

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.

5. **Local Enterprise Partnership Delivery Plan Review** (Pages 11 - 22)
6. **Road Casualties 2020 & 2021- North Yorkshire** (To Follow)
7. **20mph Speed Limit and Zone Policy Update** (Pages 23 - 36)
8. **National Highways update on maintenance and improvement activity** (Pages 37 - 42)
9. **Work Programme** (Pages 43 - 44)
10. **Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.**

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Wednesday, 11 January 2023

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the meeting held on Thursday, 20th October, 2022 commencing at 10.00 am.

County Councillor David Staveley in the Chair plus County Councillors Mark Crane, Melanie Davis, Caroline Goodrick, Hannah Gostlow, Paul Haslam, David Ireton, Mike Jordan, Steve Mason, Bob Packham, Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass.

Officers present: Will Baines, Jos Holmes, Neil Irving, Michael Leah, Keisha Moore and Peter Jeffreys.

Apologies: County Councillors John Cattanach and David Jeffels.

Copies of all documents considered are in the Minute Book

1 Welcome and apologies for absence

The Chair, County Councillor David Staveley, welcomed everyone to the meeting.

Apologies were received from County Councillors David Jeffels (County Councillor Andy Paraskos substituting) and County Councillor John Cattanach.

2 Minutes of the meeting held on 11 July 2022

Resolved –

That the Minutes of the meeting held on 11 July 2022, having been printed and circulated, be taken as read and confirmed and signed by the Chairman as a correct record.

3 Declarations of Interest

County Councillor Steve Mason declared a pecuniary interest in agenda item 5 as a business he holds a directorship in is referenced within the York and North Yorkshire Routemap to Carbon Negative report.

4 Public Questions or Statements

No public questions or statements were received.

5 Climate Change Strategy

Considered – A report from the Climate Change Policy Officer on the York and North Yorkshire Routemap to Carbon Negative and the development of the consultation draft of the Climate Strategy for North Yorkshire Council.

Key points in the report included:

- Over the past two years, the York and North Yorkshire Local Enterprise Partnership (Y&NY LEP) has been leading on the development of the York and North Yorkshire Routemap to Carbon Negative (the 'Routemap'), which provides a clear, co-owned plan to achieve net zero for the region by 2034 and carbon negative by 2040.
- To ensure the effective implementation of the Routemap, high-level action plans will develop into detailed implementation plans. As part of these implementation plans, key milestones, success criteria and risks registers will be developed to enable performance to be tracked against the interventions set out in the Routemap.
- In a linked piece of work, the new Climate Change strategy for North Yorkshire Council (NYC) is at working draft stage and outlines the ambitions, themes and principles to be included. The strategy will outline where NYC can best deploy its resources to contribute to the targets in the Routemap.
- The new NYC Climate Change Strategy will outline the approach the new Council will take to reduce its own emissions and also to encourage and enable residents, businesses, communities and visitors to take 'climate positive' actions. This is in respect of not only reducing the causes of climate change but also to prepare for and respond to the impacts of climate change both on our vulnerable communities and on biodiversity and ecosystems upon which we depend.
- The approach proposed differs significantly from the current NYCC Carbon Reduction Plan (which focusses on operational activity) as it will include the wider 'sphere of influence' and consider how every service can support the achievement of the ambitions.
- The four key chapters proposed for the draft NYC Climate Change strategy are: Mitigation; Adaption and resilience; Sequestration and carbon capture and Supporting nature.
- It was noted that partners had raised concerns that Biodiversity was not a standalone chapter, and the merging of chapters three and four has been suggested.
- The targets and ambitions adopted will reference the UN COP21 targets (The Paris Agreement) to substantially reduce global greenhouse gas emissions to limit the global temperature increase in this century to 2 degrees Celsius while pursuing efforts to limit the increase even further to 1.5 degrees. In terms of local targets, it will mirror the York and North Yorkshire Routemap to Carbon Negative ambitions and overall target to be a carbon neutral region by 2034 and carbon negative by 2040. Furthermore, NYC will strive to be net zero on operational activity by 2030.
- The graph at Appendix A of the report on the greenhouse gas emission figures for North Yorkshire shows the addition of Carbon Dioxide in the 2020 data in alongside the Methane and Nitrous Oxide used as part of the 2019 emissions data. It should be noted that the 2020 data for 'Transport' was affected by Covid-19. In subsequent years, 'Waste Management' is expected to be a bigger factor in the emissions data.
- The draft North Yorkshire Council Climate Change strategy, following consultation, will be considered by the Executive in May 2023.

There followed a discussion, with the key points as summarised below:

- A suggestion was made to increase anaerobic digestion generation capacity, but doing this by specifically growing crops to feed the digester rather than using waste.
- On the ambition set out in the York and North Yorkshire Routemap to Carbon Negative to reduce food waste by 30% by 2030, it was asked how this ambition had been decided upon and how it would be tracked. It was also noted whether the ambition in the Routemap for the decarbonisation of on-farm machinery is realistic.
- On agriculture, it was asked what dialogue with the National Farmers Union (NFU) has been undertaken as part of the development of the Routemap. It was explained this was through the Y&NY LEP and the Grow Yorkshire link for food and farming businesses. It was noted that the Yorkshire Dales National Park Authority is supporting individual farms, with work to begin to look at the whole farm estate across the county, with NYCC **Page 2** tools to lead on this where possible.

- The new NYC Climate Change Strategy would be rolled out across the council through directorate-based climate reduction plans. For example, as part of the Economic Development Strategy, a key pillar of this will be the transition to the green economy.
- On including milestones to check on progress, in terms of the operations of the council, there will be a carbon budget and the setting of interim targets, to provide more information on how the journey is going as part of a KPI measure, such as on the vehicle fleet and buildings emissions.
- A question was asked about making sure that procurement chains are considering climate change implications. Although these are very hard to measure, it is the aim to work with suppliers on this, with responsibility for ensuring this to sit with the service experts in the directorates, who will be responsible for overseeing this.
- The ambition in the Routemap to retrofit homes to at least an EPC C rating, with a target of 180,000 homes by 2030 and 250,000 homes by 2038 was questioned. In response, it was noted that the Local Authority Led Housing Retrofit (LAD) scheme is currently ongoing to spend £8m across three districts. In North Yorkshire, it was noted that there is a large number of off-gas homes across the county, which are more expensive to retrofit and include protected landscapes. Work is also ongoing to ramp up the supply chain and grow the market in areas such as double glazing and insulation to allow retrofitting to take place. It is felt a long-term (10 year) approach is needed to have most impact and to give partners confidence, not just being responsive to government grant windows. For example, in Scarborough, the 'Hitting Hard' project is about utilising the expanding portfolio of housing decarbonisation funding opportunities for those living off-grid with properties that are harder to heat.
- It was felt that education and engagement are not covered enough in the Routemap to implement the necessary behaviour change in areas such as agriculture, water and sewage discharge.
- Given the potential loss of commercial bus services across the county, it was asked whether the Routemap ambition to reduce private car usage by 48% by 2030 is a realistic one. It was noted that transport is a major area, with NYCC adopting an innovative approach to progress this ambition, including installing EV chargers in rural areas, introducing and incentivising car sharing and car clubs and promoting Community Transport providers.
- The 'Green Schools Project' education training programme was highlighted as a good example for teaching climate change in schools.
- With the construction of new housing developments, are there opportunities to prescribe carbon reduction measures such as solar panels and EV charging infrastructure. It was noted that partnership working with North Yorkshire Building Control Partnership (NYBCP) on building regulations is taking place.
- It was asked whether enforcement action could be taken to improve poor quality insulated properties, with legal requirements required under the EPC. The need for a strategic plan for housing was emphasised, with builders required to fit low carbon technology. The retrofit of business premises with low carbon heating needs the same approach as residential properties.
- There is different terminology used at various points in the report. This was acknowledged and as part of the strategy document that goes out to consultation, a glossary of key phrases will be included.

During the discussion, County Councillor Steve Mason proposed an amendment that was rejected by the Chairman using their discretion. Subsequently, County Councillor Hannah Gostlow proposed that the motion be amended to add a recommendation that the Executive declare a Biodiversity emergency. This was seconded by County Councillor Steve Mason. A vote was taken on the proposed amendment to the motion but was lost.

Resolved –

- i. Members views on the York and North Yorkshire Routemap to Carbon Negative be

- noted and taken into account.
- ii. The feedback on the North Yorkshire Council Climate Change Strategy Consultation Draft – working draft stage be noted and taken into account.

6 Low & Zero Carbon Emission Transport Update

Considered – A report of the Assistant Director – Travel, Environment and Countryside on the progress of low and zero emission vehicles.

