



Meeting: **SCRUTINY COMMITTEE**  
Date: **TUESDAY 21 JANUARY 2014**  
Time: **5.00PM**  
Venue: **COMMITTEE ROOM**  
To: **Councillors J Crawford (Chair), W Nichols (Vice Chair), L Casling, I Chilvers, M Dyson, M Hobson, D Mackay, J McCartney and D Peart.**

## Agenda

### 1. Apologies for absence

### 2. Minutes

To confirm as a correct record the minutes of the meetings of the Scrutiny Committee held on 24 September 2013 and 18 December 2013 (pages 1 to 9 attached).

### 3. Disclosures of Interest

A copy of the Register of Interest for each Selby District Councillor is available for inspection at [www.selby.gov.uk](http://www.selby.gov.uk).

Councillors should declare to the meeting any disclosable pecuniary interest in any item of business on this agenda which is not already entered in their Register of Interests.

Councillors should leave the meeting and take no part in the consideration, discussion or vote on any matter in which they have a disclosable pecuniary interest.

Councillors should also declare any other interests. Having made the declaration, provided the other interest is not a disclosable pecuniary interest, the Councillor may stay in the meeting, speak and vote on that item of business.

If in doubt, Councillors are advised to seek advice from the Monitoring Officer.

### 4. Crime and Disorder Review

To consider the report from the Selby District Community Safety Partnership (pages 10 to 20 attached).

**5. Police and Crime Panel Update**

To consider the report from the North Yorkshire Police and Crime Panel Secretariat (pages 21 to 29 attached).

**6. Access Selby 2<sup>nd</sup> Interim Key Performance Indicator Progress Report April 2013 to September 2013**

To consider the report from the Managing Director, Access Selby (pages 30 to 41 attached).

**7. Transport Provision in the District**

To consider the report from the Democratic Services Officer (pages 42 to 261 attached).

**8. Access Selby Service Provision - Enforcement**

To consider the report from the Lead Officer, Debt Control and Enforcement (pages 262 to 270 attached).

**9. Access Selby Service Provision – Housing Repairs**

To consider the report from the Lead Officer, Assets (pages 271 to 273 attached).

**10. Scrutiny Committee Work Programme 2014-15**

To consider the report from the Democratic Services Officer (pages 274 to 280 attached).

**11. Scrutiny Committee Work Programme 2013-14**

To consider the current work programme (pages 281 to 282 attached).

**Jonathan Lund**  
**Deputy Chief Executive**

<b>Dates of next meetings</b>
26 February 2014 (Provisional)
26 March 2014 (Provisional)
22 April 2014
21 May 2014 (Provisional)

Enquiries relating to this agenda, please contact Palbinder Mann on:  
Tel: 01757 292207, Email: [pmann@selby.gov.uk](mailto:pmann@selby.gov.uk).

## Scrutiny Committee

- Venue: Committee Room
- Date: 24 September 2013
- Present: Councillors J Crawford (Chair), R Price (Vice Chair), L Casling, I Chilvers, M Dyson, M Hobson, D Mackay, J McCartney, and D Peart.
- Also Present: Councillor Crane - Leader of the Council
- Apologies for Absence: None
- Officers Present: Jonathan Lund - Deputy Chief Executive, Mark Steward - Managing Director of Access Selby, Keith Cadman - Lead Officer, Contracts, Fiona Bell - Deputy Chief Operating Officer/Innovation Lead, NHS Vale of York Clinical Commissioning Group, Shane Mullen – Senior Public Health Intelligence Specialist, North Yorkshire County Council, Tom Hall - Consultant in Public Health, North Yorkshire County Council and Palbinder Mann - Democratic Services Officer.
- Press: None

### **10. MINUTES**

#### **RESOLVED:**

**To APPROVE the minutes of the Scrutiny Committee meeting held on 2 July 2013 to be signed by the Chair.**

### **11. DISCLOSURES OF INTEREST**

There were no declarations of interest.

### **12. CHAIR'S ADDRESS TO THE SCRUTINY COMMITTEE**

The Chair informed the Committee that the Task and Finish Group looking at the waste contract with Enterprise would be meeting on Tuesday 22 October 2013 at 4pm.

The Chair explained that he continued to attend Executive meetings on behalf of the Scrutiny Committee.

The Committee were informed that representatives from Peel Environment Ltd had declined the offer to attend the Scrutiny Committee for a discussion regarding the Kellingley Colliery planning application and they had stated that they had already carried out sufficient consultation.

**RESOLVED:**

**To hold the Task and Finish Group looking into the Waste contract with Enterprise on 22 October 2013 at 4pm.**

**13. CALL IN**

No items were called in.

**14. ACCESS SELBY 1<sup>ST</sup> INTERIM KEY PERFORMANCE INDICATOR PROGRESS REPORT: APRIL 2013 – JUNE 2013**

Councillor Mark Crane, Leader of the Council and Mark Steward, Managing Director, Access Selby presented the Access Selby 1<sup>st</sup> Interim Key Performance Indicator Progress Report.

In response to a question about how the figures for performance in housing repairs were arrived at, the Committee were informed that housing repair staff carried handheld devices which they then handed to the tenant to allow them to respond to a number of questions relating to the standard of service. It was explained that tenants could decline to fill in the questionnaire if they wished.

A query was raised concerning SLA\_030 and the £190k of further savings required. The Managing Director, Access Selby stated that this figure was contained in the savings plan however could be difficult to achieve.

A Member of the Committee asked how targets were agreed for performance indicators where they had not previously been set. It was explained that these targets were to be agreed between Access Selby and the Council. The Managing Director, Access Selby stated that an SLA was being created for the base performance figure however data for the base figure had yet to be collected. In response to a query concerning timescales for this SLA, the Managing Director, Access Selby stated that the SLA would be in the savings plan.

The Managing Director, Access Selby answered a question about what had been done externally with regard to income generation by explaining that income generation was not just targeted externally and there were initiatives

such as the Programme for Growth. Business objectives had been steered towards the Better Together Project with North Yorkshire County Council which would be looking to add income or make savings by buying in services from the County Council. The Leader of the Council also added that there was the Spend to Save initiative.

A query was also raised with regard to commerciality. The Managing Director, Access Selby explained that within the public sector, there were restrictions in terms of what could be done with regard to commerciality

**RESOLVED:**

**To receive and note the report.**

**15. REPROVISION OF A LEISURE CENTRE AT SELBY**

Jonathan Lund, Deputy Chief Executive, Selby District Council presented a report which provided the background and set out the latest position on efforts to provide a new leisure centre to replace the fire damaged Abbey Leisure Centre at Scott Road, Selby.

The Deputy Chief Executive explained that the decision to not refurbish but to demolish and rebuild the leisure centre and indicated that refurbishing the fire damaged centre would not have generated a grant from Sport England.

The Committee were informed that a grant of £2,032,500 had been made available by Sport England subject to a formal Lottery Funding Agreement.

The Deputy Chief Executive explained that the next step in the process had been to invite tenders for the design and build construction contract. It was hoped that the selected contractor would be on site by November with a hopeful opening date of early 2015. The Committee were informed that the business case indicated that the new centre could run an operating surplus from 2017.

The Committee were informed of some of the activities organised following the loss of facilities due to the fire. This included events such as a weight loss programme targeting adults with a Body Mass Index of over 25 and a Healthy Active Children Project. The Deputy Chief explained that the programmes had been a great success however to make the programmes more sustainable, discussion was needed with the health authorities over future funding.

A query was raised over the tenders for the leisure village. The Deputy Chief Executive explained that this was a separate project however it was hoped both projects could be aligned in the future.

**RESOLVED**

**i) To receive and note the report.**

- ii) **To congratulate all those involved in the project for the work they had undertaken to date.**

## **16. HEALTH PROVISION IN SELBY**

Tom Hall, Consultant in Public Health, North Yorkshire County Council, Fiona Bell, Deputy Chief Operating Officer/Innovation Lead, Vale of York Clinical Commissioning Group (CCG) and Shane Mullen, Senior Public Health Intelligence Specialist, Public Health and Adult Services were present to discuss health provision in Selby.

