

Agenda

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

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

Date: **Thursday 25 October 2018 at 10am**

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Business

1. **Minutes of the meeting held on 12 July 2018**

(Pages 6 to 18)

2. **Any Declarations of Interest**

3. **Public Questions or Statements.**

Members of the public may ask questions or make statements at this meeting if they have delivered notice (to include the text of the question/statement) to Jonathan Spencer of Legal and Democratic Services (*contact details below*) no later than midday on Monday 22 October 2018. 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.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease while you speak.

	<i>Suggested timings if no public questions or statements</i>
<p>4. Ringway Performance 2017/18 – Report of the NYCC Corporate Director – Business and Environmental Services (Pages 19 to 38)</p>	10:00-10:40
<p>5. Civil Parking Enforcement Annual Finance Report – Report of the NYCC Corporate Director – Business and Environmental Services (Pages 39 to 44)</p>	10:40-11:10
<p>6. Electric Vehicle Charging Points in North Yorkshire – Report of the NYCC Corporate Director – Business and Environmental Services (Pages 45 to 54)</p>	11:10-11:40
<p>7. Proposed changes to the charging schedule for the Historic Environment Record – Report of the NYCC Corporate Director – Business and Environmental Services (Pages 55 to 75)</p>	11:40-12:10
<p>8. Work Programme - Report of the Scrutiny Team Leader (Pages 76 to 82)</p>	12:10
<p>9. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.</p>	

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall,
Northallerton.

16 October 2018

NOTES:

Emergency Procedures for Meetings

Fire

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Accident or Illness

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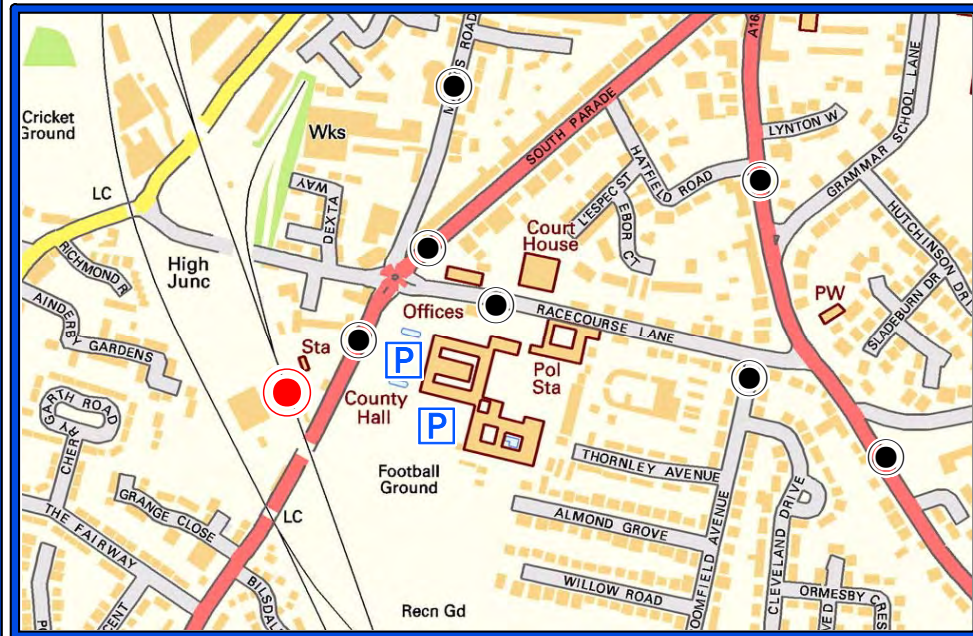
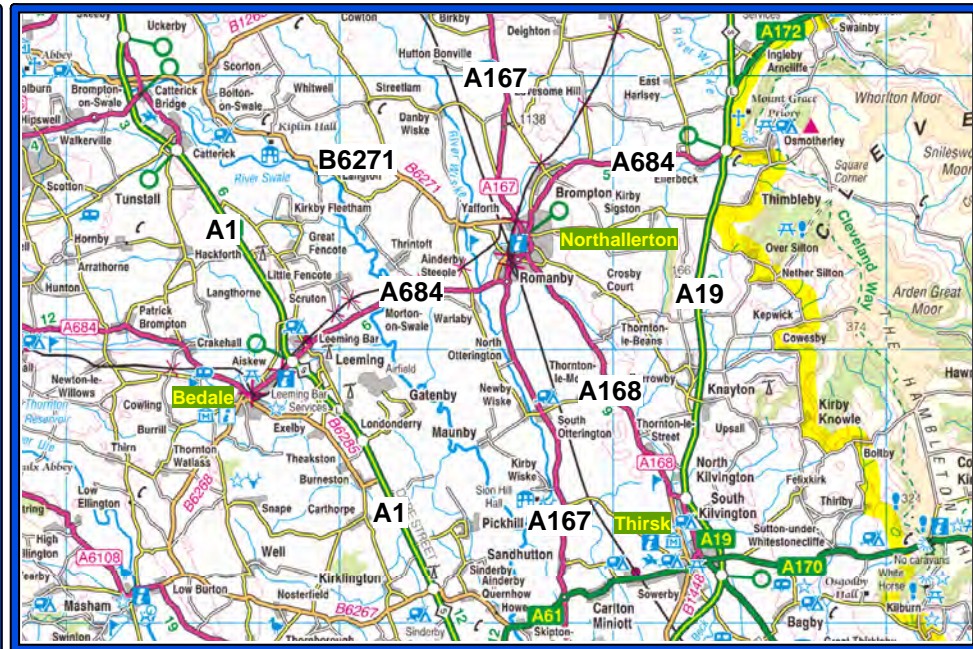
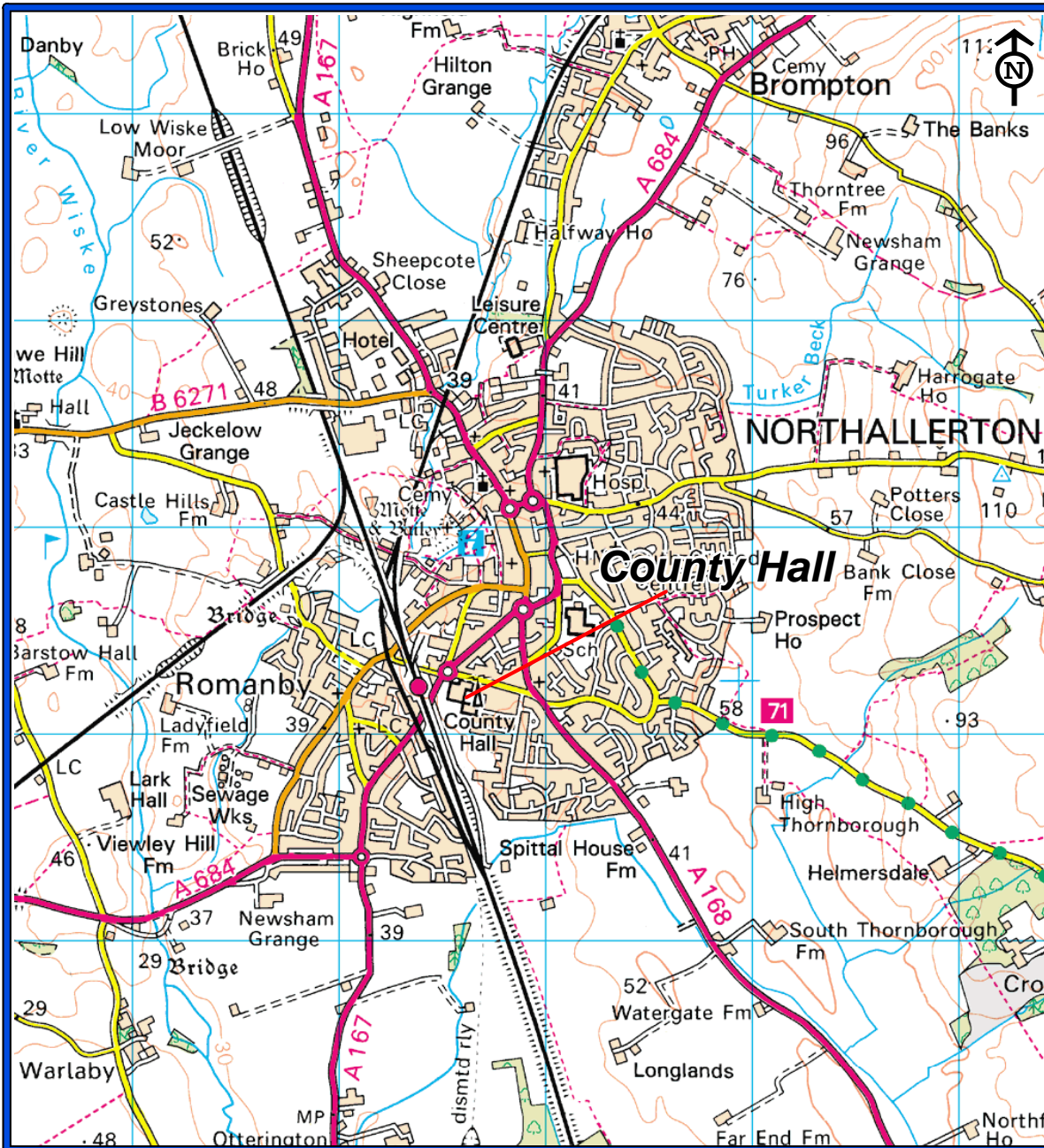
Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)						
	<i>Councillors Name</i>	<i>Chairman/Vice Chairman</i>	<i>Political Group</i>	<i>Electoral Division</i>		
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	Yorkshire Party	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	Y Party	Total
9	0	2	0	1	1	13

2. Substitute Members

Conservative						
	<i>Councillors Names</i>					
1	BAKER, Robert					
2	GOODRICK, Caroline					
3	ENNIS, John					
4	TROTTER, Cliff					
5	PEARSON, Chris					
NY Independents						
	<i>Councillors Names</i>					
1						
2						
3						
4						
5						



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DL7 8AD



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North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 12 July 2018 at 10.00 am.

Present:-

County Councillor Mike Jordan in the Chair.

County Councillors Karl Arthur, Paul Haslam, Robert Heseltine, David Jeffels, Stanley Lumley, Don Mackay, John McCartney, Andy Paraskos, Caroline Patmore, Clive Pearson, Roberta Swiers and Richard Welch.

Other Members present were:

Executive County Councillor Don MacKenzie

County Councillor Caroline Goodrick

NYCC Officers attending: Fiona Ancell, Road Safety Officer (BES), David Bowe, Corporate Director (BES), Barrie Mason, Assistant Director - Highways & Transportation (BES), Allan McVeigh, Network Strategy Manager (BES), James Smith, Team Leader – Traffic, Engineering, Highways & Transportation and Jonathan Spencer, Principal Scrutiny Officer (Central Services).

Present by invitation: Chris Dunn, Service Delivery Manager (Highways England).

12 members of the public were in attendance.

Copies of all documents considered are in the Minute Book

32. Minutes

Resolved -

That the Minutes of the meeting held on 10 April 2018 be confirmed and signed by the Chairman as a correct record.

33. Declarations of Interest

Resolved -

There were no declarations of interest to note.

34. Public Questions or Statements

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

35. Corporate Director's Update

Considered -

The verbal update of the Corporate Director - Business and Environmental Services.

David Bowe provided the following update.

- Junction 47, A1M: The project funded through the YNYER LEP and the County Council to improve the junction remained underway. A baseline scheme had been produced but the hope was that an enhanced scheme could be introduced at the same time. However the enhanced scheme would be reliant on the developer providing the required additional funding. The County Council and LEP were working hard to get the baseline scheme in place but they could not continue to wait much longer for the developer to commit the funding to enable the enhanced scheme to go ahead.
- Kex Gill, A59: A deep tear in the carriageway had appeared in May 2018 resulting from the land beneath the road moving following a period of prolonged wet weather. Regrettably there had been no option but to close the road to investigate the problem and come up with an interim solution. As a temporary solution, the crack in the road had been sealed; traffic lights put in place on a short section of the hill to create a single line of traffic; the retaining wall shotcreted with a concrete membrane; and the carriageway widened in one section so that the line of traffic could run closer to the hillside. NYCC Highways had constantly monitored the movement of the land and would continue to do so before both lanes were re-opened. Attention was now focused on a medium term solution to construct a new reinforced concrete wall in front of the existing wall. The work was expected to take about eight weeks and could result in the road closing again. The long-term solution would be to move the carriageway alignment. The hope was that the scheme would be able to be funded through a government funding opportunity for essential maintenance and network resilience. A lot of work had already been done by the County Council in a much shorter space of time than normal to get the scheme finalised ready for submission to government. A report would be presented to the Executive on 24 July 2018 to ask for approval of the proposed route following the public consultation that has been undertaken.
- General Maintenance: A report would be submitted to the Executive on 24 July 2018 to request an additional £3m funding for carriageway maintenance in the county. The road condition had deteriorated over the winter and had highlighted the importance of the County Council's asset management based approach including keeping on top of surface dressing and patching. Without such preventative measures being put in place the rural network would quickly be lost.

Members made the following key comments:

- A Member called for the A59 Harrogate to York to be upgraded to a dual carriageway. He commented that if the existing single carriageway remained, the ever-increasing amount of traffic in the area and the proposed Green Hammerton development would result in stationery traffic backing up from Junction 47 of the A1. David Bowe replied that there were a number of improvements planned but the proposed Green Hammerton development would clearly change the situation. NYCC Highways inputted into the Local Plans to look at what improvements were necessary, advising the Planning Teams in City of York Council and Harrogate Borough Council about the long term implications of such housing developments. Harrogate and York were seen as a key corridor for development and so at some point there would be a

need to dual the road. The question was how to facilitate this for the future and to get around the impasses.

- A Member commented on the recent road closure of the A59 through Kex Gill. He said that it was a sad fact that temporary solutions over the years had cost several millions of pounds when the right thing to have done would have been to divert the route away from Kex Gill. The prospect of eight weeks further closure would have an adverse impact upon local businesses which had already been badly impacted. He said that he hoped the road could be kept open whilst the repairs were undertaken. Executive County Councillor Don MacKenzie said that he agreed about the urgency of the situation and priority was focused on getting the planning application submitted and the preparatory work undertaken straightaway.
- A Member said that his concern was that there did not appear to be an overall plan for the network. He questioned where the extra traffic would come from to cause the A59 to be dualled from York to Harrogate and why the A59 at Kex Gill had not been realigned sooner. David Bowe replied that looking forward 50 years hence it was envisaged that the A59 would be dualled from York to Harrogate and that this should inform the Local Plans. There would be a requirement to upgrade the road because otherwise further development would result in it becoming very congested. This state of affairs was not expected to change unless a different mode of transport was developed but as yet there was no indication that that would be the case. With regards to realigning the A59 away from Kex Gill, the County Council had been trying for three decades to secure funding for the realignment but until recently it had not been possible to access the required funding for such a scheme. This was because a range of governments had not seen the realignment as being necessary. Now that it was apparent that there was greater urgency to pursue the realignment due to the instability of Kex Gill, the County Council was able to make use of government funding. The County Council was working to deliver a proposal in half the normal timescale in order to access the funding. Keeping the A59 open to ensure east-west connectivity was paramount and so there was no choice but to realign the A59 at Kex Gill.
- A Member said that she was concerned that in some areas surface dressing was taking place over unrepaired potholes and crumbling road edges especially on rural roads. This was then a danger to some road users in particular cyclists. She said that she also felt that this state of affairs was not good value for money and asked how the situation could be addressed. David Bowe said that the highways repair and maintenance teams were instructed not to surface dress over potholes but there were occasions when there was no opportunity to repair the pothole before the surface dressing took place. A balance had to be struck between fixing the potholes versus the time and resources left before a team had to move on to a new area. He acknowledged that surface dressing over potholes was a failing and wherever possible NYCC Highways tried to prevent this from happening. In relation to road edges the problem was more difficult to fix due to the vast rural road network in the county. The problem was two-fold; the first was where the carriageway had eroded and the second was where the verge had collapsed, typically due to wide vehicles running over the verge and damaging drainage 'grips'. Difficult decisions had to be taken with regards to available resources.
- A Member asked if it would be helpful if by the end of July each year Members reported to NYCC Highways the location of the potholes in their division to allow time for them to be repaired before the surface dressing was undertaken

in the following Spring. David Bowe replied that whilst it would be helpful, there were occasions of in-year failure, which meant that not all potholes could be repaired beforehand. NYCC Highways were then faced with having to tackle surface dressing and patching at the same time, whilst balancing this against limited resources.