Some of the key points highlighted in the report are as summarised below:

- The York and North Yorkshire Routemap to Carbon Negative has set out a number of priorities and actions for the period 2022 - 2027 which include: to decarbonise and increase the use of public transport, enable the shift to low carbon vehicles and enable cleaner logistics.
- The Routemap has set out high-level targets for transport in York and North Yorkshire concerning the roll-out of battery electric buses, battery electric vehicles and sales of zero emissions heavy good vehicles.
- Following the Electric Vehicle Charging Deployment Study, funded by the NYCC Beyond Carbon Pump Priming Board, it is hoped to launch a public consultation on the study in late 2022 ahead of the County Council adopting the strategy later this winter. A network planning exercise will take place across North Yorkshire, leading to mass rollout of EVCPs. However, it must be noted that the electric grid infrastructure in the large and small towns is likely to be the greatest constraint on a wide scale rollout.
- On passenger and public transport, a successful bid to the Government Zero Emission Bus Regional Areas fund (ZEBRA) to improve commercial local bus services will see the entire Harrogate local bus operation converted to electric vehicles and depot upgrades.
- A longer-term strategy to reduce the impact of home to school contracted transport on the environment is required, as there are supply chain issues with purchasing EV accessible minibuses, making it more difficult to phase out older vehicles.
- A mix of different technology will be required across the NYCC transport fleet to accommodate the various needs and requirements of the services provided. An Energy Saving Trust review of the fleet is underway that is expected to report later this year.
- Discussions are planned with district and borough colleagues and waste vehicle suppliers to identify the power requirements of various waste collection routes to inform the most suitable mix of new refuse collection vehicles, with vehicle range a key consideration. There is an electric car and an electric van on order for to allow for operational trials with services.
- NYCC has been successful in a bid for £2m which focuses on delivering solutions using renewable energy that are aesthetically sympathetic in deeply rural areas where grid upgrades would otherwise be prohibitive and unattractive to the private sector for investment.
- NYCC is also proposing an exploratory study into winter service decarbonisation and how to reduce the environmental and carbon impact of this service. That work is coupled with a trial this coming winter season, where NY Highways have added two gritters each with an electric body to its fleet. The vehicles have an anticipated fuel saving of up to 20 per cent compared to standard, diesel-powered gritters.

There followed a discussion with the key points as summarised below:

- Ensuring that there is an equal distribution of the installation of EV charging points

across the district and boroughs in the county and the indications given in the report are not fixed.

- It was noted in response to a question on the funding of the ECV charging points that the successful bid to the Local Electric Vehicle Infrastructure (LEVI) pilot scheme will help with the financial gap, with further funding rounds to be undertaken next year.
- A suggestion was made to enhance school bus routes to pick up those who want to pay. This was not a straightforward issue but would be considered.
- Where EV charging points have been installed in village halls in rural communities, the anecdotal feedback is that they have been very well used.
- It was felt that vehicles turning over when stationary is damaging the environment and greater public awareness is required.
- New technology is to be launched for Home to School transport to enable attendance to be logged and recorded.
- There was a need to be flexible in the vehicle type and fuel procured for zero and low carbon emission transport, as no one size fits all. Electric and Hydrogen are not fuel solutions on their own, a blend is required to best suit the journey required.
- The majority of EV chargers installed will be rapid chargers, taking 30/60 minutes to a full charge.

In conclusion, the officers were thanked for attending, with an update report to return to the committee in 12 months.

Resolved –

For the committee:

- i. To note the report
- ii. To request an update in 12 months to include further information on emerging technology and financial commitments along with information on the locations of the electric vehicle charging points located across the county.

7 Allerton Waste Recovery Park - 2021-22 performance report

Considered – A report of the Service Waste Manager on the performance of the Allerton Waste Recovery Park for 2021-22.

Some of the key points highlighted in the report are as summarised below:

- Allerton Waste Recovery Park has been operational since 1 March 2018 and consists of a Mechanical Treatment (MT) plant, an Anaerobic Digester (AD) and Energy from Waste (EFW) facility to receive and treat residual waste.
- The recycling/composting of Contract Waste was 1.04% in 2021-22 against a contractual target of 5%. For 2022-23, it is forecast to rise to circa 2.2%.
- Mechanical issues with the MT equipment required the plant to be periodically run in 'by-pass' mode, which means recyclates are not extracted. Since maintenance works have been completed, MT performance has significantly improved, with Amey forecasting availability to be 73% this year, compared to 52% in 2021-22. Compositional analysis is also to take place.
- It has been challenging to place plastics with a limited number of off-takers due to it being recovered from the residual waste stream, combined with current market volatility.
- The amount of waste diverted from landfill improved significantly in 2021-22. A diversion rate of 89.4% was achieved in 2021-22, an increase of 8.46% against the previous contract year.
- The availability of the EFW is a significant factor affecting diversion from landfill.

The EFW plant was available for more time (+6.5%) in 2021-22 compared to the previous year, which allowed more waste (+12.8%) to be processed. During the 9 months outside of the planned outages, the EFW plant achieved 93.9% availability. The reason for improved availability is due to far fewer unplanned outages arising from defects and operational failures. For example, Amey secured specialist advice from industry experts to trial and identify new refractory linings and fixings to improve longevity and negate the need for repairs prior to planned outages.

- Allerton Waste Recovery Park welcomed 162 people for onsite tours and delivered virtual sessions to a further 269 members of the public. Amey also continued to develop their education resources and materials engaging with schools, community groups and the libraries service.
- A number of outreach activities were undertaken over the year including the Great Big Green Week, Pumpkin-Fest and an NYCC COP26 workshop for schools.
- Contract year 2021-22 is the best year to date for landfill diversion and EfW availability. Works undertaken in April 2022 at the MT plant have benefitted the recycling performance that will be reflected in the 2022-23 update report.
- In 2022-23, further opportunities are being explored with the district and borough councils, Amey and Yorwaste seeking to optimise the types of waste delivered to the plant to secure continued performance improvements.

There followed a discussion with the key points as summarised below:

- The 2021-22 recycling performance, missing the 5% contractual target by a long way, was highlighted as a concern. It was asked if waste going into the site could be streamed to improve performance levels.
- The reliability of the electricity generated on-site and whether there is the opportunity to do more.
- The ability for parish and town councils to book visits to Allerton Park, as education is needed to address misconceptions about the site.
- An announcement from Government on introducing separate food collections is awaited, but in the meantime, work is going on to look at a number of different scenarios for how this could be accommodated.
- Taking advantage of the great educational opportunities available through the facility and outreach work into schools (e.g Love Food, Hate Waste)
- Whether energy storage is captured in the night time? It was noted that storing energy to be used at peak times is a developing area, with responsibility sitting with the contractor.
- It was requested that a climate change implications report be included in future performance reports to the committee, with the level of detail required to be determined in discussions with the Chair.
- It was asked if work is being undertaken on the development of future fuels such as hydrogen. It was explained that the EFW plant is looking into the possibilities of carbon capture and the technology available.

Resolved –

- i. To note the contents of this report
- ii. To request a further update on 2022-23 performance in 12 months time

8 Work Programme

Considered -

The report of Will Baines, Principal Democratic Services and Scrutiny Officer asking the Committee to confirm, amend or add to the areas of the work listed in the Work Programme schedule.

Resolved -

i. That the work programme be noted.

9 Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances

There being no other business, the meeting closed at 1:10pm.

The meeting concluded at 1.10 pm.

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Transport, Economy and Environment Overview and Scrutiny Committee

19 January 2023

Report of the Chief Operating Officer – York and North Yorkshire Local Enterprise Partnership

Local Enterprise Partnership Delivery Plan Review

1. Purpose of Report

- 1.1 To report progress made against the 2022-23 Delivery Plan
- 1.2 Annex A provides the formal Delivery Plan Performance Summary

2. Key Background Information

- 2.1 The Local Enterprise Partnership (LEPs) Delivery Plan for 2022-23 set out five pillars and a series of deliverables. The five pillars are:
 - Gather and share robust evidence
 - Develop ambitious strategies and programmes
 - Achieve excellence in delivery
 - Engage partners and targeted stakeholders
 - Be a good growth organisation
- 2.2 Subsequent to the publication of the Delivery Plan the following has occurred;
 - The York and North Yorkshire Devolution Deal has been published in a minded to state.
 - There has been a change in Government leadership and priorities.
- 2.3 Notwithstanding the above, strong progress has been made against all delivery.

2.0 Performance - highlights, challenges and opportunities.

- 2.1 **Pillar 1 - Gather and Share Robust Evidence** - In terms of the developing our evidence, data and research capabilities we have now created a more co-ordinated approach and developed further this on the LEP website. The LEP is about to commission some further research and evaluation: this includes:

Research	Description
Labour Market Analysis	Refresh of the 2021 Labour Market Analysis .
Sector Development – Skills Insights	Building on the sector research from Kada, the focus of this research is to understand how our current provision and assets match against these opportunity sectors, whilst also reviewing current and future demands of the businesses in those sectors.
Getting Building Review	Reflection on the process for Getting Building Fund in order to identify best practice and areas of improvement for future funding.
Community Renewal Fund	As part of the Community Renewal Fund bid, an evaluation had to be produced. This will consider both the process and the impact of Community Renewal Fund CRF to influence future funding.

2.2 Going forward this priority will begin to focus on the transition to the Mayoral Combined Authority and in particular the research and data requirements and resources that the Mayoral Combined Authority may need in the future. This includes trialling data sets and econometric modelling that will help to formulate future policy and strategic direction. In addition, evaluation will be core to future work and how this will be undertaken and formulated will be a priority over the next few months.