Mr Hall referred to the Joint Strategic Needs Assessment (JSNA) which was presented to the Committee and explained that this report had been published in 2012 and had formed the basis for the Health and Wellbeing Strategy by the Health and Wellbeing Board.

The Committee were informed that Selby was a largely rural district with an ageing population. It was stated that the district contained pockets of deprivation including areas such as Selby South and Selby North. Mr Hall explained that health inequalities were a key feature of the population. Other issues included high levels of smoking, drinking and obesity.

A query was raised concerning the work being done to tackle the deprivation in Selby North and South. Mr Hall explained that findings for the area were currently being monitored and a member of the health team would be presenting on the priorities for the areas. The Committee requested further information on the progress of the project.

Ms Bell explained the role of the CCG and how it had to liaise with three other authorities therefore making the JSNA very important. The Committee were informed of an event taking place on 10 October 2013 in Selby to discuss long term conditions affecting people's mental or physical health.

In response to a query concerning binge drinking, Ms Bell explained that consumption Selby had been modelled and indications were that the problem was significantly higher than the national average.

The Committee asked what communication channels had been established between the different CCGs. Ms Bell explained that there was a risk of duplication however it was aimed to complete work in partnership with the CCGs. In response to a further query about how Health and Wellbeing Boards liaised with each other, Ms Bell explained that the CCG sat on all three in the area and links were aimed to be established through geographical areas.

The report of the Director of Public Health was also circulated to the Committee for information.

### **RESOLVED:**

- i) **To receive and note the report.**
- ii) **To request a further update on the work being done to tackle deprivation in Selby North and Selby South.**

## **17. ACCESS SELBY SERVICE PROVISION – STREET CLEANSING**

Keith Cadman, Lead Officer, Contracts presented a report on street cleaning provision in the district.

The Lead Officer, Contracts outlined the different street cleansing services and resources deployed to perform these services. The performance information in the report was also brought to the Committee's attention.

Concern was raised at the littering in Ousegate and it was stated that the parked cars tended to contribute to this problem as they made the streets difficult to clean. A member of the Committee referred to the service in York which stopped cars from parking in the street while cleaning was taking place and it was queried whether this had been considered for Selby. The Lead Officer, Contracts agreed to look into this.

With regard to street cleaning, the Lead Officer, Contracts explained that if cars were parked and the street was unable to be cleaned, then the cleaning vehicle was meant to divert to another street and come back later to clean the obstructed street.

In response to a query concerning monitoring services, the Lead Officer, Contracts explained that the systems for the service provider, Enterprise, were monitored and audited with the performance information also being validated.

Concerns were raised at the recycling boxes and how these could easily move in high winds. It was explained that different options were being looked into for this issue and the plan was to look at the type of receptacles for recycling.

### **RESOLVED**

**To receive and note the report.**

## **18. WORK PROGRAMME**

The work programme for the Committee was noted.

The meeting closed at 6:43pm

## Scrutiny Committee

Venue:	Committee Room
Date:	18 December 2013
Present:	Councillors J Crawford (Chair), L Casling, I Chilvers, M Hobson, D Mackay, J McCartney and M Jordan (as substitute for M Dyson)
Also Present:	Councillors Crane (Leader of the Council) and C Lunn (Executive Member)
Apologies for Absence:	M Dyson and D Peart.
Officers Present:	Jonathan Lund - Deputy Chief Executive, Andy McMillan – Policy Officer, Matt Whiteley – Peter Brett Associates and Richard Besley - Democratic Services Officer.
Press:	None

### **19. DISCLOSURES OF INTEREST**

There were no declarations of interest.

### **20. CHAIR'S ADDRESS TO THE SCRUTINY COMMITTEE**

The Chair welcomed the Committee and the Members of the Executive present, to consider the Committee's Call In of an Executive decision,

### **21. CALL IN – DECISION E/13/40 – COMMUNITY INFRASTRUCTURE LEVY – NON KEY DECISION**

In presenting the report the Chairman asked the Policy Officer, Andy McMillan, to take the Committee through a presentation that provided background to Community Infrastructure Levy (CIL)

The Policy Officer introduced Matt Whiteley of Peter Brett Associates, the company commissioned by Selby DC to prepare a report on CIL for the Council.



The Policy Officer informed the Committee that CIL was introduced in 2010 by government to fund strategic infrastructure not covered by section 106 Agreements (s106).

As s106 covers specific areas it cannot be used to fund projects in other neighbouring communities that may for example be affected by that development, CIL will offer greater support strategically for the District.

CIL also is generated by smaller developments that would not qualify for s106 and where levels of s106 can be negotiated the levels of CIL are fixed.

The Policy Officer confirmed that CIL is meant to make development more attractive to villages with a share from the levy going to Parish Councils.

So far 20 Local Authorities have set up CILs since 2010 with many like Selby preparing evidence and expected to introduce CILs before the March 2015 deadline.

The representative from Peter Brett Associates, Matt Whiteley confirmed that the Charging Schedule was the key document for the Council as it sets out the rate per square metre on net additional floor space. It will generate a pool of funds for planning development but can't be used to backfill shortfalls from previous planning developments.

As well as capturing small sites, CIL assists Councils at a time when there is less Central Government funding and DCLG feels it will be fairer, faster and more transparent. It does give developers certainty upfront and the charge is set after full consultation and examination.

The presentation highlighted the intention that CIL will become the main source of development contribution and will be due from the date development commences.

CIL will be exempt on social housing and charities projects, when s106 will still be available on affordable housing.

Charging Zones are researched on property sales value, land purchase costs, build prices, etc; and these sums are studied and form the cost for the charge. Councils will then consider whether those costs are viable. Councils levy CIL between 50% - 75% of the viable maximum.

Zones are defined on the analysis of a number of factors, including Land Registry sales price, average prices of various property types. This was demonstrated in the 4 maps accompanying the report of prices for Detached/Semi Detached houses, terraced houses and flats across the district.

The Chair thanked the Policy Officer for the presentation and the Committee moved to its concerns on the proposed Charging Schedule and Zones that had prompted the Call In.

The Committee shared the view that the clear North (higher levy) / South (lower levy) divide across the District seemed to benefit the North Zone at the expense of the South and asked if a single rate could be applied in its place.

Mr Whiteley confirmed that a £25 rate across the district would limit the amount of levy collected.

The Policy Officer informed the Committee that levies collected from the North and South Zones are pooled into a central fund that can be spent on infrastructure where it is needed.

The Committee agreed that as development tends to be in the South Zone the CIL collected would balance with the income from CIL collected in the North.

The Committee asked at what stage neighbouring authorities were with their adoption of CIL.

In Yorkshire:

- East Yorks (agreement in principle), Richmondshire and York had not started.
- Doncaster and Scarborough and had not adopted CIL
- Harrogate & Hambleton adopted £85 CIL across their districts
- Ryedale adopted £35 (low) & £65 (high)

The Policy Officer presented Appendix A of the report and explained the need for an Infrastructure Regulation 123 List (Reg 123) that itemises the Council's proposed Infrastructure projects that would be subject to CIL and the amount of potential levy to be collected.

The Reg 123 recognises a meaningful proportion to local communities with Town & Parish Councils obtaining funding top-sliced from the levy:

- 15% where no neighbourhood plan
- 25% where neighbourhood plan in place

The Policy Officer shared some example sums of CIL available to Town & Parish Councils based on average house prices and confirmed that although there was a cap to the amount of CIL that can be collected it was unlikely that the level of development required to reach that amount would be reached.

There is a time limit for Town & Parish Councils to spend their share but there is no restriction on the type of project it can be spent on.

The Policy Officer also advised that a percentage element can be claimed by the District Council to cover the administration costs of charging CIL.

The Reg 123 list shown as example in Appendix A of the report is a guide and a formal list will be prepared when CIL is adopted by Selby DC.

The Policy Officer confirmed that the next stage would be to go to a public consultation.

**RESOLVED**

- i) Agree with the decision made by the Executive**
- ii) Following comments from Committee Councillors to the Policy Officer a simplified summary version of the document is prepared to go to all Councillors and Parish Councils**
- iii) The item is placed on the Scrutiny Committee Work Programme for a future meeting**

The meeting closed at 6:23pm



**Report Reference Number: SC/13/10**

**Agenda Item No: 4**

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**To: Scrutiny Committee**  
**Date: 21 January 2013**  
**Author: Palbinder Mann, Democratic Services Officer**  
**Lead Officer: Karen Iveson, Executive Director (S151)**

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**Title: Crime and Disorder Review (Covering Report)**

**Summary:**

This report summarises crime data within the Selby District and is supplied by the Selby District Community Safety Partnership.

