, PARTICULARLY CHILDREN AND THE ELDERLY**
Less risk of serious injury (20% fewer casualties), especially for vulnerable road users
- **PROMOTING ACTIVE HEALTH FOR RESIDENTS**
Reinforcing healthy lifestyles by encouraging walking, cycling and active travel
- **ENVIRONMENTAL IMPROVEMENTS**
Reduced vehicle emissions and noise due to lower speeds and traffic volumes
- **BETTER COMMUNITY LIFE AND A POSITIVE IMAGE OF NORTH YORKS**
20mph enables lifestyle changes, renewed community life, sociability and the positive atmosphere we all want where we live. Places become more attractive and liveable
- **STRENGTHENING LOCAL ECONOMY**
Aids business and reinforces property values. People want to shop/live in 20mph places.
- **POSITIONING NORTH YORKS AS A LEADER IN PUBLIC HEALTH**
The trend towards 20mph is well-established in the UK and many advanced economies, Calderdale, Leeds and Sheffield and York committed to 20mph. East Yorks did villages. Calderdale report 30-40% fewer casualties.

Please Agree to Recommend a 20mph default for North Yorkshire

Frequently Asked Questions

What policy do you campaign for?

20mph default wide-area limit in built-up areas. We do not ask for humps. Signs, lines, driver education, public health and police involvement work most cost effectively.

Why does 20mph matter?

It is safer, healthier, fairer, greener, quieter and better for people's quality of life.

How much safer is 20mph?

You are 7 times less likely to die if hit at 20mph than 30mph or 10 times if over 60 years old. In the distance a 20mph car can stop, a 30mph car will still be doing 24mph. Far better to just miss than actually hit someone

Are fewer people injured in area-wide 20mph limits?

Yes, about 20% fewer. http://www.20splenty.org/20mph_casualty_reduction

Does 20mph mean speed humps?

No, we campaign for signs, road markings, community engagement, driver education and light enforcement

How is 20mph enforced?

By driver education and community engagement to voluntarily comply with 20mph. Compliant drivers are pacer vehicles to enforce 20mph behind. As with all speed limits, periodic police speed checks are helpful. Camera technology or promote volunteer speedwatch initiatives can be used.

Where is 20mph in place?

Most of the largest 40 local authorities in the UK. 17m people - c.25% of the UK population. http://www.20splenty.org/20mph_places

Isn't 20mph around schools enough?

No - slowing the last 100m doesn't help children to walk or cycle the entire route to school or prevent many casualties. 80% of child casualties are on non-school trips.

http://www.20splenty.org/how_school_safety_zones_are_not_a_priority

How does 20mph affect the environment?

20mph limits are cleaner. Equivalent to taking half the petrol cars off the road – 8% less emissions http://www.20splenty.org/emission_reductions

Where do 20mph campaigns exist?

Nearly 400 local campaigns across the UK, now including Barkston Ash, Farnhill, Follifoot, Hampsthwaite, Hemingbrough, Hillham and Monk Fryston, Scotton, Selby, Skipton and Stutton, in North Yorks (http://www.20splenty.org/local_campaigns)

Who decides if my area goes 20mph?

Elected Councillors – the County Council Cabinet member for Transport, set local speed limits. **Please Agree to Recommend a 20mph default for North Yorkshire**

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

12 July 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**).

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/VAS Review Task Group: 7 June 2018