2.3 **Pillar 2 - Ambitious Strategies and new opportunities –**

2.3.1 The significant milestone in the first half year is the sign off by the LEP Board of the **Routemap to Carbon Negative**. This is now going through a process with both City of York and North Yorkshire Local Authorities. The implementation plan has been more challenging but is now being developed.

2.3.2 Developing the devolution deal and also Shared Prosperity Fund opportunities have directed resources away for the short term. However, this will be a priority over the next six months.

2.3.3 **The Plan for Growth** that we began preparing this time last year and got to an initial draft now needs to be revised considering the change in government policy including the scope, role and function of this plan going forward within a broader strategic framework for the proposed Mayoral Combined Authority. It is therefore proposed that a revision of the Plan will be undertaken over the next three to four months with a new draft prepared by Summer 2023.

2.3.4 **Grow Yorkshire**

Grow Yorkshire is a collaboration focused on rural, food and farming. Working with partners, Grow Yorkshire is involved in a number of key programmes:

- University of York-led Fix Our Food programme – including projects on public sector procurement, shortening supply chains, regenerative agriculture and strategic engagement with DEFRA.
- Yorkshire Dales National Park Authority – DEFRA Farming in Protected Landscapes (FiPL) Local Assessment Panel (Year 2 = £650k committed project spend)
- Monthly Food and Farming Newsletter (in collaboration with Yorkshire Agricultural Society)
- Secured funding from the Partnership Investment Fund (PiF) to co-design and deliver a programme of farm business skills training (in collaboration

with Yorkshire Agricultural Society/Yorkshire Food and Farming Rural Network/National Farming Union/Country Landowners Association)

- Tree Supply Chain (led by North Yorkshire County Council) to understand how capacity within the supply chain can grow to deliver economic benefits, alongside meeting the region's tree planting targets.
- Hemp Special Interest (SIG) – established to grow regional hemp industry.

2.3.5 Devolution

Prospectuses and call documents are being produced in collaboration with Partners for the Net Zero fund and Brownfield Housing Fund that for part of the Devolution Deal for early delivery in 2023 to 2025.

3.3 Pillar 3 – Achieve Excellence in Delivery

All work programmes are delivering on target. Half year reviews have recently been completed by contract managers from respective Government Departments for the Growth Hub Service, the Key Account Management Role, Careers Hub Network Contract and Skills Bootcamps. Regular reporting to Department for Levelling Up and Communities is also completed for the Community Renewal Fund activity via North Yorkshire County Council.

3.3.1 Growth Hub

New performance targets were agreed with the department of Business, Energy and Industrial Strategy (BEIS) which have enabled qualitative reporting to be improved significantly. Further work is being developed to analyse the reach of the business support services provided by the Growth Hub. Trade and Investment Programme – this is being developed to improve the pro-active approach to investment as well as maintaining the reactive response service.

3.3.2 Proposals are being submitted to the UK Shared Prosperity Fund for both an enhanced Growth Hub service and to further develop the Trade and Investment Offer under the brand Invest York and North Yorkshire.

3.3.3 Skills Bootcamps

Risks were flagged for Skills Bootcamps delivery with reduced learner starts recorded by the September review milestone, albeit some of this was due to delays in sign-up of participants. However, this was compounded during October with one of the main learning providers reducing their learner number forecasts significantly. By agreement with the Department of Education revisions have been made to the contract without detriment to the overall delivery arrangements, and confirmation given that this will not impact on future years contracting for the LEP.

3.4 Pillar 4 - Engage partners and targeted stakeholders

Key activities delivered in the half year period include:

- Annual report delivered
- Annual Conference delivered as York and North Yorkshire Business Summit in partnership with Federation of Small Businesses/ Confederation of Business Industry and Chambers of Commerce.
- Invest in York and North Yorkshire brand design and launch with web pages.
- Coordination of devolution consultation – consultation planning, all devolution branded communications and platforms, consultation documents, tracking and reporting.
- Devolution consultation deal announcement and launch support
- Routemap to carbon negative design and launch

Our Annual Conference was our first LEP face-to-face event since 2019. Delivered as the York and North Yorkshire Business Summit working in partnership with Federation of Small Businesses/ CBI and Chambers of Commerce who co-branded, promoted and attended the event, putting forward businesses to speak on the panel.

The venue for the event was a 200-seat capacity. Promotion for the event achieved 302 sign ups with a turnout of 235 attendees on the day. The event space was at full capacity with an overflow space needed.

3.5 Pillar 5 - Be a good growth organisation

3.5.1 The LEP remains fully compliant with its Assurance Framework and National LEP requirements.

3.5.2 In addition the LEP has done a fundamental review of finances to improve its recharging against projects to support it remaining financially sustainable until the creation of the new Mayoral Combined Authority. This has identified potential recharges up to £650k.

3.5.3 These are now subject to approval from individual project Accountable Bodies.

<h4>4. Recommendation(s)</h4>

<p>4.1 Transport, Economy and Environment Overview and Scrutiny Committee are asked to note the strong progress against its delivery plan and the key changes identified in the report.</p>

James Farrar – Chief Operating Officer
York and North Yorkshire Local Enterprise Partnership
4 January 2022

Appendices:
Annex A: Delivery Plan Half Year Update

2022-2023 Delivery Plan DRAFT VERSION

Page 15

Mid Year
Review

Performance on a page

	On track, no problems or issues
	Some problems/issues requiring action
	Problems/Issues requiring SMT action

1. Gather and share robust evidence

1.1 Establish an economic evidence hub

1.2 Deliver a skills and low carbon research programme

1.3 Publish economic evidence and intelligence regularly

1.4 Evaluate our programmes

2. Develop ambitious strategies & programmes

2.1 Develop and publish a Plan for Growth

2.2 Develop and publish a Routemap to Carbon Negative

2.3 Develop new programmes to deliver our policy priorities

2.4 Support the development of the Devolution Deal

3. Achieve excellence in delivery

3.1 Deliver the Growth Hub and Trade & Investment programme

3.1 Deliver the Careers & Enterprise & Bootcamp Programmes

3.2 Deliver the energy CRF Programme

3.3 Monitor and closedown legacy programmes

4. Engage partners & targeted stakeholders

4.1 Deliver a communications plan to support the Delivery Plan

4.2 Deliver a programme of stakeholder engagement

4.3 Design and deliver annual report and conference

5. Be a good growth organisation

5.1 Deliver compliant assurance and financial reporting

5.2 Support the effective functioning of LEP Boards

5.3 Deliver a programme to support a high performing workplace

5.4 Develop governance and MCA transition arrangements

PILLAR	Pillar 1: Robust Evidence
SMT LEAD :	Andrew Leeming

Date Completed:	Mid Year

PILLAR OBJECTIVE	Comments	RAG Status
	York and North Yorkshire LEP has a clear and robust evidence base to inform the development of ambitious strategies and programmes. The evidence base is shared effectively with colleagues and partners and the hub on the LEP website is recognised as the place to access data on our economy.	

UPDATE		Comments	RAG Status
Key activities since last highlight report period Page 17	1.1 <ul style="list-style-type: none"> Updates have been made to the website internally and are ready to be published next. Review of other MCA's and their research capabilities. 1.2 <ul style="list-style-type: none"> Agreed the approach for the SAP budget (in-house sectoral research and a LMA refresh), engaged with the Chamber on their requirements. In-house research underway, including Lightcast procurement and stakeholder engagement. Review forecasting/modelling options for low carbon and Devolution scenarios. 1.3 <ul style="list-style-type: none"> GBF review completed. 	1.1 - Establish an economic evidence hub Decided to delay the website launch due to limited Comms capacity. However, the overall deadline was December for this to be launched, so it's still on track. Targeting for website changes to be updated by the end of November.	
		1.2 - Deliver a research programme in support of strategies LMA contract is not yet signed off – currently sits with WYCA legal team to review. Minimal risk, but this has been chased.	
		1.3 - Deliver a programme of evaluations GBF review awaiting internal sign-off. Review of requirements completed by Jun 2022 – consultant capacity currently limited by demands of Govnt. competitive bidding processes	
Key activities for next highlight report period	1.1 <ul style="list-style-type: none"> Website to be updated with separate strategy and research pages (better aligning with future MCA needs). Engagement with CYC and NYCC colleagues about their current data and research capabilities. Map out the future needs of a MCA. 1.2 <ul style="list-style-type: none"> Launch surveys with training providers, continue engagement with sector leads and begin analysis through Lightcast. Agree forecast/modelling approach and procurement. 1.3 <ul style="list-style-type: none"> GBF review to go to the performance group. 		

[\[1\]](#)

RED – Problems or issues requiring SMT action
 Board awareness GREEN - No problems or issues.

AMBER – Problems or issues for SMT

OFFICIAL

SMT LEAD :	Andrew Leeming
PILLAR	2 : Ambitious strategies & programmes

Date Completed:	Mid Year Report
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PILLAR OBJECTIVE	Comments	RAG Status
	York and North Yorkshire LEP has ambitious strategies which inform the negotiation of a Devolution Deal with Government and guide our focus to have a greener, fairer, stronger economy and be England's first carbon negative region. The LEP develops targeted programmes which are closely aligned to our policy objectives, the Levelling Up agenda, and secures funding to implement them.	