**Recommendations:**

**That the Scrutiny Committee consider the information presented and provide any views.**

**Reasons for recommendation**

**The Committee ensures it is effective in scrutinising crime levels in the district.**

**1. Introduction and background**

North Yorkshire Police (NYP) and the Community Safety Partnership (CSP) submit monthly data reports to give the Committee Members an update on crime and anti social behaviour levels in the district. Information is also submitted on monthly service standards.

The Committee also invites representatives from the Police and the Crime Safety Partnership to its meetings every year to answer questions on crime levels in the district.

**2. The Report**

- 2.1 The Selby District Community Safety Partnership have submitted their Performance Report on the Community Safety Plan 2011-14 (Appendix A).

**3. Legal/Financial Controls and other Policy matters**

**3.1 Legal Issues**

N/A

**3.2 Financial Issues**

N/A

**4. Conclusion**

The Committee is asked to provide its comments on the report.

**5. Background Documents**

N/A

***Contact Officer:***

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**Appendices:**

**Appendix A** – CSP Performance Report on the Community Safety Plan 2011-14



## **Selby CSP Partnership Board and Scrutiny Committee Performance Report**

**January 2014**

### **PERFORMANCE REPORT ON COMMUNITY SAFETY PLAN 2011-14**

#### **Introduction and Overview.**

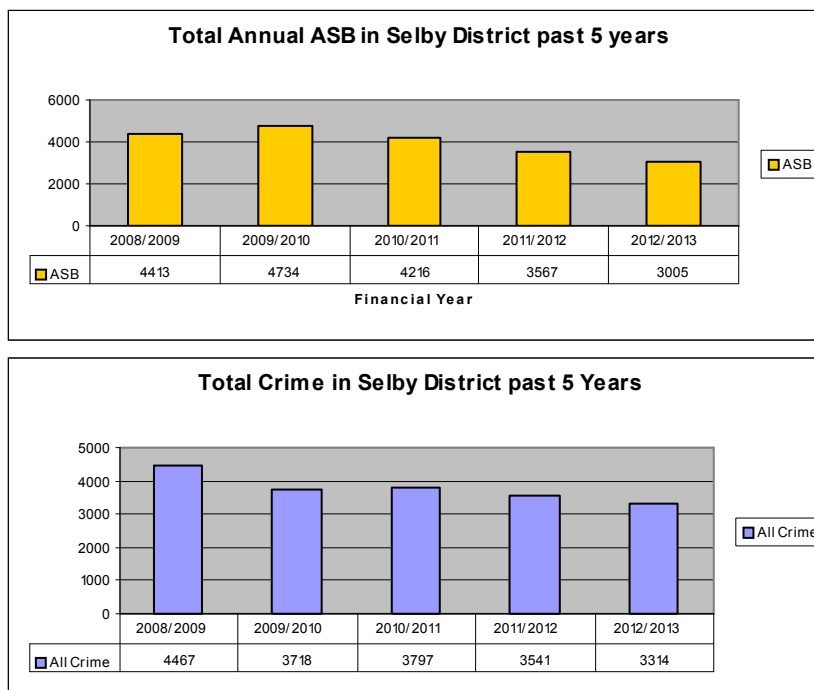
This report provides an overview on progress to date in achieving the key Community Partnership objectives under the following groups;

- **Crime**
  - **Quality of Life & Anti Social Behaviour**
  - **Protecting Vulnerable People**
  - **Road Safety**
- 
- Data and/or update information is not held by SD CSP for all of the indicators contained within the plan. Therefore this report does contain gaps where Information is missing.
  - This report seeks to give an overview of how the district is performing and focus on areas of crime and Anti Social behaviour that are over target.
  - National / Force Policing targets seek as a minimum a reduction on the previous years crime figures.
  - In a tough economic climate it is not unusual to find crime levels increase in areas of need or quick financial turnover. i.e. shoplifting or opportunistic theft.

## CRIME

### District Crime Trends over the past 5 years

There has been an overall reduction in crime and Anti Social Behaviour (ASB) for several years. The graphs show figures since April 2008. At the time of this report the crime and ASB levels compared to the same period in the 2012/13 year were a reduction of 2.7% (Crime) and 3.08% (ASB). If this trend continues it should reduce the number of reports / Victims by, 87 (Crime) and 93 (ASB) compared to the 2012/13 year.



### Current crime figures 1/4/13 to 31/12/13 compared to previous year

Crime Type	2012/13	2013/14	Change 12/13 to 13/14	
Burglary Total	354	388	34	10%
Criminal damage and arson Total	389	392	3	1%
Drug offences Total	198	170	-28	-14%
Other Total	42	43	1	2%
Other theft Total	464	443	-21	-5%
Public disorder/weapons Total	119	112	-7	-6%
Robbery Total	5	7	2	40%
Shoplifting Total	118	179	61	52%
Vehicle Crime Total	272	211	-61	-22%
Violence Total	526	480	-46	-9%
<b>Grand Total</b>	<b>2487</b>	<b>2425</b>	<b>-62</b>	<b>-2%</b>

The 2 crime categories in which there has been a significant increase on the previous years performance are ; **Burglary, and Shop theft.**

The crime categories of Criminal Damage, Crime Other and Robbery are also slightly over target.

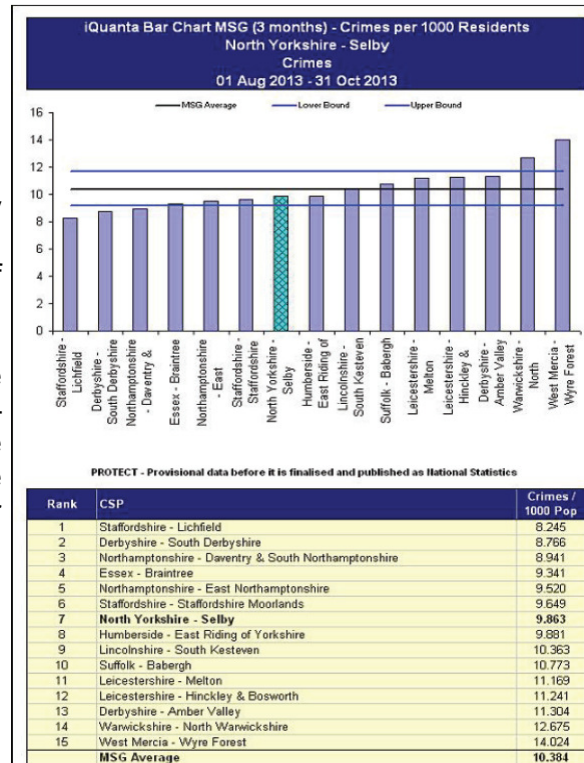
These crime categories will be examined in more detail on the following pages.

### Crime trends compared to similar areas across the UK— IQUANTA

There are 15 other towns across the country that are considered to be a similar profile in order to be able to compare them in respect of crime and Disorder.

The table shows comparisons between the towns for the most recent period 1/8/13— 31/10/13 in relation to overall crime (these ratings are also published for each crime group.) A lower position represents lower crime and thus better performance.