- A Member said that whilst communities within his Division were appreciative of the surface dressing in his area, tar had been used that had not been fit for purpose in two areas – Darley and Menwith Hill. Consequently the surface dressing had left the road in a worse state than before. He had been advised that replacement surface dressing would be done this year but to date this had not happened and no further assurances had been given. He asked if there was a guarantee for the quality of the works undertaken. David Bowe replied that there was a two year guarantee in place and he would check that the work would be carried out this year. He noted that overall the contractor's performance had improved significantly but historically the causes of surface dressing failures had sometimes been due to the quality of the product used and weather conditions.
- A Member noted the ongoing need for considerable investment of road surfacing and improvements. He asked whether it would be possible to stipulate that developers provided larger contributions to fund improvements in the road infrastructure. David Bowe replied that there were several factors that the County Council had to balance. There were national pressures for affordable housing growth but inevitably developers when deciding whether to build on a site weighed up the viability of the site and land values. Developers have stated that they cannot afford to fund the building of infrastructure such as schools and highway development whilst still providing affordable homes. The greatest investment outcome to enable the required infrastructure to be built was where housing was built on sites with lower land values and on larger scale developments. The practicalities of that linked back to the district's Local Plan. Consequently the County Council's focus was to work with the district councils to try to ensure that the right scale of development took place. Incremental development caused the biggest challenge in trying to lever in funding to improve infrastructure.

Resolved -

That the update be noted.

36. Highways England

Considered -

The verbal report of the Service Delivery Manager, Highways England.

Chris Dunn referred to the improvements carried out on the A64 in 2017/18 and scheduled improvements being carried out in 2018/19, as detailed in the report. He explained that with regards to resurfacing activity there had been a substantial increase on any year. The improvement works to the Barton Hill junction had been completed.

- Chris Dunn went on to announce a number of scheduled works including weekend closures of the Malton Bypass on the weekends commencing Friday 5 October to Monday 8 October, Friday 12 October to Monday 15 October and Friday 19 October to Friday 22 October 2018.

He noted the inconvenience that the closure would cause but explained that there was a narrow window of opportunity to undertake the work between the lockdown period over the summer months when Highways England avoided carrying out planned works and the onset of winter. He explained that there would be information produced prior to the closure on those dates including through social media and an 11 weeks public engagement period was set to commence.

Members made the following key comments:

- A Member said that the A64 section around Tadcaster was littered with sand bags, cones and direction signs. Highways England's direction signs appeared to lead to nowhere and at the same time the County Council had got diversion signs in place for works relating to the cable network. This was leading to a confusing situation for motorists. Chris Dunn explained that in the Tadcaster safety works would be undertaken soon and so the opportunity would be taken to renew the signs to make the diversions clearer to motorists and to de-clutter.
- A Member asked for progress on the Welburn crossroads following the pedestrian fatalities in 2017. Chris Dunn replied that safety colleagues in Highways England were currently doing the investigation work and looking at what the best solution was. He said that it was important to ensure that anything Highways England did in this regard resolved the issue and did not increase risk.
- A Member commented that money was being wasted spent on smart motorways when old fashioned signs for diversions or reduced speed limits were being used at times when traffic was light or no work to the carriageway was being carried out. Chris Dunn said that he appreciated that there were issues and Highways England was currently looking into using optimized signs. More traffic officer involvement would also be trialled on the route and conversations would be held with the regional control centre.

The Chairman invited non-Committee Members to speak.

- A Member explained that the A64 was the key arterial route running through her division. She thanked Highways England for undertaking improvements to the Barton Hill crossroads. However she said that the Scotchman Lane junction connecting Flaxton to the A64 was not working for drivers as they were taking a different route. She understood that the improvements to the Welburn and Crambeck junctions would take time and there was a need to ensure that any works undertaken did not create more of a problem. However that stretch of the A64 would be a major pinch point if the road was dualled and improvements were not made to those junctions. The local community was very upset that it had now been over a year since the four pedestrian deaths and yet improvement plans were still not in place. Meanwhile some motorists continued to visibly speed on that section of the A64.

Resolved -

That the report be noted.

37. Road Casualties - North Yorkshire

Considered -

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

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

Barrie Mason introduced the report.

Members made the following key comments:

- A Member commented that whilst she welcomed cyclists using the roads she wanted to know what could be done to address instances of anti-social behaviour and to raise the awareness of cyclists that country lanes were not necessarily safe. Barrie Mason said that there were lots of aspects involved but it essentially came down to the fact that cyclists were no different to any other road user and so ranged from those who were courteous road users to those who were careless. As with other road users, different methods were necessary to encourage people into applying more appropriate forms of behaviour and to think differently how they behaved. Consequently the 95 Alive Partnership was working with cycling groups to highlight the locations where it was not advisable to ride side by side and to advise building in more stops so that cyclists were less tired. The 95 Alive Partnership had produced videos and interactive maps on its website of the high risk routes in the county to allow users to virtually see the dangers on those routes. The 95 Alive Partnership had also launched a campaign, to educate drivers in regard to the amount of room they should allow when overtaking a cyclist. The 95 Alive Partnership was keen to encourage and welcome cycling on the road network in North Yorkshire as it brought lots of benefits but at the same time there was a need to make sure that cycling did not encourage road rage episodes, resulting in injuries or worse.
- A Member said that the figures in the report were encouraging in light of the downward trend in the number of killed and seriously injured on North Yorkshire's roads despite the increasing number of vehicles on the road network. He asked if there were national figures available on vehicle ownership. Barrie Mason confirmed that the reduction in casualty figures and the increase traffic flow implied a reduced risk. He explained that there were national figures available on car ownership and in the county there was a road traffic survey network so the 95 Alive Partnership could look to bring those figures with the road safety figures in future reports.
- A Member noted that it was important to not label cyclists as the same as there were extremes in any walk of life. He went on to note the economic benefits that the rising number of cyclists on the roads in the county brought and that the Way of the Roses bike ride had helped to boost the economy of Pateley Bridge. He was very encouraged by the progress made by the 95 Alive Partnership in reducing casualties especially motorcyclists. The signs that had been placed on sharp bends warning of the hazards helped to focus the mind. Now that a number of warning signs had been placed on the descent of Greenhow Hill there was now no excuse for road users including cyclists and motorcyclists to not be aware of the dangers of travelling at excess speed down that hill.

Executive Member Don MacKenzie said that he was encouraged by the long term graphs, showing that fatalities had reduced by over 90 in 1990 to fewer than half that in 2017. Every casualty was a tragedy but the trend was downwards. Whilst there had been a spike in 2017, after a particularly low number of casualties in 2016, five of the

casualties were on Highways England's roads, four of whom were killed close by on the same stretch of the A64.

Resolved -

That the figures for collisions and casualties on the roads in North Yorkshire and the actions being taken to improve safety be noted.

38. 20's Plenty for Us

Considered -

The verbal report of the 20's Plenty Campaign Group.

Anna Semlyn said that it was unacceptable that in the region of 2000 people were killed on roads each year in Great Britain. The number of fatalities could be reduced with lower speed limits put in place. The main reason why accidents happened was due to speed, causing motorists to then fail to stop in time. If a vehicle hit a pedestrian at 30mph there was a 50/50 chance of the pedestrian dying. There was no other situation in life where people were exposed to so much risk. She noted the advantages that the 20's Plenty Campaign Group saw in having 20mph speed limits in North Yorkshire, including: safer roads for all; promoting active health for residents; environmental benefits through reduced emissions; better community life and a positive image of North Yorkshire; strengthening the local economy; and positioning North Yorkshire as a leader in Public Health. She went on to mention that Calderdale Council had recently announced that its introduction of 20mph speed limits had led to a 30% casualty reduction over a three year period and later schemes indicated a 40% reduction. Introducing 20mph speed limits was not expensive; the introduction of 20mph speed limits in Bristol had paid for itself in two months arising from the reduction in accidents.

Members made the following key comments:

- A Member said that in principle he was in favour of 20 mph speed limits but they had got to be in the right place. He was not confident that motorists would adhere to 20mph speed limits as that would require behavioural change in the absence of enforcement as the Police could not be in all places at all times to enforce the speed limit. Anna Semlyn replied that behavioural change had happened already in areas where 20mph speed limits were in place. When the speed limit was reduced it had resulted in motorists reducing their speed by on average two to three miles per hour. This had in turn reduced the number of casualties by six per mile. She went on to pose the question about whether there was enforcement in areas where 30mph speed limits were in place. She noted that speed limits could be self-enforced by the community through driver education and by drivers of 'pacer vehicles' such as taxis and buses enforcing 20mph by slowing down the motorists travelling behind. With regards to Police enforcement, the Police and Crime Commissioner could be asked to enforce 20mph speed limits but it was her choice whether or not to do so.
- A Member noted that in Burton-in-Lonsdale there was a 20 mph speed zone through the village and asked whether it was enforceable because there were road markings on the highway. Anna Semlyn replied that there were limits regarding the enforcement of 20mph speed zones. Speed zones were also relatively expensive to implement because they required physical measures to be put in place to reduce vehicle speeds. 20mph speed limits only required 20mph repeater signs. She went on to comment that it was illegal to drive over

20mph where an official sign was in place and the ACPO guidance stated that 20mph speed limits were enforceable. Compliance was not just about enforcement; some of it was also about education.

- A Member expressed the view that North Yorkshire Police did not enforce 30 mph speed limits. Consequently putting up signs would therefore not slow vehicles down, only heavily congested traffic would do so. He commented that attempts to try to change society would not happen. However he noted that in Scotland outside schools at school drop-off and collection times 20mph speed limits were in place and seemed to work. Schools within his Division were meant to have 20mph speed limits outside but motorists still speeded in those areas unless there was police enforcement, which did not happen. Anna Semlyn replied that having 20mph speed limits solely around the vicinity of schools did not encourage walking or cycling to school and the associated public health benefits that they could bring. 20mph speed limits outside of schools represented the old version of road safety. Only 20% of casualties involved cases of children walking to and from school. There was a need instead to have 20mph speed limits covering a larger built-up area. The World Health Organisation and OECD had stated that 20mph was the maximum survivable limit. In most big cities 20mph speed limits were normal in Germany and in Paris and London.
- A Member said that in his Division the Police did enforce speed limits in most of the villages. A 20 mph speed limit was better than having a 30mph speed limit but the issue was that there were always motorists who would travel at excessive speed regardless of the speed limit. Pateley Bridge had a 20 mph section and whilst on the whole motorists heeded the limit some motorists did not. The issue was how far 20mph speed limits should be rolled out across the county. Anna Semlyn replied that 20mph speed limits should be rolled out across a wide geographic area so that they became normalized. It would also work out cheaper by putting in the signs from the start, as every change required a change in signs.

Executive Member Don MacKenzie said that before the County Council could consider a change in policy, there would need to be an officer report. The County Council's current policy was informed by DfT guidelines that 20mph speed limits should be self-enforcing. If the average speed on a road was over 20mph there was a need for other measures. Further guidance from the DfT would be required as a change in council policy would need to be backed up by with facts. The UK remained one of the safest countries in Europe for road safety and North Yorkshire remained a safe place in that regard. The County Council had invested in areas where there were road safety problems such as speeding motorcyclists, cycling and drink-driving. He said that whilst he supported 20mph zones in some places such as beside schools or where there was a history of accidents, more targeted safety measures would represent better value for money for taxpayers. This was because it would not be possible to enforce 20mph speed limits in a comprehensive manner and at present there was not a recognised problem of pedestrians being killed in residential areas. The County Council was awaiting additional guidelines from the DfT to inform the Council about the evidence of the effectiveness of 20mph speed limits.

Resolved -

That the Transport, Economy and Environment Overview and Scrutiny Committee convenes a task group to review the County Council's current 20 mph Speed Limit Policy, once the National Research project by the DfT examining 20 mph speed limits has been published.

39. Vehicle Activated Signs Review

Considered -

The report of the Transport, Economy and Environment Overview and Scrutiny Committee Task Group asking the Committee to discuss and note the information in the report of the Task Group's Vehicle Activated Signs (VAS) review, attached at Annex A to the report and consider the recommendations to the Executive as set out on page 16 of the Task Group's report.

County Councillor Caroline Patmore, Chairman of the Task Group, introduced the report. She noted that Members were aware from their meetings with parish councils and other local residents that the number one issue in towns and villages was speeding. The task group had been set up to respond to those concerns and look at local authority practice elsewhere. The research had shown that there was a range of approaches that local authorities' took, with a number allowing parishes to purchase and maintain VAS. The public were seeing that when they travelled on roads outside North Yorkshire, VAS were present and yet in North Yorkshire VAS were rarely seen. The public believed that VAS slowed down traffic and there was only one way to find out if that was the case and that was by trying it. In North Yorkshire 30mph speed limits in towns did not appear to be enforced. Whilst the Police had become more proactive in enforcing speed limits in certain areas these were usually on roads where they were easily visible. She was aware that the temporary VAS loan scheme in the county was expensive, having had first-hand knowledge of that from a parish council in her division that was part of the scheme. Despite the expense the parish council still believed that having the VAS in place was helping to reduce speeds. Speedwatch was an excellent initiative to take forward but one of the villages participating in the scheme in her division found that whilst it was effective to begin with the question was then what to do when Speedwatch had ended.

The Committee Chairman invited the members of the public who had registered to speak to come forward to make their contribution.

Public questions and statements

Parish Councillor Howard West, Chairman of Pannal and Burn Bridge Parish Council read out the statement below:

"Our reason for addressing this meeting is because of our concerns for safety in our village and consequently the lives of our parishioners, especially our older citizens and those with limited spatial awareness – our children.

Two roads running through our parish are rat-runs to and from the A61 and western and central Harrogate. In an effort to get to their destinations as quickly as possible, motorists choose to speed through our parish even though we have 20 and 30 mph fixed signs. The old chestnut about needing a serious accident or death before police will deploy laser speed devices or NYCC Highways will react does not hold water. We are proactive and do not want that death before measures are put in place.

To this end, Pannal was the first village in North Yorkshire to employ Community Speedwatch. We have seen a remarkable reduction in speeding as a result of CSW but unless we're out there with our high-viz jackets, motorists continue to attain speeds of 50mph in 30mph limits and almost double the 20mph limit. However, volunteers are

usually pensioners and are not allowed to operate when it rains and need to take a rest occasionally. Flashing signs work all day without rest in all weather conditions.

What has proven effective throughout our country is permanent vehicle activated speed signs. We were told that NYCC Highways must approve any signs on “their” street furniture. We disagree: it’s “our” parish, ergo we must have a say on use of “our” street furniture. NYCC seem to allow all sorts of signs to be affixed to street furniture without any problem, so let us have some realism here.

We strongly believe that the line “once vehicle activated signs are permanent, they lose their effectiveness” is a fairy tale and has been disproved time and time again. Why do so many other counties not just permit, but encourage permanent signs? When was the last time you exceeded the 30mph limit in Collingham near Wetherby in West Yorkshire? Rarely does anyone do so. The same applies in Pannal Ash in Harrogate. The same applies throughout continental Europe. Those signs are permanent and there for proven benefit.

However, the crux of the issue is that with the decrease in costs of commercially available signs, we as a parish council can provide a constant reminder of vehicle speed 24/365 for a fraction of the cost of NYCC’s current offering. On top of that, these devices now monitor traffic flow in two directions giving far better statistics than data loggers placed for a week, sometimes during school holidays or even when it has been snowing and roads almost impassable. Did I miss that part in the long-winded report?