UPDATE	
Key activities since last highlight report period Page 18	<ul style="list-style-type: none"> Routemap – the LEP team have been working with CYC and NYCC to map out a process for the Routemap to be endorsed by both authorities. The team are also underway with developing detailed implementation plans for the interventions with the Routemap. Health issues within the team, alongside additional workload pressures from Devolution and the UK Shared Prosperity Fund mean that there has been a delay in developing the implementation plan, which is a risk in terms of the delivery of the Routemap and demonstrating progress. The Plan for Growth – This has been on hold while resources have been directed to SPF. The SPF delivery framework has been developed and also the investment Plan for the Rural Prosperity Fund. Wave 4 Bootcamps is currently being developed for a submission in November.
Key activities for next highlight report period	<ul style="list-style-type: none"> Routemap – detailed implementation plans to be finalised, alongside establishing clear reporting and monitoring approach. Routemap to have been endorsed by CYC and NYCC/NYC. Submission of the RPF Investment Plan Development of a Strategic Framework for the sub region to incorporate and revise Plan for Growth Further development of the SPF calls and plans.

	Comments	RAG Status
2.1 - Develop and publish Plan for Growth with an over-arching investment plan	On Hold due to SPF Under review as part of strategic framework development for MCA	
2.2 - Develop and publish Y&NY's Routemap to Carbon Negative	Y&NY's Routemap to Carbon Negative has been finalised and was signed-off by the main LEP Board in July 2022. Since then, the Yorkshire Dales NPA have adopted the Routemap and the North York Moors NPA have endorsed the Routemap.	
2.3 - Develop new programmes to deliver our policy priorities	Shared Prosperity Fund and Rural Prosperity Fund Investment Plans. Wave 4 Bootcamps.	
2.4 - Support the development of the Devolution Deal	Deal announced in August. Programmes for Net Zero Fund and Brownfield Housing Fund being developed.	

[\[1\]](#)

RED – Problems or issues requiring SMT action
 AMBER – Problems or issues for SMT awareness
 GREEN - No problems or issues.

PILLAR	Pillar 3: Excellence in Delivery
SMT LEAD :	Liz Philpot

	DRAFT Q2
Date Completed:	30 Sept 2022

PILLAR OBJECTIVE	Comments	RAG Status
	York and North Yorkshire LEP delivers targeted programmes aligned to the new Plan for Growth and Routemap to Carbon Negative. Resource is focused on programmes which support sustainable economic growth and deliver the greatest impact. The LEP delivers its contractual obligations to the highest standard and conclude legacy programmes.	

UPDATE		Comments	RAG Status	
Key activities since last highlight report period	<ul style="list-style-type: none"> Growth Hub – BEIS delivery in place and Senior GH Manager recruited Trade & Inv – exhibition at UKREIIF with partners; continued work with partners on Inward Investment propositions; KAM role contracted DfE Skills Bootcamps – learning providers all contracted, completed inception meetings and agreement with DfE on September milestone review – provider forum set up CRF Energy Programme delivery on time Getting Building Fund reporting reduced to twice annually by BEIS Growth Hub – formal contracting process with BEIS completed with approval of Schedule 1 and 3 submissions Careers Hub Network – contract extension for year from Sept 22/23 completed to enable staff extensions asap Monitoring Programmes – monthly Skills Bootcamps monitoring framework in place to enable DfE quality standards to be met 	3.1 - Deliver the Growth Hub and a trade and investment programme	Growth Hub – Schedule 1 and 3 submitted to BEIS to confirm proposed deployment of 22/23 funding; qualitative targets set along with continued quantitative monitoring to enable comparison with previous years; new partnership with regional Made Smarter programme (BEIS) Trade & Inv – successful short list of site by Rolls Royce for planned facility; KAM role extended to March 2023; City of York trade visits supported; partner to the Great British Rail HQ bid submission with City of York Council	
		3.2 - Deliver the Careers and Enterprise contract & Bootcamp programme	Careers Hub Network - Sept 22/23 contract extension completed for delivery to August 2023 Skills Bootcamps – 11 learning providers contracted for delivery of 26 Skills Bootcamps to March 2023	
		3.3 - Deliver the energy CRF programme	Delivery on time to meet end dates for national extension given to Dec 22; regular reporting to Performance Group and Infrastructure Board	
Key activities for next highlight report period	<ul style="list-style-type: none"> Trade & Investment – follow up of UKREIIF leads; develop sector specialism approaches in relation to UKSPF; large business stakeholder engagement to be progressed and linked to Devolution consultations Skills Bootcamps – Wave 4 outline proposals to be submitted to DfE by end November CRF – complete all activity and closedown programme Monitoring programme – set up UK SPF monitoring and reporting framework Legacy programmes – continue with housekeeping of projects and closedown – LGF/GBF reporting to BEIS due Nov 2022. 	3.4 - Monitor and closedown legacy programmes	GBF programme ended 31 March 22, now twice yearly reporting frequency; LEADER projects progressing on plan for complaint closedown and archiving	
		<p>1 RED – Problems or issues requiring SMT action AMBER – Problems or issues for SMT awareness GREEN - No problems or issues.</p> <p>OFFICIAL</p>		

PILLAR	Pillar 4: Engaging Partners		DRAFT Q2
SMT LEAD :	Aissa Gallie	Date Completed:	30 Sept 2022

PILLAR OBJECTIVE	Comments	RAG Status
	York & North Yorkshire LEP pro-actively engages partners in line with an agreed stakeholder strategy, and positions the organisation as a leader and convener of economic development in the region.	

UPDATE		Comments	RAG Status
Key activities since last highlight report period	<ul style="list-style-type: none"> Annual report delivered Annual Conference delivered as York and North Yorkshire Business Summit in partnership with FSB/ CBI and Chambers of Commerce. Invest in York & North Yorkshire brand design and launch with web pages. Coordination of devolution consultation – consultation planning, all devolution branded communications and platforms, consultation documents, tracking and reporting. Devolution consultation deal announcement and launch support Routemap to carbon negative design and launch 	4.1: Deliver a communications plan to support the Delivery Plan 4.2 Deliver a programme of stakeholder engagement	
Key activities for next highlight report period	<ul style="list-style-type: none"> Complete Devolution Consultation Support Growth Hub Delivery Develop implementation plan for devolution branding and design. 	4.2 Design and Deliver Annual Report and Annual Conference Annual report delivered – 1526 views Business Summit – 235 attendees. 43% first time attendees.	

[1]

RED – Problems or issues requiring SMT action AMBER – Problems or issues for SMT awareness
 GREEN - No problems or issues.

OFFICIAL

PILLAR	Pillar 5: A Good growth organisation
SMT LEAD :	Adrian Green

	DRAFT Q2
Date Completed:	30 Sept 2022

PILLAR OBJECTIVE	Comments	RAG Status
	York and North Yorkshire LEP delivers targeted programmes aligned to the new Plan for Growth and Routemap to Carbon Negative. Resource is focused on programmes which support sustainable economic growth and deliver the greatest impact. The LEP delivers its contractual obligations to the highest standard and conclude legacy programmes.	

UPDATE	
Key activities since last highlight report period Page 21	<ul style="list-style-type: none"> Financial plan developed to ensure LEP sustainability through to the Combined Authority. Fundamental review of staff recharging and project cost allocations. LEP Board Paper management and publication maintained and compliant. Ongoing workforce development programme to build capability and to manage change. Ongoing work to support devolution and develop forward assurance processes.
Key activities for next highlight report period	<ul style="list-style-type: none"> Diversity statement to be considered by Nov Board. Assurance and appraisal of devolution Brownfield and Net Zero funding. Workforce engagement and change management programme implementation Annual review of LEPs with BEIS Annual LEP Overview & Scrutiny with NYCC as Accountable Body

	Comments	RAG Status
5.1: Deliver compliant assurance, financial management and reporting processes	Assurance remains fully compliant. Financial plan in development to take the LEP through to Combined Authority implementation Categorised as Lower Tier Risk by BEIS	
5.2: Support the effective functioning of the Boards	All Board fully compliant with governance arrangements LEP Board meets government private sector membership and diversity targets.	
5.3: Deliver a programme of activities that support a high performing workplace	Managers leadership programme ongoing Regular staff surveys Ongoing team engagement through transition to Combined Authority	
5.4: Develop governance and transition arrangements for the MCA	Devolution governance review complete and approved by LA's Consultation underway Shadow Assurance Arrangements developed LEP Integration plan in draft	

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North Yorkshire County Council

Transport, Economy and Environment Overview & Scrutiny Committee

19 January 2023

Report of the Corporate Director – Business and Environmental Services

20mph Speed Limit and Zone Policy Update

1.0 Purpose of Report

- 1.1 To update the Committee of the application of the revised 20mph Speed Limit and Zone Policy since its adoption in January 2022.