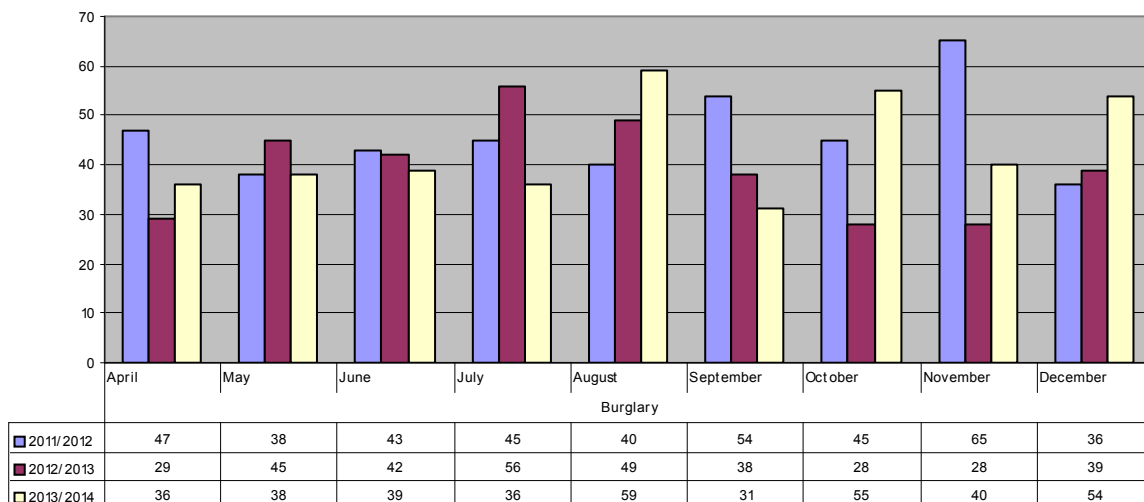
In this example showing all crime, Selby is in 7th place with 9.86 crimes per/1000 population. (The average for the group being 10.38/1000).



### Crime categories currently over target

#### Burglary—9th in IQUANTA family (1.33/1000)

Burglary to 311213 compared with previous 2 years



Because of the districts position bordered by 3 other force areas and York to the North the issue of travelling criminality has always been a threat to several crime groups but particularly burglary. Operation Hawk is the latest initiative to combat this problem with proactive tasking of police patrols and coordination with policing teams in bordering forces.

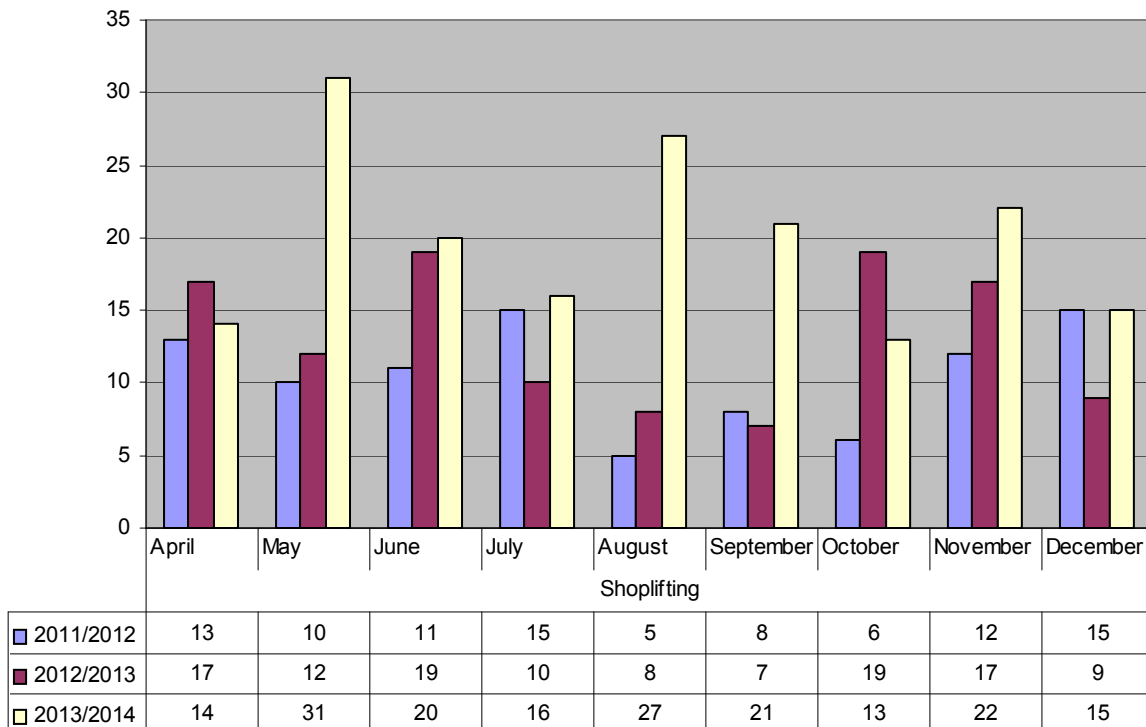
There have been several themed home security months throughout the year with road shows events and a 'Light Up Lock Up' campaign during Oct/Nov when free light timers were provided.



*Crime categories currently over target cont'd*

**Shoptheft**— 6th in IQUANTA family (0.73/1000)

Shoplifting to 311213 compared to previous 2 years

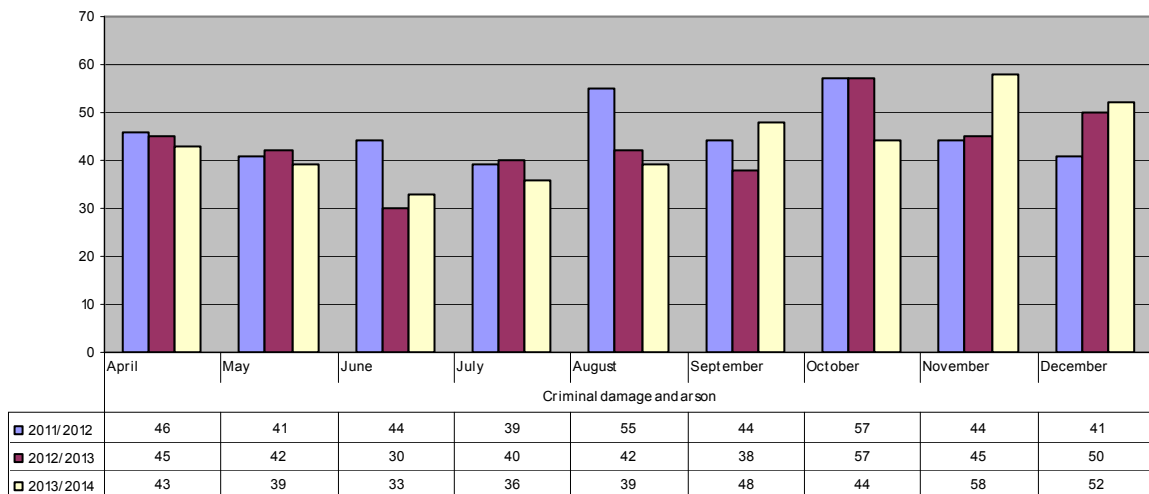


Shop theft has risen dramatically over the period 179 as compared to 118 last year. This rise is not specific to Selby and is also reflected in other areas across the country. This could be largely due to the economic hardships and opportunists. Some offenders have been identified as teams who travel from other areas of the country to exploit lower security levels in retail stores in smaller towns.

In response to this since April the CSP have strengthened the Selby Against Retail Crime (SARC) retail initiative membership from 23 to 38. In addition the flow of intelligence and general information has been greatly improved by the use of target packs newsletters and retailers meetings. On 7<sup>th</sup> November an Exclusion Notice Scheme was launched to ban prolific offenders from members stores.