We are a very new parish council and are still learning the ropes but we are undaunted by blanket refusals to help save lives. Even the invitation letter to this meeting cited figures purporting a 50/50 split on whether flashing speed signs are required. What those figures really mean is that of those parishes that do want signs, they are desperate for them to help make their roads safer and the others either do not have a speeding problem or don’t have a precept high enough to support VAS.

Question: We need to know when our clerk can sign the purchase order that has already been approved by our parish council for two signs for our parish. It will cost NYCC nothing, so where’s the hang-up?”

Parish Councillor Gordon Davies, Chairman of Middleton Tyas Parish Council made the following statement:

“The road through Middleton Tyas is often used by motorists as a rat run. We have got 20 mph zones road signage but it spoils the village. The village has not got an effective way to slow people down. It is terrifying to see how fast some people drive through the village. The parish council would welcome a VAS which flashed up a warning to slow down because the 30mph signs made no difference. Middleton Tyas Parish Council is keen to save people lives before a person gets hit.”

Parish Councillor Christine Skaife Mayor of Pateley Bridge made the following statement:

“I live in an area popular with cyclists. I feel that the area would benefit from preventative work. A VAS sign before the High Street indicating the speed limit or a message to slow down would be appreciated. The preference would be for a VAS though I sympathise with other parish councils not able to get the funds available. Does a VAS or a SID register the speed of cyclists?”

In responding to Parish Councillor Christine Skaife’s question, James Smith confirmed that this would be the case if the cyclist was going as fast as the speed trigger limit.

Parish Councillor Rachel Glynn of Ulleskelf Parish Council made the following statement:

“I find it frustrating that a lot of time is being spent in parish council discussions on the same issue of speeding. The current temporary VAS scheme operated by the County Council is too expensive for the parish council to take part and parishes can purchase signs that are much cheaper.”

Parish Councillor John Waterhouse of Carelton-in-Craven Parish Council made the following statement:

“The village has a 20mph speed limit in place with speed humps in the vicinity of the school but residents still raise concerns about speeding. Four wheel drive vehicles in particular are not impacted by the speed humps. A survey carried out by North Yorkshire Fire & Rescue Service found that five per cent of motorists were travelling well over the speed limit. The parish council had held a meeting with NYCC Highways to discuss the speeding concerns but had been told that the village was not eligible for VAS. The parish council had then offered to pay for one but had been told by NYCC Highways that if it did and the sign was erected it would be taken down. This is not democracy.”

Kevin Clark a representative of Weeton Parish Council made the following statement:

“The data collected by the Police van showed that from January to May this year there had been over 1091 speeding offences through the village. 73 of the speeding motorists were travelling at a speed too high to qualify for a speed awareness course and six had been referred straight to court. During the six hourly slots that the Police van was present there was a speeding offence committed every four minutes. We feel strongly that it is wrong that because the Police van is operating there we cannot do Community Speedwatch. This is despite the fact that we are offering to work in conjunction with the Police. The Parish Council had written to the Police and Crime Commissioner about this but had had no response.”

Steve Plews a representative of Langton Parish Council made the following statement:

“The village comprises of 50 houses and a school. The parish council would love to have a VAS but the problem is that the speed limit of 60mph through the village is too fast.”

James Smith explained that he had inputted into the task group review on behalf of NYCC Highways. NYCC Highways remained of the view that whilst the current system had its detractors it was working well. However if the recommendations were approved, NYCC Highways would revise the policy. NYCC Highways remained convinced of certain key factors. Firstly there would need to be consistency in the type of sign used; secondly NYCC Highways would need to be involved in discussions about where the VAS would be sited; and thirdly VAS lost their effectiveness if they were left in the same place for any length of time, this was borne out of national research that showed that. He appreciated that some parishes were not able to afford to loan or buy a VAS. However the County Council’s budget was already heavily committed and so any VAS purchase scheme would need to be cost neutral to the County Council. The current temporary VAS scheme was cost neutral. The County Council would not be looking to take on any further responsibilities apart from where a need was evidenced and so recommendation three would continue by default. The County Council only put in permanent VAS where all other possible road safety measures had been exhausted.

Executive County Councillor Don MacKenzie commented that it was important to note that the parish survey had only had a 22% response rate and so by default 78% of parishes had not responded, though he acknowledged that the response rate was relatively high for a parish consultation. He went on to note that Cllr Howard West had referred to the VAS at Pannal Ash road as being effective in ensuring that nearly all motorists obeyed the speed limit there as a result. He said that from his experience, due to the sign having been there for many years, few motorists were aware of it and few motorists kept to the speed limit there. A key concern remained the problem of proliferation, though he accepted that the task group's research had shown that not all parishes would want to take up the offer of purchasing and maintaining a VAS. However there was a concern that an increase in the number of VAS in the county could have a negative effect on areas where there were permanent VAS in place. Permanent VAS were put in place where perceptions of speeding were backed up by casualty figures. Casualty figures remained concrete evidence about whether taxpayers' money was being invested wisely in relation to putting in place VAS, and not just to make the County Council feel good; parishes also needed to bear this in mind as they too were responsible for spending taxpayers' money wisely. Another concern was what would happen if a parish no longer could afford to maintain the sign.

Members made the following comments:

- A Member said that he did not see why parishes should be refused a sign if they could raise the funding through their precept. In his experience the majority of people did not mind their money being spent if it was spent in their village. Parish councillors would get voted out if they were not prepared to no longer maintain the sign. James Smith replied that he had communicated closely with the task group and was committed to take the policy away if and when agreed by the Executive and come up with a system that worked for parishes and the County Council.
- A Member said that VAS should be seen as a critical part in promoting road safety and speed enforcement in the county. Consequently the County Council and its road safety partners should move to a position of the signs being funded from the road safety education and training budget. He said that whilst he was supportive of recommendations one and three in the report, he did not support recommendation 2 as he felt that parishes should still be given the option of loaning the signs from the County Council.
- A Member said that the reason why there was a discussion about VAS was because the real answer to tackle speeding was not available in North Yorkshire: fixed speed cameras. He noted that on the A66 the only village that was not bypassed had an average speed camera installed; this worked in reducing vehicle speeds through that village. However in North Yorkshire in the absence of fixed speed cameras he was supportive of the VAS scheme being expanded by the County Council by working with parishes where they were prepared to purchase the signs, as that was where the problems were. Where parishes wanted to put up a sign, the County Council should work with those parishes to locate them where they were needed. The County Council would need to retain overall control for the scheme.
- A Member said the matter boiled down to local democracy and local perception. At most parish meetings that he attended, speeding was a commonly-raised problem. Speed checks usually showed that most motorists did not speed but in the region of 10 per cent did. He could not see a negative reason in allowing parishes to purchase and maintain VAS. There was a concern from smaller

parishes about not being able to afford to do so but in his experience if it was something that was needed parishes would raise the funding required. The County Council should site the locations but it was essential that the County Council worked in consultation with parishes in this regard. James Smith explained that under the current temporary VAS scheme there was close dialogue between the County Council and the parish council regarding the siting of the VAS, and speed surveys were used to inform the location.

- A Member said that the message from parishes was that there was support for them to purchase and maintain VAS and so the County Council should acknowledge that.

The Chairman invited further comments from the members of the public who had registered to speak to come forward to make their contribution.

- Kevin Clark, representative of Weeton Parish, said that he did not agree with the current approach that an accident had to occur before action was taken. James Smith clarified that in relation to the temporary VAS scheme, a road fatality or seriously injured casualty was not required in order for a parish to be eligible to take part; it was only with regards to permanent VAS where such evidenced based road problems were necessary.

The Chairman invited the Committee to consider the task group's recommendations to be presented to the Executive, as set out on page 16 of the task group's report.

Resolved -

- a) That the report with recommendations one and recommendation three be presented to the Executive.
- b) That recommendation two be removed from the report to be presented to the Executive.

40. Work Programme

Considered -

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

Jonathan Spencer introduced the report.

Resolved -

That the annual YNYER LEP report be added to the work programme.

The meeting concluded at 1.19pm

JS

North Yorkshire County Council

Business and Environmental Services

Transport, Economy and Environment Overview and Scrutiny Committee

25 October 2018

Ringway Performance – 2017/18

Report of the Corporate Director – Business and Environmental services

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise Members of Ringway's performance under the Highways Maintenance Contract (HMC) 2012 during the period 1 April 2017 – 31 March 2018 and of the outcome of the Evaluation Panel held on 23 May 2018.

2.0 Background

- 2.1 Following a lengthy and robust procurement exercise, HMC 2012 was awarded to Ringway (RIS) and the contract commenced on 1 April 2012.
- 2.2 As part of the Contract, an Evaluation Panel is held annually in May to determine the Term of the Contract, which is informed by the Contract Performance Indicators (CPIs). The CPIs comprise Primary Performance indicators (PPIs) and Secondary Performance Indicators (SPIs). It is the PPIs which directly affect the Term of the Contract, although the SPIs can also be taken into consideration. The Evaluation Panel is also asked to support the implementation of the rolling third year CPI targets, together with any interim amendments.
- 2.3 The maximum term of the Contract is 10 years; the minimum term is 6 years. The contract has a 'Claw Back' and a 'Win Back' mechanism, whereby any years clawed back for poor performance can subsequently be won back for good performance.
- 2.4 The contract period was reduced by one year at the Evaluation Panel meeting held on the 22nd May 2014.
- 2.5 At the Evaluation Panel held on 23 May 2018, the decision was taken to keep the term of the Contract at 9 years with a Contract completion date of 31 March 2021.

Evaluation Panel – 23 May 2018

- 2.6 The 2018 Evaluation Panel considered the performance of RIS for the period 1 April 2017 - 31 March 2018. The performance for this period was that the required targets for 10 out of 12 Primary Performance Indicators (PPIs) and 6 out of 10 Secondary Performance Indicators (SPIs) were met. This compares with the same period in 2016/17 where 10 out of 12 Primary Performance Indicators (PPIs) and 7 out of 10 Secondary Performance Indicators (SPIs) were met.
- 2.8 Based on what was considered to be an acceptable level of performance, the Panel took the decision to retain the Term of the contract as 9 years, until 31 March 2021.

Challenge/Scrutiny

- 2.9 Through the HMC 2012 Governance arrangements, Ringway's performance is scrutinised throughout the year at the monthly Operational Management Group (OMG), quarterly Strategic Management Group (SMG) and 6 – monthly Partnering Steering Group (PSG) meetings.
- 2.10 Since the first HMC 2012 Evaluation Panel, Ringway's performance has been further scrutinised by Members at:
- Transport, Economy and Environment Overview and Scrutiny Committee (TEE OSC) – 17 July 2013
 - BES Executive Members (with County Councillor David Jeffels in attendance as Chairman of TEE OSC) – 27 November 2013
 - TEE OSC – 22 January 2014
 - TEE OSC – 16 July 2014
 - TEE OSC – 21 January 2015
 - TEE OSC – 14 October 2015
 - TEE OSC – 27 July 2016
 - TEE OSC – 20 July 2017

3.0 Consideration

- 3.1 RIS has demonstrated an acceptable level of performance since the last report. Appendix A details the overall performance for the financial year 2017/18 compared to the previous year.
- 3.2 The 2017/18 Performance Management Framework includes measures relating to Street Lighting. Due to the work associated with the accelerated LED rollout it was agreed that there was not a requirement for Ringway to undertake Routine Cyclical Maintenance on street lighting in 2017/18 therefore there was no data to measure against PPI SL02 "Achievement of Programme – Street Lighting Cyclical Maintenance". It is envisaged that this measure will recommence as soon as routine cyclical maintenance recommence on signs and bollards during this year.
- 3.3 Appendix B details the 'Rectification Action Plans' presented to the Evaluation Panel relating to those indicators where the required Target was not met.

4.0 Legal Implications

- 4.1 The requirement for an Annual Review of HMC 2012 is stipulated in the contract documents and shall be completed before 1 June in each Contract Year.
- 4.2 The Key Decisions associated with the Evaluation Panel held in this and in previous years have been published on the County Council's Statutory Forward Plan in accordance with its Constitution.

5.0 Equalities Impact Assessment

- 5.1 Consideration has been given to the relevance of equality and diversity issues in each of the Evaluation Panel meetings. It was the view of officers that the recommendations had no impact on any of the protected characteristics identified in the Equalities Act 2010.
- 5.2 An Equalities Impact Assessment (EIA) for HMC 2012 has been developed jointly with Ringway and was reviewed and updated in June 2016. The next review is due to take place in June 2018.

6.0 Finance Implications

- 6.1 Over the first six years of HMC 2012, approximately £292 million of work has been delivered to date.
- 6.2 As part of HMC 2012, there is one specific CPI directly relating to finance:
- SPI S06 Value of Gain Achieved

7.0 Recommendation

- 7.1 It is recommended that Members:
- i) note the contents of this report and the attached appendices.

DAVID BOWE
Corporate Director Business and Environmental Services

Author of Report: Andrew Binner

Background Documents: None

Appendix A Summary of PPI Scores for 2017-18

Primary Performance Indicators (PPIs)								
Reference No.	PPI	Measure	Performance			Technical Notes	2016/17 Performance	
			2017/18					
			Target	Actual	Pass/Fail			
WINTER MAINTENANCE:								
PPI WM01	Client Satisfaction –Winter Maintenance Gritting Routes	Max no. scores <10	9	1.00	Pass		Pass	0.00
		Average score (based on 42 returns)	10	9.79	Pass		Pass	10.00
		Max total no. failure points	52	15.00	Pass		Pass	0.00
		Max no. 1 pt deductions	9	0.00	Pass		Pass	0.00
		Max no. 3 pt deductions	6	0.00	Pass		Pass	0.00
		Max no. 5 pt deductions	4	3.00	Pass		Pass	0.00
		Overall Performance					Pass	Pass
SCHEMES (surface dressing, resurfacing and reconstruction (R&R) schemes, integrated transport schemes, bridge schemes, section 38 and section 278 works, and street lighting [if included in final contract]):								
PPI S01	Start on Time	% on time or better	90%	96.19%	Pass	All allocation of party responsible for delays taken as having been agreed by operational teams. Of the 236 schemes programmed to start 227 were started on time	Fail	85.03%
PPI S02	Finish on Time	% on time or better	90%	93.42%	Pass	All allocation of party responsible for delays taken as having been agreed by operational teams. Of the 228 schemes programmed to finish, 213 were finished on time. 15 were not	Fail	80.70%
PPI S04	Street works Noticing	Number of completed works orders that require works notices as a % based on a random sample	95%	96.64%	Pass	Based on NYCC data, of 655 sampled instructions requiring a notice, 633 had a notice.	Pass	90.32%
		Number of compliant notices	95%	94.70%	Fail	Based on NYCC data, of the 46,223 notices, 43,771 have been compliant. 2,452 were not compliant.	Pass	90.19%
		Number of notices that over run the proposed notice end date	6%	2.61%	Pass	Based on NYCC data, there have been 17,608 closed notices, 459 have been overruns with a total of 10,584 days.	Pass	3.60%
		Overall Performance					Fail	Pass