2.0 Background

- 2.1 A review of the County Council's 20mph policy was instigated by the publication of the Department for Transport (DfT)/Atkins national research project report on the effectiveness of 20mph speed limits and zones. A Transport, Economy and Environment Overview and Scrutiny (TEEO S&C) Task Group of Elected Members was set up with input and representation received from North Yorkshire County Council (NYCC) Traffic Engineering, Road Safety and Public Health Teams, North Yorkshire Police and the 20s Plenty campaign organisation.
- 2.2 The aims of the review were:
- To consider the findings of the 20mph Research Study: National Research Project (the 'Atkins report')
 - To examine the DfT's guidance on 20mph speed limits (Setting Local Speed Limits: DfT Circular 01/2013) and relevant legislation
 - To examine the County Council's current policy on the introduction of 20mph speed limits and how it was applied
 - To consider whether there was a need to change the County Council's current policy on the introduction of 20mph speed limits
 - To consider other measures for adoption
 - To take evidence from NYCC Highways Officers, NYCC Road Safety, 95 Alive Partnership, North Yorkshire Police and the 20s Plenty Campaign.
- 2.3 The outcome of that review resulted in 9 recommendations and the requirement to revise the existing policy. An update for each recommendation is provided in section 4.0 of this report.
- 2.4 A key outcome of the review was that default application of 20mph speed limits is not supported by the County Council or by North Yorkshire Police in its capacity of enforcement responsibility.
- 2.5 The revised policy was adopted by the County Council in January 2022 and has been used to assess all new applications and review some previous requests since then. Work related to the other recommendations continues.

3.0 Policy Change

- 3.1 The revised policy sets out a notable strategic change to the assessment process. Whilst vehicle speed and collision data sets remain essential, the broadened scope to include the evaluation of the sense of place and community and how a 20mph speed limit may positively impact both, is a key change to support implementation.
- 3.2 For example, there may be a road where there is local amenity such as a row of shops, a community hall, play park, school or a combination of those. Collision data may show there none or few collisions, particularly speed related collision and vehicle speed data indicates mean speeds are at or around 30mph.
- 3.3 Under the terms of the previous policy, it could be reasonably argued there is insufficient evidence to merit investment to reduce the speed limit and install the necessary traffic calming features to forcibly reduce vehicle speeds where required.
- 3.4 However, by including the evaluation of place and community as part of the assessment process and considering how a lower speed limit may improve the general perception of the highway environment it can help create a better and more accessible environment and community. Of course, that evaluation is relatively subjective and not always easily captured, but its inclusion is a positive step to look at ways vehicle speed management can positively influence communities and encourage modal shift in travel habits away from the private car to walking and cycling etc.
- 3.5 One of the report recommendations was to review speed limits outside schools. Whilst it remains the case that the vast majority of collisions involving children occur away from the school, there are a number of schools that are located within speed limits of 40mph and above. Though there is no intention to reduce those speed limits to 20mph, or indeed apply a blanket 20mph speed limit at or around all schools, it is important that those higher speed limits are reviewed. This work is on-going.
- 3.6 Officers are aware of the on-going campaign by 20's Plenty, encouraging Parish Councils to sign up to its vision of default 20mph speed limits. The County Council is actively working to better promote the use of 20mph speed limits and zones, and recently the Harrogate and Knaresborough Area Constituency Committee supported a motion to trial an area wide 20mph speed limit.
- 3.7 There are several more recent studies, that indicate performance of 20mph speed limits installed without traffic calming are achieving results greater than the specified speed reduction set out in the current DfT Circular 2013/01 Setting Local Speed Limits, which is the guidance for all Local Highway Authorities in applying and managing speed limits on its network, and in the 2018 Atkins report. However, those reports must be given the appropriate level of scrutiny and there are other reports and examples where 20mph have not achieved the desired effect.
- 3.9 Such scrutiny is not to create barriers to implementation, quite the opposite. Detailed study of both positive and negative examples informs the decision making process and will ensure the considerable level of financial investment required, is not misapplied, or creates an enforcement problem and the cause of public dissatisfaction and complaint.

4.0 Recommendations Updates

- 4.1 Recommendation 1
The policy should be more explicit in considering 20mph speed limits around schools and consideration given to extending the distance traditionally considered around schools in order to encourage greater use of active modes of transport.

- 4.2 The revised policy was adopted in January 2022 (Appendix 1) and sets out the philosophy for practical application which remains largely based on the Department for Transport's (DfT) *Circular 01/2013 Setting Local Speed Limits* that is the national guidance document for highway authorities.
- 4.3 The TEE O&S Committee concluded that it was not appropriate to have a standard or default application eg outside every school, community amenity or residential area. Each application will be assessed on its own merit. However, it has been possible to include, the need for greater consideration of the sense of place and community and how greater application can be applied in conjunction with the wider policy remit around modal shift to sustainable travel options and healthier lifestyles.
- 4.4 Recommendation 2
With reference to KSI figures, work is undertaken by the County Council's highways department to ascertain the percentage of 30mph speed limits against the percentage of 50mph or 60mph speed limits in the county.
- 4.5 The Traffic Engineering and Road Safety team undertakes annual and in year collision data analysis to identify high-risk sites and routes and detect trends such as road user, causation, manoeuvre etc. This work identifies if there is a collision problem where speed is the main causation factor within 30mph or other speed limit that can be compared as a percentage. Research during the review identified that speed was not a leading causation of collisions, however for the purposes of further monitoring and reporting, it has been arranged for the Road Casualties - North Yorkshire annual report does now include a section on the number of collisions by speed limit, showing the respective percentages.
- 4.6 Recommendation 3
The County Council's highways department draws up a list of high risk collision areas using three years' worth of data to examine whether an area would benefit from a 20mph speed limit, taking into account the function of the road and the road environment.
- 4.7 The County Council's Traffic Engineering Team maintains a list of high-risk sites and routes in both urban and rural settings. This forms the basis for the annual Accident Investigation and Prevention (AIP) programme of capital works ie road safety engineering schemes to reduce the number and severity of collisions on the local road network.
- 4.8 This work will continue, and should any subsequent investigations reveal that there are locations with a history of speed related collisions that would benefit from a reduced limit, including 20mph speed limits, then such measures would be taken forward.
- 4.9 Recommendation 4
An examination be undertaken of the consistency of how the 20mph Speed Limit Policy is applied by each Area Highways Offices.
- 4.10 Since the revised policy has been in place, the Area Highways Teams have continued to assess application under the terms of the new policy, with strategic support and guidance from Traffic Engineering Team, which led on the policy development. A workshop with the Area Highways Teams and other Highways and Transportation Teams was held to allow officers the opportunity to discuss the policy and ask any questions on its application to ensure there was a consistent understanding and applications.

- 4.11 Recommendation 5
A list of schools be drawn up that have a 20mph speed limit in the county.
- 4.12 A list of schools has been drawn up and will be retained on file and updated accordingly to provide a context of number and distribution throughout the county. This information has also been made available on the County Council website.
- 4.12.1 In addition to this, work has been carried out to identify the speed limits outside all schools in the county, with work being actively carried out to review the highest speed limits and potential for reduction.
- 4.13 Recommendation 6
Communications should be improved in relation to North Yorkshire County Council's Policy for 20mph Speed Limits by:
- *The document appearing as a stand-alone document on North Yorkshire County Council's Speed limits, speeding and road safety concerns webpage so that it is easier to search for and be known to members of the public;*
 - *Reference to the policy inserted in the 'Safer Roads, Healthier Places, York and North Yorkshire Road Safety Strategy' and vice versa;*
 - *All references to DfT Circular 01/2006 be removed and replaced with references to DfT Circular 01/2013;*
 - *Making it clear that the policy does not relate to 20mph zones.*
- 4.14 The new policy has been added to the county council website as a stand-alone document that is easily accessible. The policy is also referenced in the York and North Yorkshire Road Safety Strategy.
- 4.15 The new draft policy has replaced or updated all references to DfT and other supporting documents.
- 4.16 With regard to the final point of the recommendation, ie the policy to apply to speed limits only, not zones; it was agreed at the July 2021 TEE O&S mid cycle briefing meeting that the policy should also apply to 20mph zones.
- 4.17 Recommendation 7
The 95 Alive Partnership actively promotes North Yorkshire Police's 'Operation Spartan' initiative, in order to raise awareness that dash cam footage can be used to capture dangerous driving and potentially lead to a conviction.
- 4.18 The partnership now called York & North Yorkshire Road Safety Partnership, continues to promote Operation Spartan as business as usual via its website, social media and in face to face events and training. The revised policy has also been formally raised within the partnership allowing regular engagement with North Yorkshire Police on the application of 20mph speed limits and zones and gauging views on enforcement and wider use to support the reduction in the number and severity of collisions and realise wider policy objectives around active travel, air and noise pollution and public health. The policy will continue to be discussed within the partnership as and when required.
- 4.19 Recommendation 8
When considering planning applications for new housing or commercial development, North Yorkshire County Council, in its capacity as the lead Highways Authority and as statutory consultee to the planning process, needs to continue to ensure it makes recommendations to local planning authorities based on written national policy indicating the appropriate best practice and guidelines for the implementation of measures. This is in order to design out speed as part of the

condition of approval and to put in place infrastructure to create safe walking and cycling routes.