## Damage and Arson— 6th in IQUANTA family (1.53/1000)

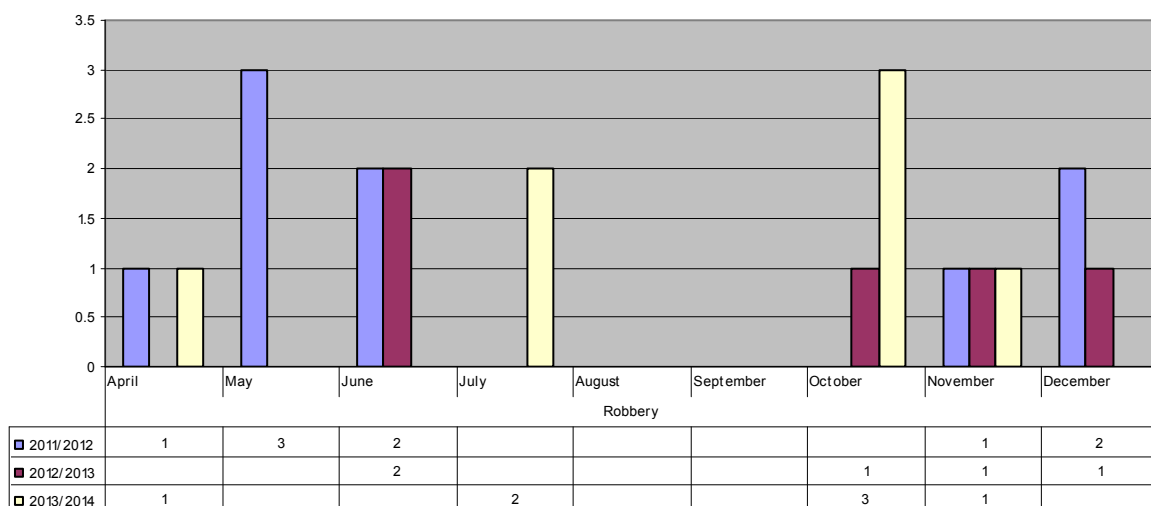
Damage and Arson to 311213 compared to previous 2 years



- Up 3 crimes = 1% - Not considered to be an area of major concern at this time.
- NYFRS held a LIFE course during the summer during which key problem youth with fire starting tendencies spent a week working with the fire service.
- ASB continues to be monitored and interventions made through monthly MAPS group.

## Robbery—2nd in IQUANTA family (0.01/100)

Robbery to 311213 compared to previous 2 years



- Up 2 crimes = 40%.
- There are no clear patterns.
- Continued work to promote crime prevention message of personal safety and awareness raising with the issue of Cat Bells purse dipping bells and personal attack alarms.

## **Crime Other**

Crime Mapper	HO Cime level 2
Other	Dangerous Driving
Other	Disclosure, Obstruction, False Or Misleading Statements Etc
Other	Forgery Or Use Of False Drug Prescription
Other	Fraud, Forgery Etc Associated With Vehicle Or Driver Records
Other	Going Equipped For Stealing, Etc
Other	Handling Stolen Goods
Other	Making, Supplying Or Possessing Articles For Use In Frauds
Other	Obscene Publications Etc
Other	Offender Management Act
Other	Other Forgery
Other	Other Notifiable Offences
Other	Perverting The Course Of Justice
Other	Possession Of False Documents
Other	Profiting From Or Concealing Knowledge Of The Proceeds Of Crime
Other	Threat Or Possession With Intent To Commit Criminal Damage

As can be seen above the 'Crime Other' category covers a wide range of topics the District is currently 1 offence up on the same period compared to last year, ie 43 compared to 42 and as such does not represent a concern at this time.

## **Crime Overall**

As can be seen crime levels have been reducing for many years and if this years trends continue as they are 2013/14 may be another one. All good things may eventually come to an end, and with further cuts in services and economic hardship within society it is highly likely that crime will start to rise at some point.

As mentioned previously travelling criminality is a concern for the Selby District. Automatic Number Plate Recognition (ANPR) is a major tool providing intelligence and evidence to bring offenders to justice. In addition to this close coordination and information sharing with other forces and targeted policing plays a major role in protecting our communities.

There has been a lot of good work within the Night Time Economy by all agencies working with the Alcohol, Violence & Night Time Economy group (AV&NTE) with regular action days and enforcement. The night Marshals have played a key role in the management of the Selby NTE with valuable support to the Police and reassurance to the public. The funding stream that financed the Night Marshals expires on 3rd February and a recent survey commissioned by the CSP shows that there are concerns about the service coming to an end.

## QUALITY OF LIFE & ANTI SOCIAL BEHAVIOUR (ASB)

ASB is classed in 3 categories; Environmental, Personal and Nuisance.

The counting criteria between Personal and Nuisance changed between the years being compared which shows up as large reductions in Personal figures and increases in Nuisance. Overall ASB is down by 3% (73 incidents) when compared to the same period last year from 1st April to 31st December.

The multi agency Alcohol Violence & Night Time Economy Group (AV&NTE) continue to ensure through action days, the Pubwatch scheme, regular enforcement through OP Ursine and effective deployment of the Night Marshals Selby District is a safe place to enjoy a night out. Information sharing and deployment of staff ensure that offenders are brought to justice and a reassuring presence of a Capable Guardian is maintained. During the 4 Action nights carried out over the summer a survey was conducted with 146 people. One of the questions – “When in the town for a night out how would you describe your feelings for your personal safety?” 60% felt relaxed / 33% Cautious / 6% worried / 1% fearful.

The Selby North QOL multi agency project group continue to work to improve the quality of life of that community by making improvements to raise its rating on the Indices of Multiple Deprivation.

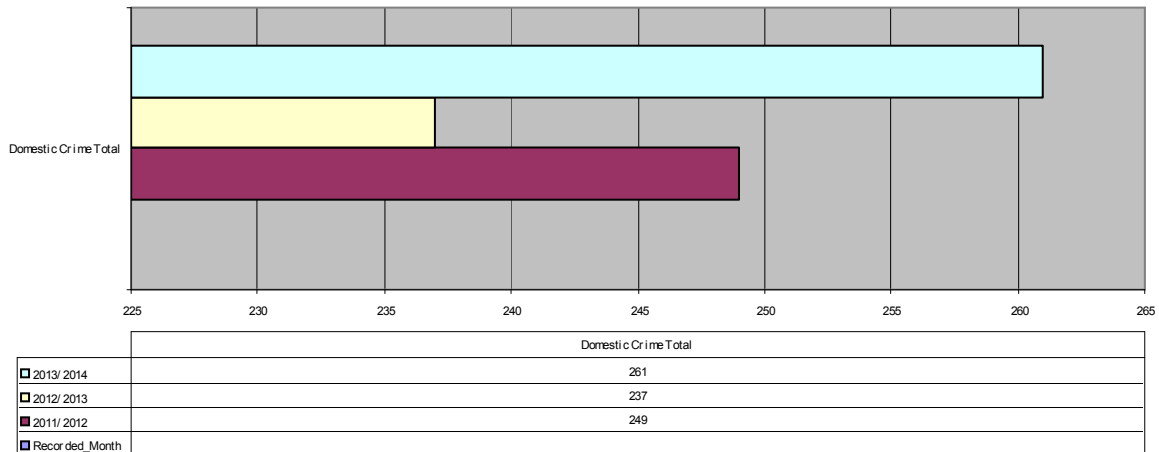
Type	Month	2012/2013	2013/2014		
ASB Environmental	Apr	27	26	-1	-4%
	May	25	21	-4	-16%
	Jun	27	25	-2	-7%
	Jul	32	28	-4	-13%
	Aug	32	28	-4	-13%
	Sep	41	25	-16	-39%
	Oct	30	27	-3	-10%
	Nov	17	23	6	35%
	Dec	20	25	5	25%
<b>Total</b>		<b>251</b>	<b>228</b>		
ASB Nuisance	Apr	127	155	28	22.05%
	May	124	173	49	39.52%
	Jun	120	194	74	61.67%
	Jul	149	204	55	36.91%
	Aug	191	191	0	0.00%
	Sep	145	150	15	3.00%
	Oct	140	147	7	5.00%
	Nov	85	142	57	67.00%
	Dec	109	148	39	36.00%
<b>Total</b>		<b>1190</b>	<b>1504</b>		
ASB Personal	Apr	96	53	-43	-44.79%
	May	102	67	-35	-34.31%
	Jun	88	55	-33	-37.50%
	Jul	113	85	-28	-24.78%
	Aug	116	65	-51	-43.97%
	Sep	133	75	-58	-44.00%
	Oct	128	63	-65	-51.00%
	Nov	72	64	-8	-11.00%
	Dec	82	39	-43	-52.00%
<b>Total</b>		<b>930</b>	<b>566</b>		
<b>Grand Total</b>		<b>2371</b>	<b>2298</b>		

## PROTECTING VULNERABLE PEOPLE

*The next two crime groups that are under reported and agencies are working hard to engage with 'Hard to reach' groups to encourage increased reporting.*