Primary Performance Indicators (PPIs)								
Reference No.	PPI	Measure	Performance			Technical Notes	2016/17 Performance	
			2017/18					
			Target	Actual	Pass/Fail			
ROUTINE MAINTENANCE (grass cutting and weed killing, gully emptying, street lighting, other routine maintenance including lining, sign installation and repair, tree maintenance, pothole repair, drainage repair and the like and GMUs):								
PPI RM08	Highway Dangerous Defects CAT 1	% of dangerous defects made safe within 24 hours of identification	99%	99.59%	Pass	487 instructions that have been raised, of those 485 were completed in time.	Pass	99.63%
PPI RM09	Completion on Time – Emergency Call Outs	% on time	99%	99.94%	Pass	1,774 instructions that have been raised, of those 1,773 were completed in time.	Pass	100.00%
PPI OB7	Completion in time option B (minor works) 7 day response	Number of jobs completed as % of those planned to be completed.	75%	76.01%	Pass	Of the 1,159 instructions 881 were completed on time, or commenced on time and were completed within a timely manner. [Data excludes Area 6 from 01/04/17 until 31/08/17, and all areas from 01/02/18 until 31/03/18]	N/A	60.89%
PPI OB30	Completion in time option B (minor works) 30 day response	Number of jobs completed as % of those planned to be completed.	80%	78.00%	Fail	Of the 3,609 instructions 3,609 were completed on time, or commenced on time and were completed within a timely manner. [Data excludes Area 6 from 01/04/17 until 31/08/17, and all areas from 01/02/18 until 31/03/18]	N/A	62.87%
PPI OB90	Completion in time option B (minor works) 3 month response	Number of jobs completed as % of those planned to be completed.	85%	88.30%	Pass	Of the 1,299 instructions 1,147 were completed on time, or commenced on time and were completed within a timely manner. [Data excludes Area 6 from 01/04/17 until 31/08/17, and all areas from 01/02/18 until 31/03/18]	N/A	74.75%
Overall Performance					Fail		N/A	

Primary Performance Indicators (PPIs)								
Reference No.	PPI	Measure	Performance			Technical Notes	2016/17 Performance	
			2017/18					
			Target	Actual	Pass/Fail			
FLEET MAINTENANCE (Maintenance of the County council's vehicle fleet and management of the fuel supply and storage facilities):								
PPI FM01	Compliance with Servicing Schedule	% Completion of servicing within deadline	94%	99.67%	Pass	Of the 602 services carried out 600 have been carried out as planned.	Pass	100.00%
PPI FM02	MOT Pass Rate	% of MOTs passed	97%	99.15%	Pass	Of the 117 MOT's carried out, 1 have failed.	Pass	100.00%
STREET LIGHTING MAINTENANCE [if included in final contract]								
PPI SL01	Street Lighting Fault Repair	% of defects repaired within 7 days	96%	99.59%	Pass	To date 6,756 seven-day repairs have been received and 28 have not been completed on time.	Pass	99.94%
PPI SL02	Achievement of Programme – Street Lighting Cyclical Maintenance	Max no. days ahead / behind schedule	8	#N/A	#N/A		Pass	1.97

Summary of SPI Scores for 2017-18

Secondary Performance Indicators (SPIs)								
(Only to be taken account of by the Evaluation Panel on failure of one or more of the PPIs. To be considered as part of "NYCC's discretion"):								
Reference No.	SPI	Measure	Performance			Technical Notes	2016/17 Performance	
			2017/18					
			Target	Actual	Pass/Fail			
SCHEMES								
SPI S03	Defects – Impact at Handover	% schemes defect free at handover	90.00%	99.55%	Pass	0 schemes have been handed over defect free, with having a defect outstanding	Pass	99.05%
SPI S06	Value of Gain Achieved	Value of pain + gain	>£0.00	£ -	Fail	Of the 0 CF12's (formerly CP06's) believed to be due, 0 have been returned. 0 of which are in gain, and 0 are in pain. Provisional figures are calculated from cost reports submitted by RIS. Of the 0 believed to be due, 0 have been submitted along with a further 0. Of these, 0 are in gain, and 0 are in pain.	Pass	-£21,630.69
ROUTINE MAINTENANCE (grass cutting and weed killing, gully emptying, street lighting, other routine maintenance including lining, sign installation and repair, tree maintenance, pothole repair, drainage repair and the like and GMUs):								
SPI RM02	Achievement of Programme – Grass Cutting Rural	% of rural grass cutting routes completed within 14 calendar days of programme	97%	100.00%	Pass	19 'villages' have been programmed to be cut of which 19 were cut in time.	Pass	100.00%
SPI RM03	Achievement of Programme –Weed Spraying	% of weed spraying routes completed within 14 calendar days of programme	97%	100.00%	Pass	7 sites have been treated, 7 were within time.	Pass	99.54%
SPI RM04	Achievement of Programme – Gully Emptying	% of gullies cleaned within 14 calendar days of scheduled cleanse	97%	66.88%	Fail	137,803 gullies have been programmed to be cleaned of those 88,965 have been cleaned within time.	Fail	92.79%
SPI RM07	Defects	Max No. of Defect Notices issued	152	1	Pass	1 defects have been received	Pass	4
HEALTH AND SAFETY:								
SPI HS01	LTIFR (Lost Time Through Injury Frequency Rate)	Number of lost time incidents per 1,000,000 hours worked	2.50	3.10	Fail	A total of 644,580 hours have been recorded. 1 lost time incidents have been recorded.	Fail	2.69

Reference No.	SPI	Measure	Performance			Technical Notes	2016/17 Performance	
			2017/18					
			Target	Actual	Pass/Fail			
PUBLIC AND CLIENT SATISFACTION								
SPI PCS01	Public Satisfaction – All Schemes	% satisfied or very satisfied	90%	89.94%	Fail	716 cards have been returned of which 644 were satisfactory or better. To date 2,026 cards have been posted out.	Fail	87.39%
SPI PCS05	Annual Client Survey	A - % Satisfaction Management of the Contract	85%	87.51%	Pass		Fail	84.57%
		B - % Satisfaction Service Provision	85%	93.38%	Pass		Pass	91.93%
		Overall Performance		90.45%	Pass		Pass	88.44%
CONTRACTOR – SELF EVALUATION AGAINST ANNUAL ACTION PLAN								
SPI AAP01	Contractor Progress against Annual Action Plan – self evaluation	% actions complete against Annual Action Plan	90%	98.33%	Pass		Pass	100.00%

Section 1

Business Ref: RIS HMC2012 Division and/or Location: North Yorkshire Action Report No: RAP 2018 01 PPI SO4

Section 2

Issued by: P Jepps	Issued to: North Yorkshire	Date: 11/5/2018
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

Section 3 DESCRIPTION OF ISSUE

Not achieving the minimum target of CPI PPI SO4 during the contract year 2017/18

Of the 3 parts to the CPI measure pt B (Number of Fixed Penalty Notices) didn't meet the target

Target 95%, Score 94.7%

Section 4 STATE THE ROOT CAUSE OF THE ISSUE

Analysis has shown various reasons for failure of this CPI. Due to the score being so close to 95% there is difficulty establishing what specifically could be done.

The new contract year will see the introduction of new CPI definitions to account for the change to a Permitting Scheme. Once agreed the RAP will be reviewed to ensure it meets the new requirements.

Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?**5a CORRECTIVE ACTION (To address the issue)**

- Investigate the system failures that meant a start notice didn't get sent to the Streetworks team via eton with the required 2 hours. Look at the mobile phone signal and also CPA/Symology interface.

5b PREVENTIVE ACTION (To prevent recurrence)

- Review the new CPI requirement (when agreed) and update the RAP to account for the change

5c RESPONSIBILITY CHART REQUIRED (PAGE 2)? Y

Note: When you have completed this section please send copy to originator.

Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)

Business Ref:

Division and/or Location:

Action Report No:

Date Prepared: 11/5/2018		Responsibility of: P Jepps											
Improvement/Concern Meet the CPI Targets for Streetworks noticing.		Persons Involved										By When	Complete
		Richard Whitaker	James Whaley										
Planned Completion Date:													
Task No	Task Description												
1	Review the requirements of the new Streetworks CPI definitions and update this RAP to accommodate.	X	I									30/6/2018 After Evaluation panel decision	
2													
3													
4													
5													
6													
<p>Note ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY (X = RESPONSIBLE, I = INVOLVED)</p>													

Distribute to: R Whitaker, Jill Jephson, SMG

Section 1

Business Ref: RIS

Division and/or
Location: North
YorkshireAction Report No: RAP 2018 02
PPI OB7/30/90**Section 2**

Issued by: P Jepps	Issued to: North Yorkshire	Date: 11/5/2018
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

Section 3 DESCRIPTION OF ISSUE

Failure of Performance Indicator PPI OB7, OB30, OB90 Option B minor works.

For contract year 2017/18 the CPI targets were missed by a small percentage (2% for OB7 and 4% for OB30).

For contract year 2018/19 the targets are to be reviewed and are likely to increase. To meet these new more stringent targets an action plan is required to monitor performance and react quickly when targets are missed

Section 4 STATE THE ROOT CAUSE OF THE ISSUE

1. Over the winter period (Dec – March) there was pressure on resource as Winter maintenance took priority
2. The winter conditions saw an increase in the number of Pothole orders raised.
3. Through the winter period the snow conditions made it difficult to undertake Asphalt work.
4. Orders due to the Tour de Yorkshire took resource away from the pool and obviously had to be addressed as a priority.

Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?

See action plan over leaf.

5a CORRECTIVE ACTION (To address the issue)

Provide more resource to undertake reactive works

5b PREVENTIVE ACTION (To prevent recurrence)

See action plan over leaf.

5c RESPONSIBILITY CHART REQUIRED (PAGE 2)? Y

Note: When you have completed this section please send copy to originator.

Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)

Action closed by:

Date:

Business Ref:

Division and/or Location: North Yorkshire

Action Report No: RAP
OB7/30/90 2017

Date Prepared: 11/5/2018		Responsibility of: P Jepps										
Improvement/Concern		Persons Involved								By When	Complete	
		Mike Francis	Liam Taylor	Andy Ambrose	Dan Bentley	Area Agents	Scheduler	James Whaley	Reactive Agents			
Task No	Task Description											
1	Source additional external gangs available on an adhoc basis to supplement the internal workforce.	X	I	I	I						Ongoing	
2	Plan resource availability by informing the Hub on a Wednesday the available resource for the following week. This should account for Holiday and scheme work. The scheduler will then plan the following weeks work and identify any shortfall / potential priority over-run. Further resource (other Areas or External) can then be procured and work planned for them.		X	X	X	I	I				Ongoing	
3	Monitor priority failures on a weekly basis and report them to the Area weekly meeting. Work with the client to manage budget spend and promote an even distribution of the spend over the year.						I	X			Ongoing	
4	Monitor the weather and other potential events which could cause an influx of short priority works. Put sub-contractors on stand-by when such events are foreseen.		I	I	I			X			Ongoing	
5	Use the Reactive Maintenance Dashboard to identify jobs with-in three days and with seven days of missing their Priority. A report is to be generated and issued to the Areas by the schedulers each Monday and Wednesday morning. Jeopardy reporting							X		I	Ongoing	
6	Look at utilising hotbox vehicles and Jet Patch plant to increase productivity during busy periods	X	I	I	I						Ongoing	
7	Schedule suitable work for the weekend to cover peaks in the order profile.										As required	X
Note		ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY (X = RESPONSIBLE, I = INVOLVED)										

Distribute to:

Section 1

Business Ref: RIS HMC2012 Division and/or Location: North Yorkshire Action Report No: RAP 2018 04 SPI S06

Section 2

Issued by: P Jepps	Issued to: North Yorkshire	Date: 11/5/2018
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

Section 3 DESCRIPTION OF ISSUE

Not achieving the minimum target of CPI SPI S06 during the contract year 2017/18
Value of Gain Achieved

Section 4 STATE THE ROOT CAUSE OF THE ISSUE

- Majority of the pain is from the Surface Dressing element of the works. This is due the increase in the amount of work issued to Cat 4 and Cat U roads. These are generally estate roads and rural lanes. In previous years there has been a greater proportion of wider roads in the programme.

Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?

5a CORRECTIVE ACTION (To address the issue)

Work with the client through the ECI procedures to identify schemes that are inefficient to undertake. Where possible look at efficiency ideas to reduce standing time and increase productivity.

5b PREVENTIVE ACTION (To prevent recurrence)

Amalgamate schemes in unproductive areas to reduce the number of visits. Ie, Undertake the whole estate in one year rather than revisiting/returning the following year to complete the rest of the work.

5c RESPONSIBILITY CHART REQUIRED (PAGE 2)? Y

Note: When you have completed this section please send copy to originator.

Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)

Business Ref:

Division and/or Location:

Action Report No:

Date Prepared: 11/5/2018		Responsibility of: P Jepps											
Improvement/Concern Meet the CPI Targets for Value of Gain Achieved		Persons Involved										By When	Complete
		Mike Francis	Liam Taylor	Dan Bentley	Andy Ambrose								
Planned Completion Date:													
Task No	Task Description												
1	Review the years Surface Dressing programme prior to start and identify inefficient sites.	I										Apr 2018	
2	Work through the ECI process to increase productivity where possible		I	I	I							Apr 2018	
3													
4													
5													
6													
Note		ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY											
		(X = RESPONSIBLE, I = INVOLVED)											

Distribute to: R Whitaker, Jill Jephson, SMG

Section 1

Business Ref: RIS

Division and/or
Location: North
Yorkshire

Action Report No: RAP

2018 04 SPI
RM04 Gullies

Section 2

Issued by: P Jepps	Issued to: North Yorkshire	Date: 11/5/2018
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

Section 3 DESCRIPTION OF ISSUE

Failure of Secondary Performance Indicator RM04 Gully Cleansing

Section 4 STATE THE ROOT CAUSE OF THE ISSUE

Failure to clean the gullies to the programme agreed.

- Reducing the number of Gully carts to 5
- Not achieving outputs due to plant breakdown
- Not following the programme
- Completion of unplanned Gully cleans effecting the programmed works

Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?

5a CORRECTIVE ACTION (To address the issue)

The method of monitoring the Gully operations against the CPI target is to be changed. This was jointly requested by NYCC and Ringway so as to make the recording of Gully data easier to monitor and report on and to fix the programme so that information is easier to access when customer queries come in.

In readiness for this the Programme has been reviewed and will operate this year utilising 7 Gully carts rather than the 5 used last year. Reporting will also be undertaken weekly to monitor performance against the programme and also the CPI requirements.

Progress the use of esri software to improve the asset information and then include changes into the programme.

5b PREVENTIVE ACTION (To prevent recurrence)

- Review gully running order with the Operatives.
- Manage gully cleaning vehicles maintenance schedule and plan downtime into the programme. (MOT, Servicing and tank pressure check)
- Monitor performance and output of each individual team.
- Schedule unplanned gully cleans during weekend shifts
- Use sub-contract resource when require to keep to programme

5c RESPONSIBILITY CHART REQUIRED (PAGE 2)? Y

Note: When you have completed this section please send copy to originator.

Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)

Action closed by:

Date:

Business Ref:

Division and/or Location:

Action Report No:

Date Prepared: 11/5/2018		Responsibility of: P Jepps									
Improvement/Concern		Persons Involved								By When	Complete
		James Whaley	Mike Francis	Richard Whitaker							
Planned Completion Date:											
Task No	Task Description										
1	Review new Gully schedule and revise running order.	X									31/5/2018
2	Review programme to match the new schedule and include Vehicle down time.	X									31/5/2018
3	Log outputs of individual teams										Ongoing until APR 19
4	Report monthly, actual output verses planned output.										Ongoing until APR 19
5	Address any shortfalls in production quickly and monitor against CPI targets		X								Ongoing until APR 19
6	Progress the use of esri software to update the asset data in Symology	I		X							30/9/2018
Note		ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY									
		(X = RESPONSIBLE, I = INVOLVED)									

Distribute to:

Section 1

Business Ref: RIS

Division and/or
Location: North
Yorkshire

Action Report No: RAP

2018 05 SPI
HS01 LTIFR

Section 2

Issued by: P Jepps	Issued to: North Yorkshire	Date: 11/5/2018
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

Section 3 DESCRIPTION OF ISSUE

Failure of Secondary Performance Indicator HS01 LTIFR (Lost Time Incident Frequency Rate)
In the rolling year there was 3 incidents which were recorded with lost time.

2No. Manual handling incident
1No. Slips/trips/falls

Section 4 STATE THE ROOT CAUSE OF THE ISSUE

- Not following company procedure

Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?

5a CORRECTIVE ACTION (To address the issue)

Review the Health and Safety plan for the contract and monitor action list through the monthly SMT meeting

5b PREVENTIVE ACTION (To prevent recurrence)

See Health and Safety plan for 2018/19 contract year

5c RESPONSIBILITY CHART REQUIRED (PAGE 2)? Y

Note: When you have completed this section please send copy to originator.

Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)

Action closed by:

Date:

Business Ref:

Division and/or Location:

Action Report No:

Date Prepared: 11/5/2018		Responsibility of: P Jepps											
Improvement/Concern		Persons Involved										By When	Complete
		Phil Jepps	Mike Francis										
Planned Completion Date:													
Task No	Task Description												
1	Review Health and Safety plan for the contract	I											
2	Work to the plan, completing the actions and monitoring H+S performance as an indicator of performance and compliance.		I										
3	Continue with the Monthly Health and Safety meetings which involve all representatives from each depot.		I										
<p>Note ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY</p> <p>(X = RESPONSIBLE, I = INVOLVED)</p>													

Distribute to:

Section 1

Business Ref: RIS

Division and/or
Location: North
YorkshireAction Report No: RAP 2018 05 SPI
HS01 LTIFR**Section 2**

Issued by: P Jepps	Issued to: North Yorkshire	Date: 11/5/2018
Contract Number: MU 5382	Works Order Number: N/A	Delivery Note Number: N/A

Section 3 DESCRIPTION OF ISSUE

Failure of Secondary Performance Indicator for Public Satisfaction.
The score attributed to this indicator was 89.94% against a target of 90%

Section 4 STATE THE ROOT CAUSE OF THE ISSUE

- Not engaging with the public enough to ensure positive comments on the score card.

Section 5 WHAT ACTION IS PLANNED TO ADDRESS THE ABOVE ROOT CAUSE?**5a CORRECTIVE ACTION (To address the issue)**

Issue more cards to members of the public and local businesses.
Engage with them in a variety of ways from scheme signage to social media

5b PREVENTIVE ACTION (To prevent recurrence)

TSCO training to personally hand the card to residents and business owners.
Deal with contact from the public promptly

5c RESPONSIBILITY CHART REQUIRED (PAGE 2)? N

Note: When you have completed this section please send copy to originator.

Section 6 CONFIRM ACTION HAS BEEN IMPLEMENTED (Supply supporting evidence)

Action closed by:

Date:

Business Ref:

Division and/or Location:

Action Report No:

Date Prepared:		Responsibility of: P Jepps											
Improvement/Concern		Persons Involved										By When	Complete
Planned Completion Date:													
Task No	Task Description												
Note		ONLY ONE PERSON CAN BE RESPONSIBLE FOR AN ACTIVITY											
		(X = RESPONSIBLE, I = INVOLVED)											

Distribute to:

North Yorkshire County Council

Business and Environmental Services

Transport, Economy and Environmental Overview and Scrutiny Committee

25 October 2018

Civil Parking Enforcement Annual Finance Report

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose of Report

- 1.1 This report sets out the CPE budget position for 2016/17 and 2017/18 considering income, operational expenditure and how surplus revenue has been used to fund annual commitments.
- 1.2 It also evaluates the use of the general working balance (CPE reserve) and how this compares to the forecast in the Allocation of Civil Parking Enforcement Surplus report of May 2016.

2.0 Existing Commitments

- 2.1 In May 2016 a decision on the allocation of CPE surplus was taken by the Corporate Director, Business and Environmental Services (BES) in consultation with the BES Executive Members.
- 2.2 This decision approved the annual funding or contribution from the CPE budget to highways and transport services and operations as well as specific investments in highway improvement projects in the financial years 2016/17 to 2018/19 inclusive.
- 2.3 The agreed commitments and expenditure as included the May '16 report are shown in Table 1 below; (increasing values apply a 2% annual inflationary rate).

Table 1. Annual Commitments from CPE Budget ; 2016/17, 17/18 & 18/19

Service / Operational Commitments	2016/17	2017/18	2018/19
Concessionary travel fares	£1,104k	£1,126k	£1,149k
Highways maintenance	£550k	£550k	£550k
Scarborough park & ride	£265k	£271k	£276k
Whitby park & ride	£240k	£244k	£249k
Pay & display machine maintenance	£13k	£14k	£14k
CCTV	£171k	£171k	£171k
Traffic management senior engineer post	£61k	£62k	£63k
Signing & lining maintenance	£51k	£52k	£53k
District council CPE underwriting	£30k	£30k	£30k
Total	£2.485k	£2,520k	£2,555k

Project Commitments			
Harrogate rail line improvements	£330k	£330k	£2,080k
Major scheme development	£500k	£500k	£500k
Air quality management	£100k	£100k	£100k
Sustainable transport initiatives	£100k	£100k	£100k
Total	£1,030k	£1,030k	£2,780k
Combined Total	£3,515k	£3,550k	£5,335k

2.4 In addition to the commitments shown in Table 1, there have been other 'one off' in-year payments for works such as the upgrade of Pay & Display machines. However, these expenditures have typically been financed as operational costs by Harrogate Borough Council (HBC) and Scarborough Borough Council (SBC) and have not been included as an annual commitment / contribution unless shown.

3.0 CPE Budget Summary 2016/17

3.1 In the financial year 2016/17 CPE income and operational expenditure and remaining (net) surplus payable to NYCC was:

Table 2. CPE Income, Expenditure and Net Surplus payable 2016/17			
	CPE Income	CPE Expenditure	CPE Net Surplus
HBC (& districts*)	£2,725,719	£905,789	£1,819,930
SBC (& districts*)	£2,356,027	£1,081,733	£1,274,294
TOTAL	£5,081,746	£1,987,522	3,094,224

*HBC includes income from the districts of Selby and Craven

*SBC includes income from the districts of Ryedale, Hambleton and Richmondshire

3.2 Expenditure of the CPE NET Surplus on annual commitments was:

Table 3. CPE Budget Annual Commitments - Actual Expenditure 2016/17			
Surplus	£3,094k		
Service / Operational Commitments	Budget	Actual	+/-
Concessionary travel fares	£1,104k	£1,082k	-£22k
Highways maintenance	£950k	£950k	-
Scarborough park & ride	£265k	£283k	+£18k
Whitby park & ride	£240k	£182	-£57k
Pay & display machine maintenance	£13k	£3k	-£10.5k
CCTV	£171k	£171k	-
Traffic management senior engineer post	£61k	£0	-£61k
Signing & lining maintenance	£51k	£92k	+£41k
District council CPE underwriting	£30k	£14k	-£16k
Miscellaneous costs	£0	£44k	+£43.5k
Sustainable travel transition fund	£35k	£0	-£35k
Total	£2,920k	£2,821k	-£99k
Project Commitments	Budget	Actual	+/-
Harrogate rail line improvements	£330k	£384k	+£54,000
Major scheme development	£500k	£373k	-£127,143
Air quality management	£100k	-	-£100k
Sustainable transport initiatives	£100k	-	-100k
Total	£1,030k	£757k	-£18k
Combined Total	£3,950k	£3,578k	-£373k

3.3 Though expenditure on all annual commitments was lower than the forecast total, it was still in excess of the surplus income by £484k which was funded through the use of the CPE reserves. However, due to the finance adjustment for that year, it was necessary to draw an additional £504k, totalling the use of £988k of reserve funds to balance the account.

4.0 CPE Budget Summary 2017/18

In the financial year 2017/18 CPE income and expenditure was;

Table 4. CPE Income, Expenditure and Surplus payable 2017/18			
	CPE Income	CPE Expenditure	CPE Net Surplus
HBC (& districts*)	£2,998,288	£903,712	£2,094,576
SBC (& districts*)	£2,242,867	£1,161,855	£1,081,012
TOTAL	£5,241,155	£2,065,567	£3,175,588

*HBC includes districts of Selby and Craven

*SBC includes districts of Ryedale, Hambleton and Richmondshire

4.1 Expenditure of the CPE NET Surplus on annual commitments was:

Table 5. CPE Budget Annual Commitments - Actual Expenditure 2017/18			
Surplus	£3,175k		
Service / Operational Commitment	Budget	Actual	+/-
Concessionary travel fares	£1,126k	£1,126k	-
Highways maintenance	£950k	£950k	-
Scarborough park & ride	£271k	£313k	+£42k
Whitby park & ride	£244k	£163k	-£81k
Pay & display machine maintenance	£14k	£0	-£14
CCTV	£171k	£171k	-
Traffic management senior engineer post	£62k	£64k	+£1.5k
Signing & lining maintenance	£52k	£52k	-
District council CPE underwriting	£30k	£12k	-£18.5k
Miscellaneous costs	£0	£47k	+£47k
Total	£2,920k	£2,898k	-£23k
Project Commitment	Budget	Actual	+/-
Harrogate rail line improvements	£330k	£110k	-£220k
Major scheme development	£500k	£719k	+£219k
Air quality management	£100k	-	-
Sustainable transport initiatives	£100k	-	-
Total	£1,030k	£829k	+£399k
Combined Total	£3,950k	£3,727k	+£376

4.2 Like in the previous year expenditure on all annual commitments was lower than the forecast but still in excess of the surplus income by £552k. The finance adjustment to offset timing differences in the receipt of the surplus and close down of the financial

year was £224k. A drawdown of £328k of CPE Reserve was used to balance the account

5.0 CPE Reserve Balance

5.1 The May '16 report forecast the reserve balance at the end of each financial year after all commitments paid, as shown in table 6 below.

Table 6. CPE Reserve – General Working Balance 2016/17, 17/18, 18/19

Year End (31/03)	Forecast	Actual	+/-
2017	£5,183k	£3,856k	-£1,327k
2018	£5,667k	£3,516k	-£2,151k
2019	£2,735k	£3,216k*	+£481k

*After forecasted requirement of £300k and deferral of payment to Harrogate Rail Improvement project.

5.2 The difference in the forecast use of the reserve is substantially due to it not including expenditure on project commitments other than for the Harrogate Rail Line Improvements, which is included as a single payment of £3.4m in 2018/19. Due to changes to the project delivery timescale, this payment (minus funding already provided circa £500k) has been deferred until 2019/20.

5.4 For those commitments which have received funding in excess of the annual amount committed, they will receive only the remaining difference of the 3 year total in 2018/19.

5.5 For projects which have not required to draw from the committed funding during this period, but still require investment in forthcoming years, that funding will be held within the reserve account.

5.3 The existing net surplus income return of circa £3m per annum is sufficient to maintain the annual funding service/operational commitments, which is generally in the region of £2.5m without the need for further use of the reserve.

6.0 Future Investment

6.1 The primary purpose of the report is to present the financial position of the overall CPE budget and the reserve balance. The next major step is to determine how the surplus and remaining reserve fund is used in the next 3 year period 2019/20, 20/21 and 21/22.

6.2 Should the same annual commitments and project funding remain and all are realised to their full value, spending will exceed income and the remaining reserve balance during the next investment period. Therefore, a review on the level of investment and to what services and projects must be agreed.

6.3 In accordance with the CPE Agreement, Harrogate and Scarborough Borough Councils will be consulted on the expenditure of the surplus in the following 3 year period, details of which will be included in the report to the Corporate Director BES and Executive Members.

7.0 Recommendation

7.1 Members note that:

- i) the use of the CPE Surplus and reserve budget will continue as per the approved expenditure set out in the May 2016 report to the Corporate Director, BES and the BES Executive Members
- ii) a report on the proposed uses for the CPE surplus and reserve for the next three year period (2019/20, 2020,21, 2021/22) will be considered by the Corporate Director, BES and the BES Executive Members prior to the end of the 2018/19 financial year.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: David Kirkpatrick

Background Documents: Allocation of Civil Parking Enforcement Surplus report, May 2016.

North Yorkshire County Council

Business and Environmental Services

Transport, Economy & Environment Overview and Scrutiny Committee

25 October 2018

Electric Vehicle Charging Points in North Yorkshire

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose Of Report

- 1.1 To provide members with an overview of the progress installing electric charge points in the county for electric/hybrid vehicles and to seek members views on increasing the number of charge points and to promote the use of electric/hybrid vehicles.

2.0 Background

- 2.1 A request was made for an item to be brought to a future committee meeting to outline progress in relation to installing electric charge points. This report details the background in terms of Central Government policy and incentives for Ultra Low Emission Vehicles (ULEVs) and the types of ULEVs available. It also outlines the current status of electric charge points in North Yorkshire and sets out the potential future options for increasing charge points.
- 2.2 The Government has demonstrated its commitment to increase (ULEVs) through the pledge to end the sale of all new conventional petrol and diesel cars by 2040. ULEVs are vehicles with pure electric engines, plug-in hybrid engines or cars with CO2 emissions below 75g/km at the tailpipe. The Government's rationale for increasing ULEVs is to help promote green manufacturing and jobs as well as reducing emissions from road transport. Increasing the uptake of ULEVs can have a positive impact on air quality by reducing the nitrogen dioxide emissions from conventional car engines.
- 2.3 Department for Transport statistics (2017) indicate that new electric car¹ registrations comprise 1.5% of total new car registrations, showing there is still some way to go before ULEVs become the new vehicle of choice for the majority of drivers. Consequently to support the increase in ULEVs the Government is introducing a number of incentives and enforcement measures including increasing vehicle tax for new non-electric cars, providing more funding for electric charging infrastructure, and working with the car industry to promote electric vehicles including through the Go Ultra Low initiative.²
- 2.4 The Automated and Electric Vehicles Act 2018 came into force in July 2018. The Act gives Government powers to ensure that consumers can use publicly accessible charge points without need for multiple memberships, ensure the provision of electric

¹ HM Government Industrial Strategy 2017 - Electric car includes plug-in hybrids, 100% electric, range extended electric and fuel cell electric cars

² <https://www.goultralow.com/>

vehicle charging infrastructure at key strategic locations such as Motorway Service Areas and to require that charge points have 'smart' capability.³

- 2.5 The Government currently provides grants for consumers to buy new ULEVs⁴ and there are also a number of schemes and grants administered by the Office for Low Emission Vehicles (OLEV)⁵ to support the installation of electric vehicle charging infrastructure:
- **Electric Vehicle Homecharge Scheme** – Provides grant funding up to 75% towards the cost of installing electric vehicle chargepoints at domestic properties across the UK;
 - **Workplace Charging Scheme** - voucher-based scheme that provides support towards the up-front costs of the purchase and installation of electric vehicle charge points, for eligible businesses, charities and public sector organisations;
 - **On-street Residential Chargepoint Scheme** - The on-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street chargepoints for residents with no access to off street parking to charge plug in electric vehicles (funding is for 75% of the capital costs).

3.0 Electric Vehicles and Charging Infrastructure

- 3.1 Ultra Low Emission Vehicles (ULEVs) comprise three types of vehicle:
- Pure electric - powered solely by a battery charged from mains electricity with a single charge range typically of up to 100 miles.
 - Plug-in hybrid - a vehicle with a battery for short trips of perhaps 10-35 miles and a standard petrol or diesel engine for longer journeys.
 - Extended range vehicles – powered by a battery with an internal combustion engine generator on board. The vehicle is always powered by the electric motor and has a battery range of about 50 miles which is extended by the generator, powered by the petrol engine, for up to 310 miles of motoring.
- 3.2 The range of an electric vehicle is dependent on a number of factors including weather, topography, and driving style. The use of lights, heaters/air conditioning and windscreen wipers will all affect the number of miles that can be travelled on a single charge. Urban driving is more suitable for electric vehicles as there is more energy recovery from braking, whereas aggressive driving and steady speed driving such as on motorways can be detrimental to battery life with the result in as little as 60% of the reported range of the vehicle being achieved.
- 3.3 The majority of ULEV car owners recharge their vehicles at their home location overnight and do not make use of public recharging points. Research shows that most of the journeys made using electric vehicles are for relatively short distances within the range of a single charge of the vehicle. Currently there are three main vehicle charging options available:⁶
- Rapid charging (43kW to 50kW) – supply either alternating current (AC) or direct current (DC) from a charging unit. Charges an electric vehicle to around 80% charge in 30 minutes. Cost of equipment c. £15,000-£40,000 and annual maintenance approximately £1000-£5000.