- 4.20 As informed during the task group review, this is established standard practice and will continue to be the case. The County Council's Development Management Team apply the principles of Manual for Streets 1 and 2, along with other approved NYCC minimum standards in their assessment of applications and continue to consider ways of ensuring that appropriate designs are delivered through the planning process.
- 4.21 The principles of the Manual for Streets documents are to encourage and improve the design and use of streets with a focus on road user hierarchy that includes detailed consideration on setting the appropriate speed limit to support different uses. All new roads proposed as part of a development, must be of a design that physically promotes lower vehicle speeds and creates an environment supportive of pedestrian and cycling movements.
- 4.22 Recommendation 9
More broadly, in the wake of the COVID-19 pandemic, for North Yorkshire County Council in partnership with a range of stakeholder interests to consider how our highways network can be used in the future to create a greener economy, taking into account the full range of road users and its use for leisure and work purposes
- 4.23 The revised policy acknowledges its links to benefits, which can be brought about through other policy and strategy commitments and provide a mechanism to allow the county council to support and deliver the implementation of new 20mph speed limits.

5.0 Renewed Focus

- 5.1 Since its revision, the policy has drawn renewed focus and visibility with a notable amount of public attention. The 20's Plenty Campaign group continues its engagement with Parish Councils seeking to gain their support for the 20mph speed limit to replace all 30mph speed limits and requesting the County Council to change its approach, citing other authorities in the country which have taken the decision to introduce or trial and the positive impacts.
- 5.2 To date, the 20s Plenty group indicate 128 North Yorkshire Parish and Town Councils have pledged their support for default application. This represents 17.5% of all Parishes/Town councils in the county, though this figure is not reflected in the number of individual applications received.
- 5.3 As mentioned in Section 3, a motion proposing an area wide trial was presented to the Harrogate & Knaresborough Area Constituency Committee in November 2022 by Cllr Arnold Warneken.
- 5.4 Following discussion, the Area Constituency Committee resolved:
That the Executive be advised that the Harrogate and Knaresborough Area Constituency Committee wishes a 20mph speed limit to be piloted throughout towns and villages in the constituency area where a need has been identified, and that the Executive be asked to recommend the Transport, Economy and Environment Overview and Scrutiny Committee, when it considers the County Council's 20mph Speed Limit and Zone Policy on 19 January 2023, to consider appropriate amendments to the existing policy to enable such a pilot to be introduced.
- 5.5 The outcomes of that investigation work will be presented in a forthcoming report via Cllr Keane Duncan, Executive Member for Highways & Transportation.

- 5.6 As part of that work resulting from the approved motion, there has been direct engagement with 20's Plenty as the leading campaign group and given its involvement in the Task Group review that resulted in the revised policy.
- 5.7 Since that time, the County Council has been in receipt of fairly regular correspondence and updates from 20s Plenty, so it has been requested from them any information on the very latest developments and research nationally, which can be included in the scope of the investigation, as well as Cllr Duncan's consideration of the request from the Harrogate and Knaresborough Area Constituency Committee for a 20mph pilot in the ACC area.
- 5.8 There are of course a number of other considerations to take into account in the development of any trial scenario such as links to other Highways and Transportation policies and projects such as the strategic objectives of the LTP, the new Cycle Infrastructure Design guidance LTN 01/20, Harrogate Transport Improvement Plan and the Transforming Cities Fund project.
- 5.9 In May 2022, the government passed legislation to decriminalise Part 6 of the Traffic Management Act, allowing local authorities that are already designated Civil Parking Enforcement areas, to apply for powers to carry out the enforcement of moving traffic offences.
- 5.10 North Yorkshire County Council responded to the Department for Transport's consultation submitting an expression of interest of applying for those powers in the forthcoming tranches, in combination with City of York Council.
- 5.11 At this stage, it is anticipated that the County Council will target Tranche 3 in late 2023. It is important to know however that, whilst the council may receive powers to enforce moving traffic offences, it will only be able to do so initially on selected offences, such as bus lanes with speed enforcement remaining the responsibility of North Yorkshire Police.

6.0 Policy Application

- 6.1 Since the new policy was adopted by the County Council, all new applications have been assessed against the revised criteria resulting in positive decisions and work continues to review some previous applications to determine if there is now merit.
- 6.2 To date, including ten previous applications being reconsidered, there have been 27 applications received. Three applications have been approved, these are for extensions of existing 20mph speed limits in Bradley and Cononley, both in the Area 5 Craven and the other being a new implementation on Staxton in Area 4, Ryedale.
- 6.3 Two have been declined in part, these are, Bellerby in Area 1 Richmondshire, with alternative roads being considered and Monk Fryston in Area 7 Selby where alternative measures are proposed to better address the main concern.
- 6.4 Two applications, Welburn and Langton, both in Area 4 Ryedale have been declined because of site unsuitability. The remaining applications continue to be in the review process, some of which are linked to other wider transport and active travel projects.
- 6.5 In addition to the above, five items of correspondence have been received setting out the Parish or Town Councils support for the 20s Plenty campaign for 20mph speed limits to replace the current 30mph speed limit.

7.0 Funding

- 7.1 A budget of £75k has been allocated to fund the capital investment of new or amendment of existing 20mph speed limits and Zones. All approved applications will need to be prioritised via a scoring matrix similar to that used to allocate accessibility funding. This is in the process of being finalised for the forthcoming financial year. Also, to support the assessment process, an additional £15k has been allocated from the Site Investigation Budget in the Highways Capital Programme to fund speed surveys. Combined this equates to an investment of up to £90k per annum.

8.0 Conclusion

- 8.1 To date the policy is having a positive impact by providing potential applicants with a clear rationale of where and when 20mph speed limits are suitable and sets out how any applications will be assessed. This is equally beneficial to the County Council's Area Highway Teams, providing a much clearer framework in which to review and inform their decision and provide that information to the applicant.
- 8.2 The broadening of the policy scope to include qualitative data ie capturing the sense of place and community increases the opportunity for 20mph speed limits and zones to be approved. Also, its revision better aligns it to support other National Policy, such as Local Transport Note 01/20 Cycle Infrastructure Design and other local policy for the promotion of and delivery of infrastructure to support the strategic shift to support Active Modes of Travel.
- 8.3 Furthermore, in result of the DfT/Atkins National Research Study, there has been no change to the national guidance document, DfT Circular 01/2013 Setting Local Speed Limits, which remains as the guidance issued to Local Highway Authorities. Therefore, that the current policy ensures that NYCC applies speed limits in accordance with the national guidance.
- 8.4 All applications received will continue to be assessed by the local area Highways Teams with strategic support from the Traffic Engineering Team.

9.0 Financial Implications

- 9.1 As set out in Section 7, the financial Implications of the revised 20mph policy is the £75k capital allocation for scheme delivery from the LTP settlement and the £15k capital allocation from the Site Investigation Budget, a total investment of £90k.
- 9.2 Any additional investment for scheme delivery will be subject to a separate funding application and decision.

10.0 Legal Implications

- 10.1 There are no legal implications resulting from this update report and the continuation of the revised policy, which was subject to legal review as part of the approval process.

11.0 Equalities Implications

- 11.1 There are no equalities implications resulting from this update report and the continuation of the revised policy, which was subject to review as part of the approval process.

12.0 Climate Change Implications

12.1 There are no climate change implications resulting from this update report and the continued application of the revised policy, which was subject to review as part of the approval process.

13.0 Recommendations

- 13.1 That the Committee notes:
- i. the impact that the 20mph Speed Limit and Zone Policy 2022 has had since its adoption;
 - ii. progress made on delivering the recommendations of the TEE O&S Review;
 - iii. the continuation of existing national guidance to Local Highway Authorities on speed limit setting and the alignment with the existing NYCC policy on 20mph speed limits.

KARL BATTERSBY
Corporate Director - Business and Environmental Services



20MPH SPEED LIMIT AND ZONE POLICY

JANUARY 2022

V1.0

1.0 Introduction

- 1.1 This policy supersedes the existing policy (2006). Its purpose is to provide the framework within which North Yorkshire County Council will consider and assess the implementation of 20mh Speed Limits and Zones.

2.0 Policy Framework and Practical Application

- 3.1 The main theme of change in this new policy is to set a clear rationale and assessment process in its application and include the opportunity for greater focus on the sense of place and community, particularly around schools.
- 3.2 Facts and figures will remain the key evidence base for decision making and although the County Council must still act in accordance with the DfT Circular 01/2013 Setting Local Speed Limits that provides the framework, key objectives and practical application of speed limits for local (highway) authorities, there is a recognition that additional consideration is given to how the locality is perceived and could be used with the introduction of a 20mph speed limit or zone.
- 3.3 The County Council must also work in partnership with North Yorkshire Police which has enforcement responsibility for speed limits. Likewise, North Yorkshire Police adhere to the guidance set out in Circular 01/2013 Setting Local Speed Limits and without their support it would be remiss of the County Council to implement a 20mph (or other) speed limit.
- 3.4 Another aim of the revised policy is to ensure consistency in assessment and application throughout the county, therefore a robust assessment process has been developed. A 20mph speed limit or zone must be appropriate for that part of the network and fit with its current or planned change in operation. Importantly, it must also be self-enforcing and operate without a reliance on police intervention.
- 3.5 Introducing a 20mph speed limit or zone to a road(s) where drivers do not already substantially conform to and/or is generally inappropriate for that road(s), will likely result in poor compliance enforcement problems and understandable complaints. Consequently, it may also result in drivers failing to comply with a 20mph speed limit where it has been appropriately applied for road safety reasons.
- 3.6 Also, the County Council has a statutory duty to ensure the expeditious movement of traffic and efficient use of network through the reduction of delay and congestion. Whilst there is a need to encourage lower use of private car and other motorised travel in favour of walking, cycling and other sustainable modes, those measures should not adversely impact the County Council discharging its duties.
- 3.7 It is possible to achieve 20mph speeds through signing and road markings only, on roads with a mean speed 24mph or lower. However, where speeds are in excess of 24mph it is necessary to introduce physical traffic calming measures to forcibly reduce speed e.g. chicanes, speed cushions, priority working systems.
- 3.8 Typically, traffic calming measures are designed to be negotiated by travelling along road(s) at a consistent lower speed. In reality, driver behaviour is often to speed up and slow down between traffic calming features, which can result in greater emissions and noise and generally negate any benefit of the lower limit.