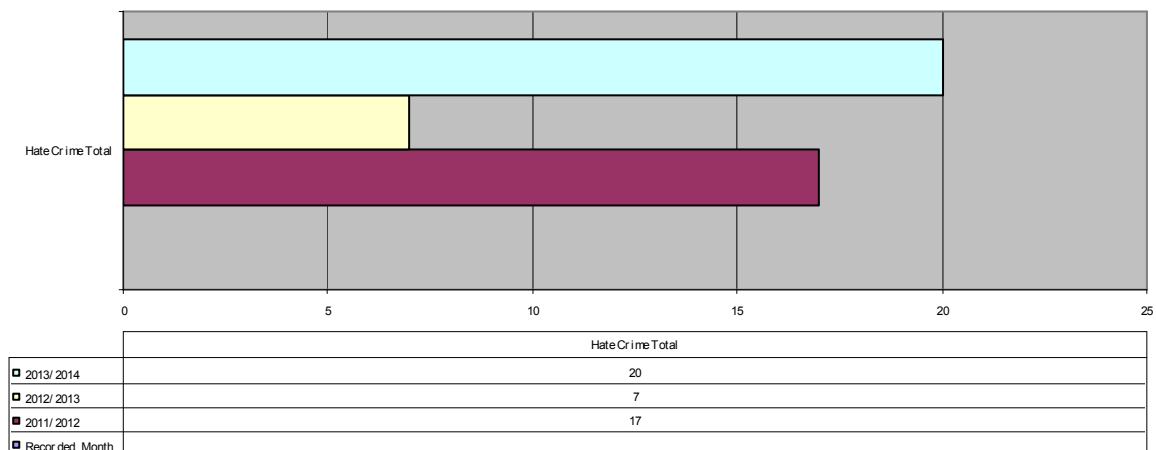
### Domestic Abuse

Domestic Crime 1/4 to 31/12 Compared to previous 2 years YTD



### Hate Crime

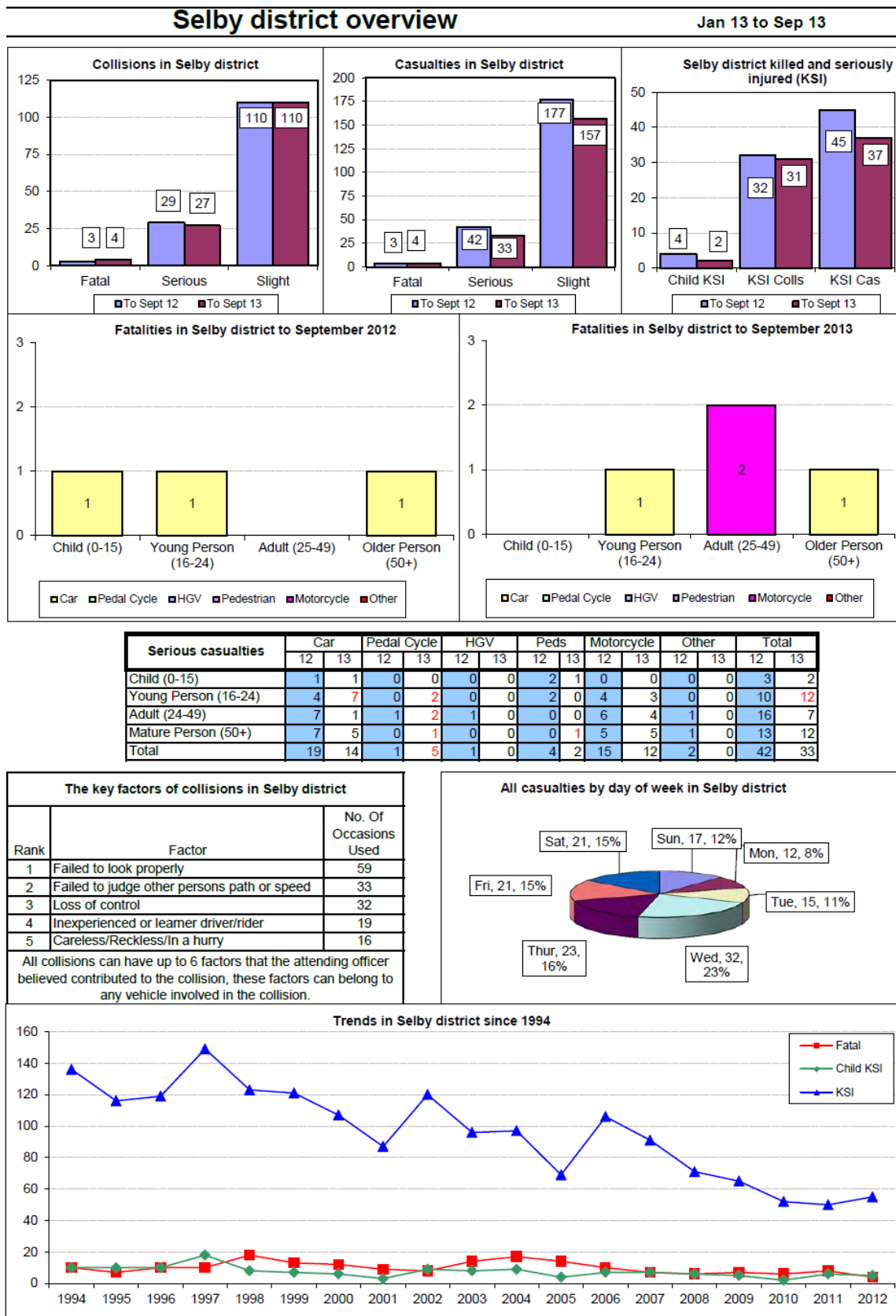
Hate Crime 1/4/13 to 31/12/13 Compared to previous 2 years YTD



- These are the 2 key areas that the partnership have been working on in an attempt to improve engagement with 'Hard to reach' groups. There has been work within schools and community events to raise awareness and attempt to break the cycle of acceptance / victimisation in many families.
- Third Party Hate Crime reporting Centres were launched in January 2013 across the district which were promoted by a bus poster campaign throughout September. As similar bus campaign was run throughout December to promote the Domestic abuse campaign.
- Throughout the summer the partnership has launched the Selby District Equalities Network (SDEN) to coordinate the links within the community and build trust.
- During this period The Multi Agency Problem Solving (MAPS) group have adopted 41 New Referrals, including vulnerable people, neighbour disputes, people of concern and offenders. Of these referrals 34 have been successfully resolved with 7 still in progress.
- Another reason for the increase in domestic abuse incidents is that the definition for the offence now includes 16-17 year olds where it used to be 18+.

Report produced by CSP Officer Colin Moreton 08/01/2014

# ROAD SAFETY



The number of fatal collisions compared to the previous year has increased by 1 but reductions in Serious (12) and slight (20) casualty collisions.



**Report Reference Number: SC/13/11**

**Agenda Item No: 5**

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**To: Scrutiny Committee**

**Date: 21 January 2013**

**Author: Palbinder Mann, Democratic Services Officer**

**Lead Officer: Karen Iveson, Executive Director (S151)**

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**Title: North Yorkshire Police and Crime Panel Update (Covering Report)**

**Summary:**

This report provides an update with regard to the latest activity of the North Yorkshire Police and Crime Panel which is the body who has the responsibility of scrutinising the North Yorkshire Police and Crime Commissioner and holding them to account.

**Recommendations:**

**That the Scrutiny Committee consider the information presented and provide any views.**

**Reasons for recommendation**

**The Committee ensures that the Police and Crime Panel are effective in their role.**

**1. Introduction and background**

- 1.1 The Scrutiny Committee received a presentation about the Police and Crime Panel at their meeting on 23 April 2014.
- 1.2 This is a follow up update on the activity of the Panel since then.

**2. The Report**

- 2.1 The North Yorkshire Police and Crime Panel have the responsibility of scrutinising the North Yorkshire Police and Crime Commissioner and holding them to account.

- 2.2 The Selby District Council representative on the Panel is Councillor Gillian Ivey.
- 2.3 Regular updates on key issues are provided to Full Council.
- 2.4 Further information about the Police Commissioner is also available through the officer North Yorkshire Police and Crime Commissioner website <http://www.northyorkshire-pcc.gov.uk/>

### **3. Legal/Financial Controls and other Policy matters**

#### **3.1 Legal Issues**

N/A

#### **3.2 Financial Issues**

N/A

### **4. Conclusion**

The Committee is asked to provide its comments on the update.