³ http://www.legislation.gov.uk/ukpga/2018/18/pdfs/ukpga_20180018_en.pdf

⁴ <https://www.gov.uk/plug-in-car-van-grants>

⁵ <https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles>

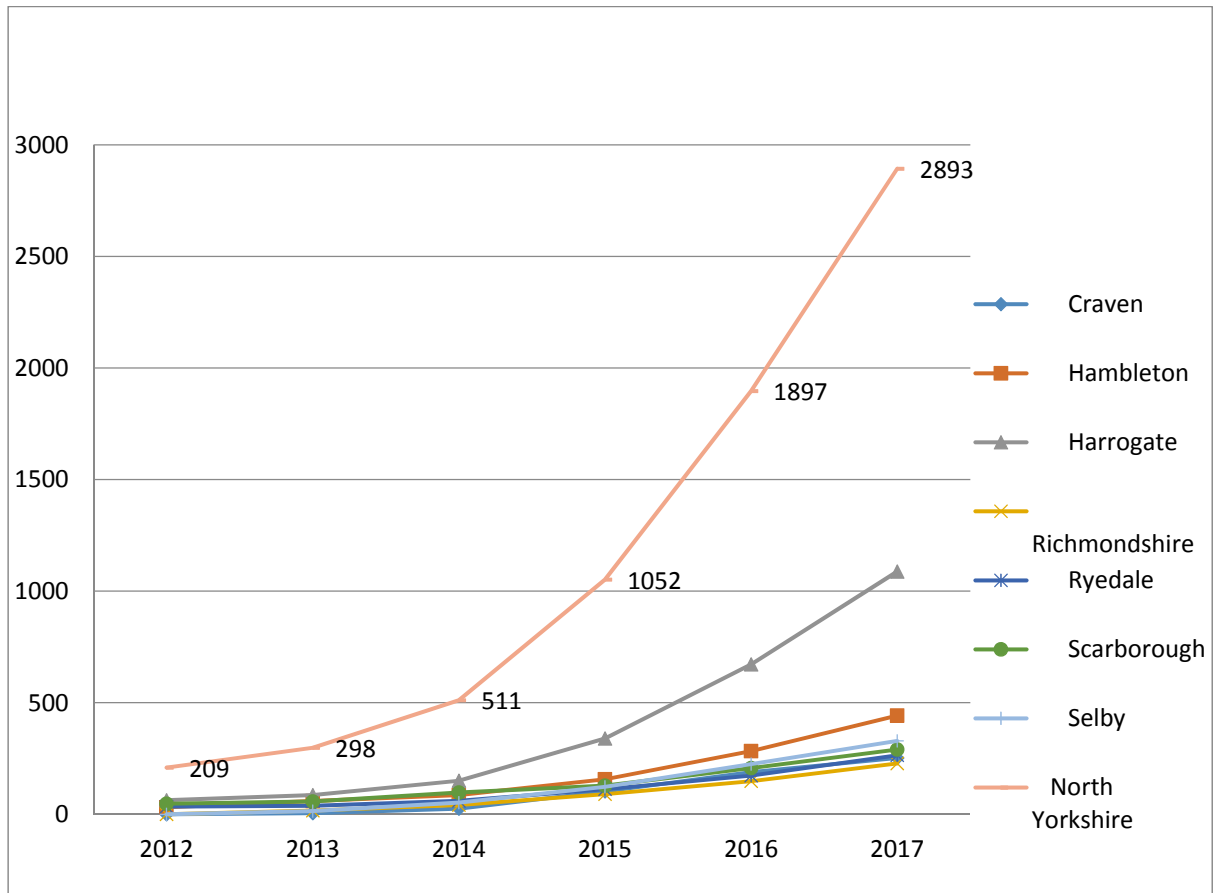
⁶ Source: UKEVSE - UK Electric Vehicle Supply Equipment Association <http://ukevse.org.uk/charge-points-chargers/>

- Fast charging (7kW to 22kW) – all AC and supply charge times of 3-4 hours. Many commercial and public on-street charges use this technology. Cost of equipment c.£1,700-£5000 and annual maintenance approximately £400-£900.
 - Slow charging (3kW) – a full charge can take 6-8 hours and this charging option is typical of the provision at domestic properties where vehicles are charged overnight. Cost of equipment approximately £250-£1000.
- 3.4 The cost of installing a charge point varies greatly depending on the type and rating of the charger and also the ability to connect to a close and suitable power supply. There will also be additional costs associated with site investigation, ducting/cabling, protection to the charge point, possible changes to Traffic Regulation Orders, and changes to traffic signs and road markings.
- 3.5 It is estimated to take approximately 4 years to pay back the cost of installation for a charge point costing £4000 that is used for a minimum of one charge per day for 2-3 hours at an average cost of £5 for the charge (this equates to £2.5 to cover electricity costs at 13p/kwh and the remainder covering the installation and operational/maintenance costs).
- 3.6 There are a number of recharging networks/service providers operating either at a regional or national level. There are no regional networks covering the North Yorkshire area at the present time. There are currently six national charging networks: Charge Your Car, Polar network, Ecotricity, PodPoint, ZeroNet and Tesla. Most networks require registration (usually via Smartphone app) and they either charge an annual membership fee which allows members free usage of the charge points or alternatively Pay As You Go options. The Tesla supercharger network is designed exclusively to Tesla electric vehicles. Tesla cars are high end electric cars which are unaffordable for many car owners.

4.0 Current situation in North Yorkshire

- 4.1 The County Councils' Local Transport Plan 4 2016-2045 (LTP4) recognises the environmental impacts of transport, including on air quality. LTP4 states: "We will support measures to promote environmentally friendly forms of transport including provision for ULEVs and are currently developing a policy which will consider the provision of infrastructure for electric vehicles in North Yorkshire."
- 4.2 The uptake of ULEVs in North Yorkshire has been increasing in recent years, although the percentage of total licensed cars remains less than 1%. Figure 1 indicates the number of licensed ULEVs by district, with Harrogate borough showing a significantly higher number of new ULEVs.

Figure 1 - Number of licensed Ultra Low Emission Vehicles (ULEVs) by area



Source: Department for Transport table VEH0132

NB: Department for Transport uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. The term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. For the purposes of this indicator, all vehicles with fully electric power, and cars and vans with tail-pipe emissions below 75 g/km of CO₂ have been included.

- 4.3 Compared to the rest of England the distribution of charge points in Yorkshire & the Humber is fairly sparse and lower than other regions (see Table 1). In North Yorkshire there are approximately 34 electric car charging sites⁷. Many of these locations are not open to the general public as they are located at car dealerships, hotels or holiday cottages where they would be expected to be solely for the use of customers. 12 of the 34 electric charging sites are Tesla chargers which are exclusively for Tesla car owners.

⁷ Data sourced from <https://www.zap-map.com/> in June 2018

Table 1 – Profile of charging connectors in England

Region	Number of charging points	Percentage	Number of charge points per 10,000 people in population
Greater London	3620	27.6%	4.1
South East	2302	17.5%	2.5
North East	876	6.7%	3.3
South West	1461	11.1%	2.6
East of England	1179	9.0%	1.9
North West	1171	8.9%	1.6
West Midlands	935	7.1%	1.6
East Midlands	740	5.6%	1.6
Yorkshire & The Humber	833	6.4%	1.5
Total	13117	100%	2.4

Data sourced from <https://www.zap-map.com/> in June 2018 and Office of National Statistics

- 4.4 The Harrogate area currently has the highest number of chargers per district with 12 charging locations (see Table 2). There are three rapid chargers located in the visitor car park at the Borough Council's new Civic Centre in Harrogate. The chargers are available for public use seven days a week at a charge of £3.50 for a 30 minute charge. Harrogate Borough Council is to announce a new strategy for the provision of electric vehicle charging points in 2018.

Table 2 Electric Vehicle Charge Points in North Yorkshire

District	Number of charge points
Craven	2
Hambleton	4
Harrogate	12
Richmondshire	3
Ryedale	7
Scarborough	5
Selby	1
Total	34

Data sourced from <https://www.zap-map.com/> in June 2018

- 4.5 Based on the figures above there is scope to increase the number of on and off-street charge points within North Yorkshire.

5.0 Options for installing electric charging infrastructure in North Yorkshire

- 5.1 Across the UK the majority of publicly available charging points are sited either in public off-street car parks, private facilities with public access such as supermarkets or motorway service areas, car dealerships or isolated independent outlets. The majority of provision made by local authorities is within public off-street car parks. As Members are aware the County Council is the highway authority for North Yorkshire and has responsibility for on-street parking with the responsibility for off street car parks generally falling to the local district council or National Park Authority.

- 5.2 There is also a need to recognise the challenges facing North Yorkshire, as geographically the largest local authority, in providing appropriate new charging infrastructure. There are remote rural parts of the county with a varying topography; consequently range anxiety is a significant and understandable issue when considering the uptake of electric vehicles in the county. In more isolated areas plug-in hybrid and extended range vehicles are likely to be the more appropriate lower emission option at the current time. The business case for providing charge points in the more rural parts of the county is not as strong, because demand from ULEV vehicle owners will be less and there can be issues with connections to both an energy source and mobile networks which increase the cost of providing new infrastructure.
- 5.3 As parts of the county are experiencing significantly slower uptake of ULEVs compared to others, it is hard to estimate the future demand for EV charging, particularly in terms of potential on-street residential parking locations for charge points. Officers are recording the number and location of enquiries from the public about EV charging, and at the present time the numbers of queries about charge points for on-street parking are relatively few. We will continue to record enquiries and requests for charge points to develop a better understanding of demand.
- 5.4 Despite these challenges the County Council is committed to reviewing the County Council's policy and approach to the provision of electric car charging facilities in light of the growing popularity of ULEVs and as part of a new strategy to protect and maintain North Yorkshire's air quality. Action points from this review include investigating options for increasing the availability of charging points in North Yorkshire.
- 5.5 Officers will consider the business case for provision of electric vehicle charging points in market towns looking at the feasibility of trialling appropriate electric charging infrastructure in parking bays located on the public highway; consider whether OLEV grant funding could be used to help implement a network of electric chargers in residential areas (where residents have no access to off-street parking). Explore whether OLEV grant funding could be used at NYCC workplaces, for example at County Hall as part of the modernisation of the campus and satellite offices (such as the Highways Area Offices) to support staff uptake of ULEVs, encourage visitors to bring ULEVs, and enable the use of NYCC electric pool cars throughout the county. Consideration will also be given to the provision of electric charge points at the NYCC run park and ride sites at Whitby and Scarborough, particularly if grant funding or private sector funding can be identified. Electric Vehicle information provision for the public and businesses could be improved e.g. via the NYCC website to ensure North Yorkshire businesses and residents are taking advantage of the Government grants available to support new charging infrastructure.
- 5.6 Given the number of local authorities in the area there is some complexity in developing a coordinated network of charge points across North Yorkshire both in terms of ensuring that there is an appropriate level of provision across the county as well as a consistent approach to the infrastructure provided and how it is used including the charges for parking and electricity. We are aware that many districts are currently considering their own provision of charge points. Therefore NYCC officers are in the process of arranging a meeting of Local Planning Authorities (district councils and National Park Authorities) leads on Air Quality and Electric Vehicles to ensure a coordinated approach to the provision of suitable electric charging infrastructure throughout the county.

5.7 The research and development of electric vehicle technology and associated charging infrastructure is still relatively new and emerging, with advances in battery technology expected to increase the typical range of vehicles and new wireless charging points being developed (including locating charging infrastructure below the road surface) which could prove more suitable for charging on the public highway. Officers will continue to monitor the changes taking place and investigate suitable options. One of these new options which is technically feasible, and potentially suitable for some North Yorkshire streets, is the conversion of street lighting columns into electric vehicle charge points.

6.0 Way forward

6.1 As indicated in Section 1 the Government is leading on the promotion of electric vehicles to consumers and also in the provision of nationwide electric charging infrastructure, including at fuel stations. The County Council has a role, alongside district council partners, to support the Government's policy to increase the uptake of electric vehicles and to consider whether it is feasible for local authorities to introduce electric charge points in more locations in the County, including potentially on-street chargers.

6.2 In addition to considering provision of publicly available chargers Highways and Transportation officers are currently investigating with the corporate property team the potential installation of a dedicated fast charge point at Leeming Bar depot to serve a new electric vehicle available for street lighting inspections.

6.3 Officers will continue the review of our electric vehicle charging policy and approach to the provision of charging facilities and also monitor the changes in electric vehicle and associated charging infrastructure technologies in the coming years. We will continue to engage with the Office for Low Emission Vehicles to explore the options for new charging infrastructure in North Yorkshire.

7.0 Legal Implications

7.1 Consideration has been given to the potential for any legal implications arising from the recommendations. It is the view of officers that the recommendations have no legal implications. Further consideration will be given to the legal implications should NYCC decide in the future to proceed with installing electric vehicle charging infrastructure.

8.0 Equalities Implications

8.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that at this stage the report does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. Further consideration will be given to the equalities implications should NYCC decide in the future to proceed with installing electric vehicle charging infrastructure. See Appendix A.

9.0 Finance

9.1 Consideration has been given to the potential for any financial implications arising from the recommendations. It is the view of officers that the recommendations have no financial implications. Further consideration will be given to the financial implications should NYCC decide in the future to proceed with installing electric vehicle charging infrastructure.

10.0 Recommendation

10.1 It is recommended that:

- i) Members note the content of the report.
- ii) Officers continue with the review of our policy and approach to the provision of electric car charging facilities in light of the growing popularity of ULEVs.

DAVID BOWE

Corporate Director - Business and Environmental Services

Author of Report: Victoria Hutchinson, Senior Strategy and Performance Officer

Background Documents: None

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	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Report to Transport, Economy and Environment Overview and Scrutiny Committee		
Officer(s) carrying out screening	Victoria Hutchinson		
What are you proposing to do?	To provide members with an overview of the progress 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.		
Why are you proposing this? What are the desired outcomes?	Members request for information		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
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: <ul style="list-style-type: none"> 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		
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		
Decision (Please tick one option)	EIA not relevant or proportionate:	Yes	Continue to full EIA:
Reason for decision	For information report		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	09/10/18		

North Yorkshire County Council

Business and Environmental Services

Transport, Economy and Environmental Overview and Scrutiny Committee

25 October 2018

Proposed changes to the charging schedule for the Historic Environment Record

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose of Report

- 1.1 To seek Member approval for the proposed changes to the charging schedule for search requests to the Historic Environment Record (HER).