- 3.9 Due to site constraints such as road alignment, the presence of private driveways, side road junctions and the loss of on-street parking, there can be significant challenges implementing traffic calming in North Yorkshire towns, villages and other rural locations. Effectively 20mph speed limits or zones must be self-enforcing by either by formalising existing behaviour or through the implementation of an appropriate system of physical measures where possible.
- 3.10 Notwithstanding the above, the benefits lower speed limits can bring to communities are fully accepted and modal shift is a key objective. Part of delivering this ambition includes investigating the need for 20mph speed limits and zones to make routes potentially safer, more accessible and encourage greater uptake.

4.0 20mph Speed Limits and Zones

- 4.1 20mph zones typically cover a number of urban roads and require traffic calming measures with no point within a zone being more than 50m from a physical feature or 20mph sign/roundel. A zone is indicated by entry and exit signage only. Zones are appropriate for roads where average speeds are less than 30mph.
- 4.2 20mph speed limits are signed only roads i.e. without physical traffic calming measures and therefore most appropriate for a road(s) where average vehicle speeds are already low i.e. at or below 24mph. As per zones, repeater signs or roundels on the carriageway can be used to increase awareness.
- 4.3 Existing 20mph zones in North Yorkshire are predominantly used in the vicinity of schools and moving forward zones can still be used unless motor vehicle movement is the primary function.
- 4.4 When assessing applications for a 20mph speed limit or zone that centre around a school, it is imperative that investigations extend to the widest possible extent to provide a zone/speed limit that captures the maximum number of journeys over the greatest distance to encourage modal shift to active modes of transport such as walking and cycling.
- 4.5 As stated in 'Department for Transport Circular 01/13 'Setting Local Speed Limits'', the Secretary of State has provided special authorisation for advisory part-time 20mph limit signs to be used. The possibility of including these signs in this policy was considered as part of the review however, it was deemed unsuitable as they can be confusing to drivers and therefore the County Council does not support their use on the network, which continues the previous policy position.

5.0 STEP BY STEP PROCESS FOR A 20MPH SPEED LIMIT STEP 1 – The County Council receives a 20mph request

- 5.1 Understanding the key issues and problems in an area is fundamental. The applicant should clearly indicate the area of concern and set out the reasons/justification for the introduction of a 20mph speed limit or the extension of an existing 20mph speed limit.
- 5.2 Any evidence of road safety issues should be included in the request along with any other information that may be useful such as highlighting any schools or walking/cycling routes. Any application must have local support i.e. the parish/town council and local member must be supportive.

STEP 2 – Acknowledge receipt and consider application

- 5.3 Officers will acknowledge the correspondence and if necessary, ask for additional content to enable a response. Officers must be fully aware of the need for action and have enough information to be able to consider a decision.

STEP 3 – Carry out an initial desktop assessment

- 5.4 Taking into account the reasons stated in the application, officers will undertake an initial assessment based on guidance in **Department for Transport Circular 01/2013 ‘Setting Local Speed Limits’** and links to NYCC policy supporting modal shift to active travel and consider how the proposal could deliver improvement to the area in terms of place and sense of community.
- 5.5 Officers will determine whether there is merit in a scheme or if the local issues can be resolved in another way(s) without reducing the 30mph speed limit. If inconsiderate parking or an isolated hazard causes the problem, a speed limit request is likely to be declined and another solution is likely to be suggested.

STEP 4 – Initial response

- 5.6 Officers will either, confirm 20mph is appropriate (based on guidance and pending further investigation) or explain why a reduction of the speed limit is not appropriate for the highway.
- 5.7 If the guidance in Circular 01/2013 is representative of the existing conditions, the process will move to the next stage. If the guidance demonstrates a reduced speed limit is not appropriate, the response will detail any other options that may be available to address the local concerns. This will be subject to funding being available and prioritisation.
- 5.8 If no further action is required, the reasons will be explained.

STEP 5 – Identify funding source

- 5.9 With limited funding and resources available, it is essential a funding source is identified, as no survey or design work for a 20mph speed limit can take place without a suitable budget being identified and available.
- 5.10 Staffing resources and costs should be considered, along with the costs associated with the implementation and future maintenance of traffic signs and road markings. Legal costs should also be calculated. Typically, a speed limit scheme (including legal costs) will cost in the region of £6000 to £10,000, but depending on the area of concern, the final cost could be greater. The cost of implementing a zone could be significant given the wider area it would apply and the need for the construction of traffic calming measures.

STEP 6 - Carry out a detailed assessment including a speed survey

- 5.11 Any improvement scheme must be driven by evidence i.e. casualty reduction, but when assessing the suitability of a 20mph scheme, this is not the only driving factor. The County Council will be flexible and will consider a number of motivators. Schemes may be approved if local concerns are justified and they will be tailored to suit local needs.
- 5.12 The detailed assessment will take in to account the likelihood of increased active travel and potential improvements to ‘health and wellbeing’ and sense of place and community.

- 5.13 Officers will check the following criteria before any application is supported:
- Links to NYCC policy for modal shift and active travel opportunities
 - The road is not a network hierarchy Category 2 road
 - The Annual Average Daily Traffic (AADT) flow is not considered excessive for that route and not likely to increase significantly
 - There is a record of speed related personal injury collisions over the last 3 years or there will be a reduced likelihood of personal injury collisions
 - There are pedestrian and cyclist movements and more will be encouraged by the introduction of a 20mph speed limit
 - There are suitable characteristics and it is a suitable highway environment
 - There is a school or other community amenity on the road/in the area
 - A 7 day speed survey proves the existing mean (average) speeds are at or below 24mph for a speed limit to be introduced.
 - The change will result in good compliance without the reliance of police enforcement
 - Vulnerable road user concerns outweigh the disadvantages of longer journey times for motorised traffic
 - The intervention is likely to improve the quality of life for residents
 - The scheme is unlikely to attract negative feedback

- 5.14 The above criteria is not exhaustive and act as a guide of key considerations. Other factors can be considered as appropriate for that site. The quantification of some of the above criteria is subjective and therefore all decisions must be evidenced and recorded.

STEP 7 - Scheme design and cost estimate

- 5.15 Keeping street clutter to a minimum, officers will design an appropriate scheme over the agreed extent and within the available budget. The design and total cost will be shared with the applicant for feedback if the scheme is being externally funded in full or in part.

- 5.16 Communities should note that North Yorkshire Police are very unlikely to enforce a 20mph speed limit and that a signed only scheme (without physical measures) is likely to have little effect on existing vehicle speeds.

STEP 8 – Consult

- 5.17 If necessary, the scheme will be amended to suit local needs before there is a consultation exercise with North Yorkshire Police and other interested parties/stakeholders.

STEP 9 – Final Response

- 5.18 The applicant will be notified of the result of the consultation exercise and given an estimated timescale of the next stages.

STEP 10 – Advertisement of traffic regulation order (TRO)

- 5.19 TRO's follow a statutory process and are a legal document.
- 5.20 The proposed reduced speed limit will be advertised in the local press and on site to invite views from the community. Representations can be formally lodged resulting in objections and contentious issues being considered before a scheme proceeds as advertised. Feedback could result in the scheme being modified or abandoned. The TRO process can take many months if there are objections to the scheme to resolve.

STEP 11 – Scheme implementation

- 5.21 The approved scheme will be ordered through North Yorkshire Highways as soon as practicable.

STEP 12 – Monitor effectiveness to ensure compliance

- 5.22 Officers will monitor the effectiveness of the speed limit change to ensure it is appropriate. Public opinion and speed survey results will ultimately determine the success of the scheme. Officers will arrange a repeat of the surveys carried out in the assessment 12 months after implementation. Officers will engage with the local community afterwards to gather feedback and compare 'before' and 'after' mean speed values. The local community and North Yorkshire Police will be informed of the recorded speeds.
- 5.23 If the recorded mean speed value is higher than anticipated and if it continues to be high after further surveys, additional measures to reduce speeds should be introduced to ensure good compliance. These measures should be financed from the original funding source.
- 5.24 Where mean speeds of historic 20mph speed limits are between 25 and 29mph, the addition of traffic calming measures should be a consideration. Traffic calming measures will reduce mean speeds and ensure greater compliance.
- 5.25 If there is evidence to suggest the majority of motorists are travelling in excess of 30mph in any 20mph speed limit, there is clearly a more significant problem to address. It is likely the speed limit is inappropriate for the environment and potentially unsafe due to differences in how road users act and perceptions. If this is the case, the County Council must consider reverting back to the original speed limit. Any increase to an urban speed limit is likely to be unpopular with local residents, but this has to be an option where a 20mph speed limit proves to be unsuitable.