### **5. Background Documents**

N/A

#### ***Contact Officer:***

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#### **Appendices:**

**Appendix A – North Yorkshire Police and Crime Panel Update**



## **Update to Selby DC Scrutiny Committee**

**Tuesday, 21 January 2014**

**Author: Ray Busby, (NYCC) Panel Secretariat**

### **1. Summary**

- 1.1. In November 2012 the landscape of policing underwent its biggest change, certainly since the creation of Police Authorities in 1964. This was the creation of a post of directly elected Police and Crime Commissioner – someone to be elected every four years, with a mandate to direct the strategic priorities of the police force in a given area.<sup>1</sup>
- 1.2. Since that time, the North Yorkshire Police and Crime Panel has held to account and scrutinised the actions of the elected Commissioner, Julia Mulligan. During the course of the year the Panel has met to consider: her precept proposals; held confirmation hearings for the appointment of a Chief Constable, Chief Executive and Chief Financial Officer of the Commissioner's Office; reviewed the Commissioner's Police and Crime Plan and Annual Report; and considered a number of developments the Commissioner has pursued. These are discussed in this report.

### **2. Introduction**

- 2.1. The Police and Crime Panel (PCP), which is totally independent of the Office of the Police and Crime Commissioner, oversees the work of the Police and Crime Commissioner (PCC).<sup>2</sup>
- 2.2. Its role includes:
  - Reviewing the PCC's proposals for the amount of council tax local people pay towards policing. It has the power to veto these proposals if it considers the amount is inappropriate.
  - Considering the PCC's Police and Crime plan and Annual Report.
  - Considering the PCC's proposals for the appointment of a new Chief Constable, with the power to veto.
  - Investigating complaints about the PCC.
- 2.3. The Panel cannot scrutinise the performance of the Force as a whole or the Chief Constable as this is the responsibility of the PCC. It can request reports from the PCC and if it wishes, call the PCC to attend its meetings.

- 2.4. The North Yorkshire Panel comprises: one elected representative from each of the district authorities; one from the County Council and two from the City of York.<sup>3</sup> In addition, three individuals that have been co-opted, of these two are Independent "Community" Members and one is an elected Member.
- 2.5. Each Panel has £53,000 of funding from the Home Office to support its Police and Crime Panel. The County Council, as host authority, provides administrative and support services.
- 2.6. It is not up to the Panel to decide if the PCC is doing a good job; the electorate will have its say, rather, the Panel's role is to look into and comment upon the decisions taken by the PCC and ensure that the public has access to information to make its choice.
- 2.7. Members recognised the efforts of the PCC to build a positive and constructive working relationship with the Police and Crime Panel. She is committed to personally attending Panel meetings so that the Panel can hold her to account for the totality of her responsibilities. The Panel has access to the decisions she has taken and the information used to hold the Chief Constable to account. Staff within her office regularly meet with the officers that support the Panel to ensure the Panel is focussing on the key areas, and members are helped in interpreting the performance data which is considered.
- 2.8. The North Yorkshire Panel is one of the most active in the country, having met 10 times in 18 months. Much of this focus has been on the things it is required to do: Precept, Police and Crime Plan, Annual report and so forth.
- 2.9. The Panel's relationship with local Crime and Disorder Scrutiny Committees is underpinned by the agreed Protocol between the Panel and local Crime and Disorder Scrutiny Committees. Links are made through the series of meetings arranged with all authorities and regular circulation of the Key Messages document. Officers are aware that the proposals for changed community safety structures, discussed in paragraph 10 below, will have implications for how that Protocol works in practice.

### **3. The role of the commissioner in holding the chief constables to account;**

- 3.1. The Panel has seen how the PCC has introduced mechanisms to ensure that the Chief Constable is effectively held to account for performance against the objectives within the Police and Crime Plan and for other aspects of service delivery including financial performance, complaints and human resources. This information is publically available on her website<sup>4</sup>.

- 3.2. Key to understanding the partnership is the local 'Memorandum of Understanding' between the two roles. The memorandum agreed between the PCC and the Chief Constable does set out how each party fulfills their duties to develop a positive and constructive working relationship, which will be mutually supportive yet constructively challenging.
- 3.3. The formal body that performs this important role is the PCC's monthly Corporate Performance and Scrutiny Group. The Group comprises members of the Executive Board, other Chief Officers and Heads of Department.
- 3.4. Output of the Corporate Performance and Scrutiny Group is provided to the Police and Crime Panel for North Yorkshire on a quarterly basis.

#### **4. The effectiveness of the commissioner in promoting local policing priorities;**

- 4.1. In April, the Panel carried out its specific responsibilities regarding the PCC's Police and Crime Plan. Members were satisfied that the Plan communicated the PCC's priorities during their period in office by describing:
  - the PCC's police and crime objectives for the area;
  - the policing of the police area which the chief officer of police is to provide;
  - the financial and other resources which the PCC is to provide to the chief officer of police;
  - the means by which the chief officer of police will report to the PCC on the chief officer's provision of policing;
  - the means by which the chief officer of police's performance in providing policing will be measured; and
  - the crime and disorder reduction grants which the PCC is to make, and the conditions (if any) of those grants. (Developments in this context are discussed in paragraph 6 below)
- 4.2. Last year's tight timescale limited the capacity for widespread change and public consultation on the Police and Crime Plan. The Panel recognised, however, the efforts the PCC made to publicise and engage with the public and partners. Perhaps as a result of this limited time, the current plan, pleasingly different in style, tone and approach from previous versions in the Panel's opinion, did not appear to differ significantly in terms of the policing priorities identified, from past plans developed by the former police authority.
- 4.3. The PCC has advised that she will consult on a refreshed Plan for this year and the Panel will, therefore, review this at its April Meeting.
- 4.4. The PCC has made it clear that this year's plan will be particularly important because as the cuts continue to have an impact, she will seek the best ways to focus resources effectively, and ensure that decisions about how resources are used are transparent and understood by the public.

## 5. Transparency and reporting

- 5.1. The Panel reviewed how the PCC is meeting one of her key obligations - greater transparency around decision making and policing matters. As she is required to do, the PCC has produced her Annual Governance Statement reporting against the 'Delivering Good Governance' principles.
- 5.2. The PCC makes available how she makes decisions and holds North Yorkshire Police to account, as a matter of public record. She has published her full governance arrangements. She publicises a weekly 'Executive Board' meeting, which she chairs, where a 'pipeline' of decisions is considered and individual matters are discussed in depth. Minutes, and her programme of work, are published within two weeks of each meeting.

## 6. Precept

- 6.1. The role of the Commissioner is primarily to ensure that local policing meets the needs of local communities, whilst also ensuring delivery of the Strategic Policing Requirement. The Panel's role is to scrutinise and support the Commissioner's decisions about the use of resources to fulfil that responsibility.
- 6.2. Last year, the Panel welcomed the PCC's commitment to consult with the public at a relatively early stage about her plans for the Precept. The first task for the Panel in the New Year is to review the PCC's precept, over which it has the power of veto. This started on the 9th January when the Panel heard the PCC's initial thoughts on: current performance levels, the Police and Crime Plan, commissioning choices and how these come together to dictate precept options, against the stated commitment to protect front line policing and services.
- 6.3. Her definitive precept proposals will be reviewed on Thursday, 6th February 2014 but she gave the first indication that, of the three precept choices before her.
  1. Accept precept freeze grant from the government - 1% grant offered for 2014/15 = £566k = 11 Police Officers
  2. Precept increase 1.99% 1.99% increase = £1,126k = 22 Police Officers Supports an increase to 1392
  3. Precept increase alternative % 0.5% increase in 2014/15 = £283k per 0.5% = 5 Police Officers.
- 6.4. Current thinking - although this is not cast in stone - is that she will consult on the basis of setting a precept increase of 1.99%.