Section 19 and Section 22 Permits

- 3.1 Group Spokespersons received an update on possible changes to Section 19 Permits (standard and large bus permits) and Section 22 Permits (community bus permits). The changes are being brought about due to the DfT having received a legal challenge from commercial operators regarding the DfT's interpretation of an EU Regulation.
- 3.2 The Department for Transport (DfT) carried out a consultation earlier this year detailing changes required to update current guidance, together with proposed amendments to the Transport Act 1985. The consultation has now closed. North Yorkshire County Council submitted a response.
- 3.3 On 14 May 2018, the DfT issued an update for Local Authorities. In summary, the update stressed it would be premature for any local authority to end or withhold community transport contracts at this stage.
- 3.4 We were informed that the expectation is that the changes will have minimal impact to the County Council's fleet of vehicles (e.g. County Council operated minibuses with paid staff). However there is likely to be an impact to some community transport (CT) organisations. Some CT providers might have to be

trained up to a 'public service' standard; be required to have a bus licence with associated training requirements; have their vehicles tested to a higher standard; and employ a professionally qualified Transport Manager. There remains though some uncertainty and lack of clarity. Further detail has therefore been requested by the County Council. The DfT is expected to provide a summary response to the public consultation in July 2018 before the parliamentary recess.

- 3.5 We requested an update report be brought to the Transport, Economy and Environment Overview and Scrutiny Committee once the finalised details and the implications for North Yorkshire are known.

Vehicle Activated Speed Signs review

- 3.6 The task group met on 7 June 2018 to discuss the results of the questionnaire sent to parishes and to agree the recommendations to be presented to the Transport, Economy and Environment Overview and Scrutiny Committee. The results showed that 58% of those responding would consider purchasing and maintaining a Vehicle Activated Sign (42% would not). Vehicle Activated Speed Signs (signs showing the speed limit) were the preferred option over Speed Indicator Devices (signs showing the speed that a vehicle is travelling) (50% would consider purchasing and maintaining a Speed Indicator Device whilst 50% would not.).
- 3.7 The task group agreed to recommend that the County Council changes its policy to allow parishes to purchase and maintain a Vehicle Activated Sign. Subject to the deliberations of the Transport, Economy and Environment Overview and Scrutiny Committee at its meeting on 12 July 2018, the report with recommendations will go to the Executive for approval.

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,
Principal Scrutiny Officer**

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3 July 2018

Appendix 1 – Work Programme Schedule 2018/19

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	12 July 2018 10am	25 Oct 2018 10am	24 Jan 2019 10am	17 April 2019 10am	15 July 2019 10am	24 October 2019 10am	23 January 2020 10am	15 April 2020 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only.	19 Sept 2018 10am	5 Dec 2018 1pm	7 March 2019 10am	4 June 2019 10am	12 Sept 2019 10am	5 Dec 2019 10am	27 Feb 2020 10am	

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
12 July 2018	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
25 October 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
	Civil Parking Enforcement	To provide a review of countywide Civil Parking Enforcement in 2016/17 and 2017/18
	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.
	Adult Learning and Skills Service	Update on the measures put in place in response to the Ofsted inspection held in June 2017
24 January 2019	North Yorkshire and York Local Nature Partnership	Update report
	Rural transport	An update on rural bus services and community transport
	Local Flood Risk Management Strategy	Update on the implementation of the Local Flood Risk Management Strategy including flood risk/coastal erosion alleviation measures put in place/scheduled to be put in place; funding; issues.

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

17 April 2019	SEND Home to School Transport	Update report relating to the impact of the implementation of the SEND Home to School Transport policy changes in 2018, in particular the removal of the free transport statement for SEND post 16 to 18 students with an EHCP.
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
	HGV overnight parking in North Yorkshire	To explore the issues of HGV overnight parking in North Yorkshire and ways to respond.
	Tourism in North Yorkshire	Overview of the work and future plans of Welcome to Yorkshire.
	Promoting access to our heritage	Overview of the County Council's heritage service.
	Winter Highways Maintenance	Overview of the policy on Winter Highways Maintenance
	Traffic management in the county: tackling traffic congestion	Overview of the ways that the County Council can tackle traffic congestion problems in the county such as through the use of smart traffic lighting to control traffic flow. Road junction road improvements in Harrogate and Scarborough town to be taken as examples.
	Countryside access	Overview of the County Council's countryside service and priorities (including unclassified roads, prioritisation of the public rights of way network and improving the definitive map processes)

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.	Completed July 2018

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