North Yorkshire County Council Transport, Economy and Environment Overview and Scrutiny Committee meeting: 19th January 2023

NATIONAL HIGHWAYS UPDATE ON MAINTENANCE AND IMPROVEMENT ACTIVITY

Document Title	North Yorkshire County Council Transport, Economy and Environment Overview and Scrutiny Committee meeting: 19th January 2022
Author	Louise McCaul, Route Manager, Programme Development
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Introduction

The purpose of this report is to update members on National Highways work on the Strategic Road Network in North Yorkshire.

The report provides a general forward look of current and planned work, as well as other activity.

Major Projects

Members will be aware that a major project is being investigated and developed for National Highways on the A64 at Hopgrove Junction to Barton-le-Willows. The report on the public consultation for this proposal was published in December 2022, and is available on National Highways webpages. This proposal now must go to DFT for consideration and decision making over the summer of 2023.

Scheme Delivery

Please note that delivery dates and traffic management arrangements are subject to change, schemes in the forward programme are subject to internal governance approval, schemes are subject to variation for reasons of inclement weather, and resource availability.

Improvements to our network are funded through our “designated funds”. These are subject to a national governance arrangement, which aims to prioritise the best schemes to make use of the available funds, on a national basis. There are multiple stages to the governance arrangements, so by the time we get to detailed design and construction planning we have reasonable confidence that the mentioned schemes will proceed to construction as planned. The construction programme can still be adjusted at any stage through the governance process.

For renewal schemes we are planning a further iteration of the programme in February and this could change the forward programme depending on how much carryover of schemes we have. As we get towards the end of our financial year in March, schemes planned close to the end of the year are at greater risk of moving into the next financial year if there is a relatively small variation in delivery timing. Wintery weather will frequently affect the delivery of schemes. We have also set out overarching principles for dealing with inflation pressures in this roads period which are reviewed by ORR (Office of Road and Rail) and aim for best value in our schemes and maintenance works by efficient contract management.

A1M Darrington to J49 at Dishforth (Area 33)

- The NYCC Improvement scheme on A1(M) J47 scheme (to which National Highways contributed significant funds) was open to traffic in 2022 and is now working as intended with no queuing on the mainline during the peak periods. National Highways and NYCC have worked very closely to ensure the successful delivery of this scheme.
- Vale of York motorway service area (a third party scheme) is progressing through the design stage with Highways works expected to start in the Summer of 2024. This scheme involves significant works on NYCC and National Highways network and both parties are engaging with the developer and will start to engage in formal S278 and S6/S4 Agreements.

A1M North of J49 at Dishforth (Area 14)

We have several schemes outstanding for 2022/23 on the A1M north of J49 in addition to the schemes planned for 2023/24.

In progress 22/23:

- A1(M) Ripon to Leeming – anti glare fencing renewal and planting.

Completed in 22/23:

- A1(M) J57 to 58 Northbound & Southbound pavement renewal.
- A1(M) J56-59 Lining renewal

Planned for 23/24:

- A1M J52 to 53 NB mainline near Oak Grange pond – pavement repair to resolve drainage issue.
- A1(M) J56 to 57 NB & SB pavement renewal.
- A1(M) J56 to 58 central barrier renewal.
- A1(M) J50 circulatory drainage.
- A1(M) J56 Barton Lightwell.

A66 (Area 14)

Completed on the A66 in 2022/23 to date:

- A66 Rokeby to Thorpe Grange carriageway resurfacing
- A66 Bowes interchange to Coach & Horses carriageway resurfacing
- A66 Sedbury Layby – footpath repairs/renewal (Feb 22)

Planned for 23/24:

- A66M Filter Drain improvements - whole length
- A66 Carkin Moor – culverting a small section of stream
- A66M Boundary Fence renewal
- A66(M) Boundary Fence – planned to start 16 Jan 2023
- A66(M) Filter Drain improvements and maintenance– March 2023
- A66 Blands to Blackwell cycle route – in design stage
- Ravensworth Drainage maintenance to be completed by March 2023
- A66 Scotch Corner to Hartforth Resurfacing
- A66 Scotch Corner to Cumbria Lining
- A66 West Grassland maintenance
- A66 Melsonby Crossroads safety improvements- design work

A64 (Area 12)

Schemes already delivered in 22/23

- A64 Grasslands Maintenance 22/23
- A64 East Knapton to West Heslerton Resurfacing
- A64 Flixton Carr Waterproofing
- A64 Scampston Hall Further Boundary Wall Works

Schemes to complete/deliver in 22/23

- A64 Rillington Traffic Signal Renewal
- A64 Sherburn Traffic Signals Renewal
- A64 Staxton Traffic Signals Renewal
- A64 Askham Bryan – this is likely to commence in 2023/24
- A64 Drainage
- A64 Seamer Station Railway Joints Replacement
- A64 Copmanthorpe, Askham Bryan EB Exit & Entry Slips, Askham Bryan, Entry Slips Lighting

Provisional list of Schemes for delivery in 23/24

- A64 Grasslands Maintenance 23/24
- A64 Malton Bypass West Resurfacing
- A64 Rillington West resurfacing
- A64 Whitwell Duals EB Resurfacing
- A64 A64/A1036/A1237 Hopgrove CCTV
- A64 Pickering-Brambling Fields-Askham Bar Sliproads Pavement
- A64 Interpretation Panels
- A64 Askham Barr to Askham Bryan WB Resurfacing

A19 (Area 26)

Our DBFO (Design, Build, Finance, Operate) contractor has completed the following scheme on the A19 in 2022/23:

- A19 Resurfacing between A684 (Ellerbeck) and A172 (Tontine)
- Three Tuns Bridge Repairs

Planned for 23/24:

- Options for improving the safety between A172 (Cleveland Tontine) and Trenholme Lane (Black Swan) are being finalised and a series of minor improvements are being drafted for early 2023. These are subject to governance and financial investment scrutiny.
- Following the Coroner's Inquest over a fatal incident in October 2020 we are looking to improve a section of the highway between A61 (South Kilvington) and A168 (York Road) in 2023/24. This will include improvements to the drainage network and road restraint systems.
- A19 St Marys, Leake, Thirsk. Request to improve insulation and customer experience with the church. This is a direct contribution through the Users and Communities Fund with funding approved for delivery within the 2021/22 financial year. However, the Church have recently requested additional funds and deferral of the scheme for delivery in 2022/23. This is to be discussed with the National Highways Designated Funds team.
- A19 between Ellerbeck (A684) and Knayton. Safety improvements will be developed and designed during 2023/24.
- We continue to work with Natural England on the delivery of the Coast-to-Coast national trail. This includes the potential provision for a crossing improvement across the A19 near Ingleby Arncliffe. During 2023/24 we will develop the feasibility and options for a crossing. This is subject to governance and financial investment scrutiny.

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NORTH YORKSHIRE COUNTY COUNCIL
Transport Economy and Environment Overview and Scrutiny Committee - Committee work programme
Dated: 10 January 2023

Meeting dates

- Scheduled future Committee Meetings: 10am on 12 April 2023

Meeting	Subject	Aims/Terms of Reference
19 January 2023	York and North Yorkshire LEP	Annual update on the work of the York and North Yorkshire Local Enterprise Partnership – James Farrar, Chief Operating Officer, YNYLEP.
	National Highways update on maintenance and improvement activity	Update on the maintenance and improvement activity carried out by National Highways in 2022 – Louise McCaul, Highways England
	20mph speed limit policy implementation	To advise Members on progress with implementing the revised 20mph speed limit policy for North Yorkshire, following its adoption in January 2022
	Road casualties	To provide a summary of the 2020 and 2021 road casualty figures in North Yorkshire and initiatives undertaken by the Road Safety Partnership – Allan McVeigh – Head of Network Strategy, Business and Environmental Services
12 April 2023	North Yorkshire - Plan for Economic Growth	To receive an annual update on progress – Dave Caulfield, Assistant Director, Growth Planning and Trading Standards, BES, NYCC.
	Civil Parking Enforcement	To provide an update on Civil Parking Enforcement in the county – David Kirkpatrick, Traffic Engineering Team Leader, BES, NYCC.
	Gully clearance and maintenance	Update members on the progress with gully clearance and maintenance – Nigel Smith, Head of Highway Operations, BES, NYCC.
	Rural Bus Services and Subsidies	To update members on rural bus services and subsidies – Michael Leah, Assistant Director – Travel, Environmental and Countryside, BES, NYCC.
Items where dates to be allocated	Public perception of the Highways Service	
	Waste Collection and Treatment in North Yorkshire	
	Rural Broadband	