2.0 Background

- 2.1 The Heritage Services team maintains the Historic Environment Record (HER). This is an archive of archaeological reports, journals, historic maps and photographs managed through a comprehensive database and a Geographic Information System (GIS).
- 2.2 The HER includes information on all archaeological sites, finds and historic buildings within the area, - from prehistoric burial mounds to World War II coastal defences. It is constantly maintained and enhanced with new information from members of the public, researchers and the commercial sector.
- 2.3 The HER is publically accessible and one of its principal uses is to inform the decision making process in relation to new developments and their potential impact upon the historic environment. The HER is regularly consulted by developers and heritage consultants.
- 2.4 The HER has an existing charging policy for commercial searches (Appendix A). This is based on established practice and the level of charge is in line with neighbouring authorities and those further afield.
- 2.5 There are currently two types of search requests: Basic (£110) and Enhanced (£220). Enhanced searches include third party data that the HER is licensed to disseminate but could be obtained elsewhere by the enquirer. In addition a priority search can be requested for an additional £110 where the data will be provided within two working days rather than the standard 5-20 working days.
- 2.6 The charging policy generates the income which is summarised below: -

Year	Standard Search	Enhanced Search	Standard Priority Search	Enhanced Priority search	Total income
2015/16	41 (£4,475)	12 (£2,640)	22 (£4,830)	7 (£2,295)	£14,240
2016/17	37 (£4,125)	17 (£3,940)	19 (£4,070)	12 (£3,960)	£16,095
2017/18	48 (£6,710)	12 (£2,640)	14 (£2,970)	2 (£660)	£12,980

3.0 Impact of the Environmental Information Regulations 2004 (EIR)

- 3.1 In October 2015 the Court of Justice of the European Union issued a judgment which provided clarification on what local authorities could and could not charge for in respect of the EIR. This judgment allowed local authorities to charge not only for postage, packing and disbursements, but also for staff time associated with replying to a request.
- 3.2 In 2016 NYCC changed its charging schedule for environmental information in line with the EU judgment and guidance issued by the Information Commissioner's Office. Search requests for HER data fall under the EIR and could therefore be considered under this charging policy.
- 3.3 The implications of the new EIR charging policy are that the HER can no longer make charges for priority searches as the actual staff time and disbursement costs are no higher than for a standard search. In addition the hourly charge of £25 set under the NYCC EIR charging schedule is significantly lower than the hourly rate used to calculate the current HER charging policy. As most standard searches take between 1 and 2 hours staff time the search fee would reduce from £110 to £37.50 for standard searches. The potential loss of income is illustrated in the table below: -

Year	Total searches	Original income	Income under EIR	Loss of income
2015/16	82	£14,240	£2,050	-£12,190
2016/17	85	£16,095	£2,125	-£13,970
2017/18	76	£12,980	£1,900	-£11,080

4.0 The Re-use of Public Sector Information Regulations 2015 (ROPSI)

- 4.1 The EIR does not give the person who received the information an automatic right to re-use the information. ROPSI sets out what information may be re-used and guidelines for charging for re-use. The majority of commercial users of the HER re-use the data in the form of desk based assessment reports or heritage statements that are submitted in support of planning applications. The ROPSI regulations establish that public sector bodies may charge for permitting re-use in these circumstances.
- 4.2 The ROPSI regulations stipulate that as well as charging for direct costs, public sector bodies may also charge a reasonable apportionment of indirect and overheads costs attributable to the chargeable activity and a reasonable return on investment.
- 4.3 Not all public sector bodies qualify to make these additional charges, however one of the criteria is that the data is held within a library, museum or archive. The primary source material (both paper and digital) on which the HER is based is held and maintained by NYCC as a primary archive in a dedicated search room and therefore qualifies as an archive.
- 4.4 The procedure for charging under the ROPSI regulations is incorporated into the NYCC Information Governance Policy Suite in its 'Information Transparency, Access and Re-use Policy' (Background Document). This was recently approved by the Corporate Information Governance Group (CIGG) in October 2018.

4.5 Heritage Services have made changes to their charging policy and have devised a new schedule of fees (Appendix B). These are based on the standard £25 per hour of officer time established under EIR plus a Reuse license at £140 per search.

4.6 The cost of the re-use license is based on a proportion of the annual cost to the council of maintaining the HER (including staff costs and specialist software). It was considered unreasonable to transfer the whole cost of the HER to the commercial enquirer as it is also used internally as an evidence base and by partner authorities, private researchers and educational enquirers. The HER Officer spends 12% of her time in providing data for commercial searches and it is this figure which has been used to calculate the proportion of costs that the council should seek to recoup from the Re-use license. The Re-use license also includes a reasonable return on investment set at 20% in keeping with the corporate approach across the Council.

5.0 How the impact will be measured

5.1 The impact of the changes will be measured by Heritage Services through the monitoring of: -

- The volume of HER Search requests received once the amended policy is published.
- The number of HER Search requests withdrawn or not pursued once charges are requested.
- Costs recouped by the council.

6.0 Equalities Implications

6.1 An Initial Equality Impact Assessment Screening form has been completed, see Appendix C. This has shown that the proposed changes will not have an adverse impact on any people with protected characteristics. There are a number of reasons for this:-

- The charging policy is aimed at commercial organisations rather than individuals.
- The average search cost under the proposed new charging policy is less than that charged under the current policy.
- Access to the information is free of charge should the person(s) opt to visit NYCC and extract the pertinent information from the documents held themselves.
- The charges are not mandatory for local authorities and so a waiver of the fee could be justified with senior management approval should there be sufficient justification to warrant this action.

7.0 Finance Implications

7.1 Based on the figures stated in 2.6 and 4.3 the financial implications are shown in the table below. This assumes that most ROPSI searches will be completed within 1-2 hours at £37.50 (staff time) plus a £140 re-use license: -

Year	Total searches	Original income	Projected Income under EIR only	Change in income under EIR only	Projected Income under ROPSI	Change in income under ROPSI
2015/16	82	£14,240	£2,050	-£12,190	£14,555	+£315
2016/17	85	£16,095	£2,125	-£13,970	£15,087	-£1008
2017/18	76	£12,980	£1,900	-£11,080	£13,347	+£510

- 7.2 The figures above suggest that the impact can be offset by implementing a re-use policy. The projected loss in 2016/17 is due to a high volume of priority searches received in that period for which there is no basis to make an additional charge under either EIR or ROPSI. Similarly no separate charge can be made for provision of third party data. Provision of third party data will only add marginally to the staff time taken to provide the search.
- 7.3 Any loss of income under a reuse licence is offset to some degree as it will provide greater certainty in the working practices of the HER Officer who will not be required to carry out priority searches.

8.0 Recommendation

- 8.1 It is recommended that the proposed HER Access to and Reuse of Information Policy at Appendix B replaces the current HER Access to Information Policy at Appendix A.
- 8.2 It is proposed that the charging schedule be reviewed after 12 months following implementation to establish its effectiveness and impact.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Peter Rowe

Background Documents: NYCC. Draft Information Transparency, Access and Re-use Policy (IGP003)

HER Access to Information Policy,
User Agreement
and Commercial Data Request Form 2018-2019

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Data Request Form

Please use this form to request HER data for commercial purposes, such as environmental impact assessments, desk-based assessments and other planning- or pre-planning-related data requests.

If you are a conducting academic or private research please use our non-commercial HER enquiry form.

If you require planning-related archaeological advice for County Council or County Matter developments, please contact the Principal Archaeologist under separate cover (archaeology@northyorks.gov.uk). For District and Borough Council developments, please contact the relevant local planning authority.

Before requesting HER data, please make sure you have read and understood our User Agreement (Annex 1) Access to Information Policy (Annex 2) and Fees Policy (Annex 4).

Please contact the Historic Environment Record Officer (01609 532331) if you have any questions.

Declaration			
I have read and understood the Access to Information Policy and Fees Policy and agree to abide by the User Agreement as laid out in Annexe 1.			
Name (Typed is Acceptable):		Dated:	
Company / Organisation:			
Direct dial telephone number:		Email address:	
Reason for search (type of development, project etc):			

Type of search

Please select required search and indicate if this is to be with the rapid response option.

Order	Type	Description	Fee for 2018/2019
<input type="checkbox"/>	Basic Search	HER datasets: <i>Monuments, Events, HLC</i>	£110 per hour or part thereof
<input type="checkbox"/>	Enhanced Search	HER datasets as above, plus <i>Designations</i> data as listed in Annex 4.	£220 per hour or part thereof
<input type="checkbox"/>	Rapid Response	Return of data in 2 working days	£110 per hour in addition to basic or enhanced search fee above

Search fees are levied according to the Fees Policy in Annex 4, and are not subject to VAT. For more information see Annex 3: Environmental Information.

Area of Search

Please complete **one** of the following area search sections. All National Grid references must be at least **6 figures** (accurate to 100m).

Please Tick one Option	Description
<input type="checkbox"/>	500m radius about NGR: e.g. 1000m radius about SE12345678
<input type="checkbox"/>	Search area shown on attached map Central NGR for area shown is:
<input type="checkbox"/>	Search area is supplied as GIS data Central NGR for area shown is:
<input type="checkbox"/>	m radius about attached GIS Central NGR for area shown is:
<input type="checkbox"/>	data

GIS DATA is accepted in Mapinfo Tab file or ESRI Shape Files ONLY.

Other Criteria or Instructions

Please detail any other search criteria here e.g. “only events since 2010”, or “only monuments of prehistoric date”, “do not include listed buildings mapping” etc.

Format for Data Returned

Please supply map data back as:

- ESRI Shapefiles
- MapInfo Tab files
- PDF Maps
- Paper Maps

(Please select **one** only)

Other GIS formats may be available, please contact the HER Officer to discuss.

Please supply database information back as:

- xml database extract
- PDF Reports
- Paper reports
- MS Word reports

(Please select **one** only)

Please note that large data requests (i.e. those where it is not feasible to create a pdf document) will be supplied as GIS data output with database information as xml (this latter is accompanied with a schema that allows xml to be viewed in a web browser).

Payment Information

Is there a Purchase Order number you wish to have quoted on the Invoice?

No:

Yes: **Purchase Order number:**

Postal address for invoice:

Telephone number:

Contact name for invoice:

Please return this completed form to: archaeology@northyorks.gov.uk

Or by post to:

Heritage Services
Growth, Planning and Trading Standards
Business and Environmental Services
North Yorkshire County Council
County Hall
Racecourse Lane
Northallerton
North Yorkshire
DL7 8AH

Annex 1: User Agreement

- Environmental information is supplied under a licence to the individual or organisation named on page 2 (the Licensee), within the context of the current Historic Environment Access to Information Policy (see Annex 2). Whilst every reasonable effort is made to provide useful information, the Historic Environment Team is not responsible for the accuracy or completeness of information derived from other sources and not directly verified by Historic Environment Record staff.
- The information is supplied on condition that the Licensee explicitly states the purpose and area of the enquiry at the time of the enquiry. Information is not to be used, and will not knowingly be supplied, for any purpose leading to the loss of environmental or archaeological resources without record or mitigation. The Licensee undertakes not to use the information for other than the stated purpose.
- The information is not to be copied or reproduced in the public domain or sold to any third party without written permission from the copyright holder. The Licensee, his agents or employees shall not by any means copy or part with possession of the whole or any part of the information other than in connection with the stated purpose. The Licensee will acknowledge the copyright holder of the information however and whenever it is reproduced in the public domain.
- The Licensee undertakes to indemnify and keep the Council at all times fully indemnified from and against any loss or unwarranted disclosure of the information and from all actions, proceedings, claims, demands, costs, awards and damages however arising directly or indirectly as a result of any breach or non-performance by the Licensee and any of their warranties, undertakings or obligations in respect of this agreement.
- The Licensee undertakes to notify the Historic Environment Record of any new, amended or synthetic information arising directly from the use or analysis of the information provided. Equally, the Heritage Services Unit undertakes to keep the Licence fully indemnified for a period of 6 months from and against any unwarranted disclosure of new, amended or synthetic information and from all actions, claims, demands, costs, awards and damages however arising directly or indirectly as a result of any breach or non-performance by the Heritage Services Unit and any of their warranties, undertakings or obligations in respect of this agreement.
- This agreement is restricted to the Licensee named on page 2, and cannot be assigned, transferred or sub-licensed without prior written consent of the Heritage Services Unit.
- Failure to comply with these terms will be construed as a material breach of the agreement, which could be actionable under copyright or contract law. The outcome of this may be a ban on the future supply of information to the Licence.

Annex 2: Historic Environment: Access To Information Policy

- The Heritage Services Unit of Growth, Planning and Trading Standards brings together, and keeps up to date, information about the historic environment in North Yorkshire. North Yorkshire County Council encourages access to necessary information, and the Heritage Services Unit will make this information available to help people look after their environment, to use and enjoy, and provide learning opportunities for all.
- Access to environmental information is governed by European Council Directive 90/313/EEC, Environmental Information Regulations 2004 (SI 2004 No 3391), the Citizen's Charter Code of Practice on Access to Government Information 1997, and the Charter Standard Statement on Geographic Information. Information is supplied under the provisions of Section 141(1) of the Local Government Act 1972, and is subject to a user agreement or licence.
- Data will not usually be sent until a signed licence has been received.
- If you request information from the Historic Environment Record, a response will be made to your request as soon as possible and within 20 working days. A request for Historic Environment Record (HER) information will lead to the provision of data from our digital systems. The Heritage Services Unit may also provide guidance and interpretation to help you understand information. Where applicable, you will be informed about the quality of the data, its accuracy, and the methods of collection and analysis, so that you can make your own interpretation of the information. Data will be provided in an agreed format. Repeat requests for the same data in a different format will be treated as a new inquiry.
- Requests for information should be as specific as possible. HER enquirers should use the HER Data Request Form (pages 2&3) to help ensure clarity. You should contact the Historic Environment Record by telephone either before submitting a written request, or to make an appointment to inspect records. The Heritage Services Unit has the right to make a reasonable charge for supplying either digital or hard copy information, or for providing advice on how to use HER information systems and registers, although this charge may be waived for some requests. The current fees policy is contained in Annex 4 and the schedule of fees is set out in Annexe 5.
- The Heritage Services Unit has discretion not to supply certain types of information. Examples are legal proceedings, land ownership information, internal communications, unfinished documents, incomplete mappings or analyses, or any information which does not meet the Public Interest test. Your request can also be declined if it is unreasonable, infringes copyright, or if disclosure of the information would lead to increased damage to the environment. The Heritage Services Unit is also not obliged to supply information which it does not possess, or which is already published and available elsewhere. Where the information cannot be provided, the reasons for this will be provided in writing within 20 days.
- In the unlikely event that your request for information is refused, and you wish clarification of the reasons, you can contact the Assistant Director of Growth, Planning and Trading Standards, or write to the Director of Business and Environmental Services. If you are still not satisfied, you can seek the help of your local Councillor or MP to pursue the matter. For further information on this policy, contact the Heritage Services Unit, Growth Planning and Trading Standards, Business and Environmental Services, North Yorkshire County Council, County Hall, Racecourse Lane, Northallerton, North Yorkshire , DL7 8AH, tel: (01609) 532331.

Annex 3: Environmental Information

Historic Environment

- Digital Historic Environment Record (Sites & Monuments) information
- Hard copy collections including fieldwork related material
- Information supplied by the National Monuments Record (where available) eg National Mapping Programme data
- English Heritage Register of Historic Battlefields
- English Heritage Register of Historic Parks and Gardens
- Scheduled Monuments
- Listed Building descriptions
- World Heritage Site Information

Contact the Historic Environment Record Officer:

By telephone: 01609 532331

By e-mail: archaeology@northyorks.gov.uk

Annex 4: Fees Policy

1. Requests for information from commercial concerns will be charged a search fee. This fee is to cover staff-time spent retrieving, collating and explaining information. North Yorkshire County Council may choose to waive this fee in certain circumstances, for example where there is no information available for a particular enquiry.
2. For inquirers to the Historic Environment Record, the search fee will be made up as follows. The **Basic Search fee** will cover the provision of County Council created data i.e. *Monuments, Events and Historic Landscape Characterisation* data only. An **Enhanced Search Fee** will be charged for the time to prepare information available to users from other sources (eg, Listed Building, Scheduled Monument, Battlefields Register, Historic Parks and Gardens Register, Conservation Area, National Mapping Programme data, etc).
3. If you request information from the HER, a response will be made to your request as soon as possible and within 20 working days. For urgent commercial requests, a **Rapid Response** fee can be paid, which means we will process and send out a response within 2 working days of receipt of the request, subject to available resources. If the Rapid Response cannot be provided, the enquirer will be informed, and the additional fee will not be charged. This service can *only* be accessed by submitting a fully completed Data Request Form and signing the declaration on page 1.
4. Experienced users may wish to visit the Historic Environment Record office in person to interrogate computerised data or extract information from non-computerised records themselves. Under the EIR 2004, these users will not be charged any facilities fee, but a charge will be made for photocopies, print-outs and any digital copies to disk. North Yorkshire County Council reserves the right to charge for staff time spent helping inquirers during these visits.

5. Requests for information from students, bona fide researchers, local societies, community or partnership projects, Government agencies, and requests where the costs of information provision are part of a statutory duty or where the County Council is providing grant aid, for example start-up grants to new businesses, will not be charged any fees.
6. Copying, print-out and digital disk costs are subject to VAT and will be charged separately from the Search Fee on the total number of sheets or disks. Copies of other documents published by the County Council are priced individually.

Annex 5: Schedule of Fees for 2017/2018

Search fees are levied according to the Fees Policy in Annex 4, and are not subject to VAT.

Search fees

Basic Search Fee (per hour or part thereof)	£110.00
Enhanced Search fee (per hour or part thereof)	£220.00
Rapid response Fee (add to Basic or enhanced fee)	£110.00

Copying or Print-out Charges (Subject to VAT)

A4 sheets (per sheet)	£0.50
A3 sheets (per sheet)	£1.00
Digital Disks (each)	£0.50



Heritage Services brings together, and keeps up to date, information about the historic environment in North Yorkshire. We hold a geospatial archive (GIS and database) along with an archive of paper and digital sources including maps, photographs and reports. North Yorkshire County Council encourages access to information, and Heritage Services will, where possible, make this information available to help people look after their environment, to use and enjoy, and provide learning opportunities for all.

Requesting information from the Historic Environment Record 2018/2019

Requests for access to Heritage Services information will be considered under the Environmental Information Regulations 2004 (EIR). If you want to reuse any information, for example for commercial purposes or within publications, you must request permission to do so. Permission to reuse information will be considered by the Council under the Re-use of Public Sector Information Regulations 2015 (ROPSI's). Access to information or reuse will only be granted once you have paid the relevant fee(s), and in the case of reusing information under the ROPSI's, once you have completed a licence agreement.

The Council can only grant permission to reuse information to which it holds the intellectual property rights; therefore it cannot grant access to information provided to it by Historic England and you should contact Historic England directly to request reuse of their information.

You should read this document in full before requesting any information from Heritage Services. You can use the form below to request access to information and reuse of that information. Once you have submitted your request we will write to you advising you of the estimated fee required and, where reuse has been requested, advising whether reuse can be granted, subject to the licence being signed. Once the estimate is agreed (in writing) the information will be provided within 20 working days. You should state the format in which you want to receive your information at the time of your request. Repeat requests for the same data in a different format will be treated as new enquiries.

Where information is requested for reuse the information will be provided in an open and machine readable format as far as possible.

If you have any queries, please contact the HER officer on 01609 532331 or email archaeology@northyorks.gov.uk.

Type of information available within the Historic Environment Record (HER) includes:

Geospatial Archive

- Historic Environment Record database and GIS information (Monuments and Events)
- Historic Landscape Characterisation database and GIS information

Historic Environment Record supporting archive

- Hard copy and digital collections including fieldwork reports, maps, photographs, correspondence (please note the intellectual property rights for the majority of these items lies with third-parties, therefore digital provision may not be possible)

This information can be requested from the Council and made available for reuse under ROPSI. A request for HER information will lead to the provision of data from our Geospatial archive with integrated database. Heritage Services may also provide guidance and interpretation to help you understand information where deemed appropriate by the Council. Where applicable and possible, you will be informed about the quality of the data, its accuracy, and the methods of collection and analysis, so that you can make your own interpretation of the information.

Whilst every reasonable effort is made to provide useful information, the Council is not responsible for the accuracy or completeness of information derived from other sources and not directly verified by its Historic Environment Record staff.

Data Request Form and License

Most estimates are £~~167.50~~177.50 for the majority of standard searches which take over an hour but less than two hours; however **quotes will be given prior to starting the search**. This is broken down into £25 per full hour (aA further £25 will be charged for each additional hour with a pro-rata calculation for part hour) +£~~130~~140 Re-use of Data License.

I have read and understood the guide to requesting access to Heritage Services information.

Company/Organisation ('The Licensee'):	
Contact name for invoice (if different to above):	
Postal address for invoice:	
Purchase number for invoice (if required):	
Direct telephone number:	
Email address:	

Area of Search

Please complete **one** of the following area search sections. All National Grid references must be at least **6 figures** (accurate to 100m).

Please tick one option	Description
<input type="checkbox"/> m radius about NGR:	e.g. 1000m radius about SE12345678
<input type="checkbox"/> Search area shown on attached map	Central NGR for area shown is:
<input type="checkbox"/> Search area is supplied as GIS data	Central NGR for area shown is:
<input type="checkbox"/> m radius about attached GIS data	Central NGR for area shown is:

GIS DATA is accepted in Mapinfo Tab file or ESRI Shape Files ONLY.

Datasets Required:

© NYCC

- Monuments
- Events
- Historic Landscape Characterisation

© Historic England

- Scheduled Monuments
- Designated Battlefields
- Historic Parks and Gardens
- Conservation Areas
- Listed Buildings © Historic England
- National Mapping Programme data (only available as an A4 PDF)

Other criteria or instructions - Please detail any other search criteria here e.g. “only events since 2010”, or “only monuments of prehistoric date”, “do not include listed buildings mapping” etc.

Requested Format for Data Returned

1. Please supply map data back as (select **one** only, Other GIS formats may be available, please contact the HER Officer to discuss):

- ESRI Shapefiles
- MapInfo Tab files
- PDF Maps

2. Please supply database information back as (select one only):

- xml database extract
- PDF Reports
- Paper reports

Please note that large data requests (i.e. those where it is not feasible to create a pdf document) will be supplied as GIS data output with database information as xml (viewed in a web browser).

Request for reuse of HER data licence

If you are requesting HER data and wish to reuse it please state clearly below the purpose for which you wish to reuse it

Re-use of HER data will only be granted subject to the conditions in annex 1 (and following payment of the Licence Fee). Please sign below to confirm that you have understood and agree to the licence terms and conditions in annex 1.

Authorised Signatory :

Date:

Please return this completed form to: archaeology@northyorks.gov.uk

Or by post to:
Historic Environment Record
North Yorkshire County Council
Growth, Planning and Trading Standards
Business and Environmental Services
County Hall
Northallerton
DL7 8AD

Charges

The Council is entitled to apply a charge for the provision of information under the EIRs. Such charges will be calculated in accordance with the Council's EIR charging policy which is available here [\(insert hyperlink or web address\)](#).

Where reuse of information is also requested, the Council may also be entitled to apply additional charges, such as a Licence fee, in certain circumstances. Where this is applicable, you will be advised of any additional fees prior to any information being provided to you.

The Council may, where it considers it appropriate, waive any fees it is entitled to charge for access or reuse of Heritage Services information.

Complaints procedure

If you are in any way dissatisfied with the way in which your request for information, or your request to reuse information, has been handled, you have the right to appeal. The appeal is a two-stage process.

Stage 1)

You are able to ask for an internal review by a senior County Council officer by writing to the Information Governance Manager at infogov@northyorks.gov.uk or Information Governance Manager, Internal Audit Service, County Hall, Northallerton, DL7 8AL.

The Corporate Director Strategic Resources will appoint an officer who was not involved with the original decision to conduct the internal review. The officer will evaluate your request, the information held by the County Council, any fee charged and the response which was sent to your request. You will then be informed of the outcome of the review in due course.

Stage 2)

Following the stage 1 internal review, if you remain dissatisfied, you can seek an independent review from the Information Commissioner. Requests for a review by the Information Commissioner should be made in writing directly to:


The Information Commissioner
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Tel: 01625 545 745
Email: casework@ico.org.uk

Annex 1: Historic Environment Record: Re-use of Information Licence

- The Licensee has requested to reuse certain public sector information identified on the Request Form which forms the cover sheet to these Terms. North Yorkshire County Council ('The Council') has agreed to permit such reuse on the terms and conditions set out in this Annex and the Licensee has agreed to abide by the same.
- In consideration of the Council permitting re-use of the information specified in the Request Form, the Licensee shall pay to the Council the Licence Fee, as determined by the Council.
- The information is supplied for re-use to the Licensee only and cannot be assigned, novated, transferred or sub-licensed without prior written consent of the Council.
- The information can only be used for the purpose identified on the Request Form. Any further reuse will be treated as a separate request and may incur additional fees.
- The Licensee undertakes to notify the Council of any new, amended or synthetic information arising directly from the use or analysis of the information provided.
- The Council does not verify all the information held by Heritage Services and is not responsible for the accuracy or completeness of any information derived from other sources and not directly verified by the Council's Historic Environment Record staff.
- The Licensee guarantees that the information will not be used or permitted to be used for any purpose which may or is likely to lead to the loss of environmental or archaeological resources.
- The Licensee's use of the information under this Licence is entirely at your own risk. The Council makes no warranty, representation or guarantee that the information is accurate or error free.
- Failure by the Licensee to comply with any of these Terms will be construed as an actionable material breach of this Agreement.
- In addition to any other remedies available to the Council for a breach of this Agreement, the Council may refuse any future requests for re-use from the Licensee.
- Unless specified in the Request Form, the information is not to be copied or reproduced in the public domain or sold to any third party without written permission from the Council. The Licensee, his agents or employees shall not by any means copy or part with possession of the whole or any part of the information, other than in connection with the stated purpose where appropriate.
- The Licensee will acknowledge the copyright holder of the information however and whenever it is reproduced in the public domain as follows;
'© North Yorkshire County Council. All archaeological mapping should be regarded as indicative, not definitive.'
- The Licensee must not use the information to advertise or promote goods or services, or in a way which could imply endorsement by the Council or generally in a manner which is likely to mislead others.
- The Licensee shall not reproduce the Council's logos.
- The Licensee agrees to indemnify the Council against any loss or unwarranted disclosure of the information and from all actions, proceedings, claims, demands, costs, awards and damages however arising directly or indirectly as a result of any breach of this Agreement by the Licensee or his agents.
- The Council reserves the right to terminate this Agreement with immediate effect upon serving written notice to the Licensee by letter or email using the details provided in the Request Form, where you have breached this Agreement.

- This Agreement is governed by the law of England and Wales, and the parties shall submit to the jurisdiction of the English Courts.
- This Agreement constitutes the entire Agreement between the Council and the Licensee and shall supersede all other undertakings, statements and agreements relating to the provision of the Licence.
- The data provided under this Licence is considered current for 6 months for planning control purposes; should further work be required another search is recommended. If the data provided is reproduced within grey literature or any publications, the date the data was provided should be included.

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	Business and Environmental Services		
Service area	Heritage Services		
Proposal being screened	Changes to the Historic Environment Record Charging Policy		
Officer(s) carrying out screening	Peter Rowe		
What are you proposing to do?	To amend an existing charging policy for commercial access to information held within the Historic Environment Record		
Why are you proposing this? What are the desired outcomes?	The proposal brings the charging policy into line with the Environmental Information Regulations (2004) and the Re-use of Public Sector Information Regulations (2015).		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> 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		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

<p>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.</p>	<p>No</p>			
<p>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.</p>	<p>No</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>The charging policy is aimed at commercial organisations such rather than individuals.</p> <p>The average search cost under the proposed new charging policy is less than that in the current policy.</p> <p>Access to the information is free of charge should the person(s) opt to visit NYCC and extract the pertinent information from the documents held themselves.</p> <p>The charges are not mandatory for local authorities and so a waiver of the fee could be justified with senior management approval should there be sufficient justification to warrant this action.</p>			
<p>Signed (Assistant Director or equivalent)</p>				
<p>Date</p>	<p>01/10/2018</p>			

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

25 October 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: 2 October 2018

Mobile Phone Infrastructure:

- 3.1 Group Spokespersons received an update on the County Council's work with mobile network operators to improve mobile phone coverage in the county.
- 3.2 £1 million has been secured through the York, North Yorkshire and East Riding LEP to pay for the capital costs of new masts in the county. The operators sharing the mast would then be expected to pay the ongoing running costs.
- 3.3 The County Council has conducted its own survey of coverage in the county and identified where the masts are and the 'not spots'. The County Council is currently consulting on nine sites to ensure that in accordance with state aid rules there are no plans for the mobile network operators to have provided coverage in these areas as part of their own commercial plans.
- 3.4 The sites identified are:
 - A684 West of Leyburn near Sissy Bank
 - North End of Coverdale

- C48 West of Masham near Healey
 - Appletreewick, Craven
 - Skipton on Swale
 - A1041 – South of Selby
 - Duggleby
 - Kildale
 - Mickley/West Tanfield
- 3.5 From these sites a number will be taken through to the build stage depending on cost and available funds.
- 3.6 A report will be presented to the Transport, Economy and Environment Overview and Scrutiny Committee on 17 April 2019 following the contract award and the locations being confirmed. The plan is for the first site to be built and operational by summer 2019 and the remaining initial sites to be built and operational by spring 2020.

YNYER LEP update on the work that the YNYER LEP is doing on building a strong rural economy post-Brexit:

- 3.7 Group Spokespersons were provided with a further update on the work that the LEP has been doing with the National Farmers Union, the Country Land and Business Association, National Parks, Local Authorities, and other agricultural and rural interest groups to understand the impact of Brexit, especially leaving the Common Agricultural Policy (CAP).
- 3.8 From 2022 the current subsidy system of Direct Payments, which pays farmers based on the acreage farmed, will be replaced by payments for ‘public goods’, such as better air and water quality, improved soil health, higher animal welfare standards, public access to the countryside and measures to reduce flooding. The government has yet to work out the details of the payment outcomes to be achieved but the LEP is trying to position Yorkshire as a place where government can pilot new ways for public investment in farming through the initiative ‘Grow Yorkshire’
- 3.9 Grow Yorkshire, a scheme aimed at grow incomes in farming and food businesses to counter any reduction in CAP subsidies and to use the exit from the EU as a stimulus for positive change, will be formally launched in November 2018. In parallel, the LEP has also submitted a bid to the European Social Fund to establish a Farm Business Advice and Skills Service. Delivery of training and advice will be procured from a range of partners, such as Agricultural Colleges and Agricultural Consultancies. The service is planned to open to farmers from November 2019.
- 3.10 Prior to the launch of the Farm Business Advice Service, Grow Yorkshire will operate as a campaign to stimulate a change and growth mindset in agriculture, working collaboratively with all organisations with connections to the industry in our region.

YNYER LEP’s submission to the government’s LEP boundary review: ‘Strengthened Local Enterprise Partnerships’

- 3.11 The government has undertaken a national review of LEPs to ensure they are fit for purpose. Part of the reason for this was that there had found to be

inconsistencies in how LEPs were operating. The government also intends to channel through LEPs the Shared Prosperity Fund, which will replace the relevant EU funding streams. Local Industrial Strategies will be the vehicle for the money. Consequently the government wants long term investment to be backed up with robust governance.

- 3.12 There were three parts to the review. The first centred upon governance and transparency. The proposal is for LEP boards to comprise no more than 20 persons and for boards to seek to have a 50/50 male/female split. Representation on the boards should also comprise two thirds private sector and one third public sector. The second part of the review focused upon having in place a clear assurance framework and to separate the accountable body from the LEP secretariat. The third part of the review related to the geography of the LEP. The proposal is for there to be no overlap in functional economic areas. However the YNYER LEP in its submission sent to government last month is of the view that the best fit remains the status quo. The YNYER LEP Board feels that the LEP's interests are best served by retaining an overlap with the neighbouring LEP areas.
- 3.13 The annual update report on the work of the LEP will be presented to the Committee in January 2019.

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**

Tel: (01609) 780780

Email: jonathan.spencer@northyorks.gov.uk

16 October 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	25 Oct 2018 10am	24 Jan 2019 10am	17 April 2019 10am	15 July 2019 10am	24 Oct 2019 10am	23 Jan 2020 10am	15 April 2020 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only	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
25 October 2018	Ringway Performance 2017/18	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 vehicles	To be provided with an overview of the progress of installing electric charge points in the county for electric 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
	Charging policy for access to NYCC Historic Environment Record	To receive information on North Yorkshire County Council's Heritage Service plans to introduce a new charging policy for access to North Yorkshire County Council's Historic Environment Record for commercial searches.
24 January 2019	YNYER LEP	Annual update on the work of the York, North Yorkshire and East Riding Local Enterprise Partnership
	Adult Learning and Skills Service	Update on the measures put in place in response to the Ofsted inspection held in June 2017
	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.
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
	North Yorkshire and York Local Nature Partnership	Update report

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

	Mobile phone coverage project	To report the outcome of the tender and the locations where the phone masts will be built	
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	
	Rail developments	Update report on the rail franchise, Rail North and Transport for the North	
	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)	

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