## **7. The division of functions and staff between the commissioner and chief constable**

- 7.1. Stage 2 transfer under the Police Reform and Social Responsibility Act 2011 concerns the movement of certain staff, property rights and liabilities from the PCC to the Chief Constable. It is part of allowing PCCs the freedom to make their own local arrangements about how their functions and those of the Police force would be discharged in future.
- 7.2. Having reviewed the proposals, which the Home Office has approved, the Panel was reassured that collaborative opportunities, both within and without the force area, with other forces and with partners, will not be impeded by the arrangements. The Stage 2 staff transfer scheme acknowledges the important divide between operational policing and the role of the PCC, whilst also allowing for variation to meet the local needs of the North Yorkshire force area.
- 7.3. Especially of interest to the Panel were the PCC and the Chief Constable's emerging thoughts on shared functions, which could, elected Members thought, give rise to interesting opportunities for collaboration arrangements with partners.

## **8. Communications Review**

- 8.1. As part of the transfer of staff from the Chief Constable to the Commissioner, consultants were engaged to undertake a review of the communications function. The model under consideration would see a single communications function that the force would also use for its communications activities. While this is seen as more effective (by comparison with having a communications team in the Office of the PCC and one within the force) the Panel is aware of the risk of creating a perception that police service communications are restricted. Members will, therefore, wish to be reassured that this perception does not become a reality.

## **9. Relocation of Northern Base**

- 9.1. In line with her manifesto commitment, the PCC has decided to go ahead with the relocation of the Headquarters facility at Newby Wiske to a proposed new northern base. The old buildings are expensive to maintain and the layout of the facilities does not effectively support the needs of a modern police force – in short, they are considered not fit for purpose. A site at South Kilvington, Thirsk has now been identified

- 9.2. This is part of a complete look by the North Yorkshire Police and the PCC into how existing resources can be optimised to provide an improved service to the public. The approach will include: looking at staff, people, processes, or technology and operational delivery. Policing services, the PCC maintains, will improve because of better support, more reliable infrastructure and better use of technology..
- 9.3. The Panel recognised that the new facility will realise significant savings in terms of running costs and future capital savings following the sale of Newby Wiske Hall, which itself costs in the region of £1m a year to maintain. The Panel was satisfied that: the initial plans for financing the proposals are viable; that there will be expected savings from improved ways of working and reduced running costs; and that proper governance arrangements are to be in place to ensure continuity of service for the public.

## 10. Community Safety Proposals

The Police Reform and Social Responsibility Act 2011 transferred the funding for community safety services to Police and Crime Commissioners. The NYPC has the freedom to commission services from any organisation that can evidence value for money in the delivery of community safety outcomes. These services will now, *"... be competitively commissioned and could be awarded to voluntary or charitable organisations; public sector agencies or bodies, including Community Safety Partnerships; or private sector companies"*.

- 10.1. The Safer Communities Forum at its meeting on the 10th of December, 2013 agreed a new structure which dissolves the existing district based community safety partnerships across North Yorkshire. There will now be one CSP for York and one for North Yorkshire. The Safer Communities Forum will no longer be the countywide CSP, but will function at a higher strategic board level.
- 10.2. Unlike its district counterparts the City of York Crime and Disorder Designated Scrutiny Committee, will still have a local community safety partnership to which it can refer for advice and information on local activity etc.
- 10.3. The Panel was made aware at an early stage of the proposals and whilst it did not express its support, it acknowledged that, in process terms, an effective consultation had taken place and partners were working towards an agreed solution. When the Panel reviewed the details, some Members expressed their discomfort with the new arrangements, especially on the PCC's approach to Commissioning and what they saw as a lack of clarity about how the new arrangements will work in practice.

## 11. Concluding Comments

- 11.1. Both nationally and locally, opinions will no doubt range from regarding the new arrangements as a success to a failure. Many observers will accept that a year into office might not be enough time to form a proper judgement. Because solving crime involves so many other agencies and factors it will, by definition, require a longer time measure of success. The nature of their task means that the impact the PCC has will become clear over time rather than immediately. Furthermore, sometimes it will be hard to assess exactly how much impact they have had; the causes of crime are often deep and complex.
- 11.2. There are no real national standards as to how Panel's should perform their role, there is limited guidance available (despite the provision of some support by the Local Government Association), and there appears to be significant variation between working practices in different areas.
- 11.3. Arguably, the success or failure of Panels depends in large measure to the quality of the relationship between the Panel, the Police and Crime Commissioner and the Office of the Police and Crime Commissioner. Our experience has been that we are still determining respective information needs and expectations. That said, I hope this account and the examples quoted demonstrate the scope and direct relevance of the work the Panel has taken on board during the course of the year.

Ray Busby

Panel Secretariat

North Yorkshire County Council

Background documents

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<sup>1</sup> Centre for Public Scrutiny – evidence to Home Affairs Committee: Police and Crime Commissioners: Progress to date

<sup>2</sup> Police Reform and Social Responsibility Act 2011

<sup>3</sup> The agreement regarding constitution and operation of the Panel agreed by the Local Government North Yorkshire and York prior to the panel's formation

<sup>4</sup> <http://www.northyorkshire-pcc.gov.uk/>

**To:** **Scrutiny Committee**  
**Date:** **21 January 2014**  
**Author:** **Chris Smith and Caroline Sampson Paver**  
**Lead Officer:** **Mark Steward, Managing Director, Access Selby**

---

**Title:**

Access Selby 2<sup>nd</sup> Interim Key Performance Indicator Progress Report:  
April 2013 – September 2013

**Summary:**

This report provides details of Access Selby key performance indicators following the 2<sup>nd</sup> quarter of reporting for the financial year 2013/14, and recommends appropriate action where required.

**Recommendations:**

The Scrutiny Committee are asked to note the report and provide any comments.

**Reasons for recommendation**

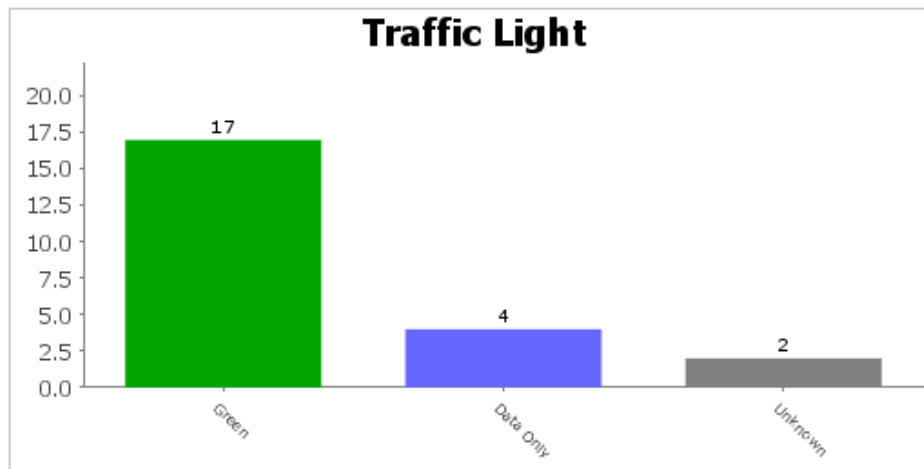
The on-going management of performance and improvement data assists Access Selby in achieving its priorities for 2013/14.

**1. Introduction and background**

- 1.1** Performance indicators for the relevant period together with appropriate commentary from officers are shown at Appendix A.
- 1.2** A total of 23 key performance indicators have been created and divided into four themes: *customer and community, learning and growth, process and finance*. These four themes form the basis of the 'balanced scorecard' approach, and are designed to support the long-term sustainability of the organisation.



## 2. The Report



**2.1** Based on the monthly and quarterly performance data, results are above target on 17 indicators following quarter one reporting. The data only indicators present a baseline position from which targets will be set. Two indicators remain unknown as these are reported annually.

**2.2** Work continues in key project areas such as Business Intelligence, which will further deliver on the SLA requirements.

### 3. Legal/Financial Controls and other Policy matters

**3.1** Subject to the actions determined by councillors to address weakness identified, there are no financial implications arising from the contents of this report.

**3.2** Any actions identified for improvements to performance would need to be properly assessed for financial implications and, if required, approval for any additional funding sought and such issues would be highlighted in the budget exceptions report elsewhere on the agenda.

### 4. Conclusion

**4.1** In summary, performance has been maintained in the 2<sup>nd</sup> quarter of reporting with improvements evident in the progress of the Access Selby performance indicators.

**4.2** Mechanisms have been put in place to resolve on-going performance issues with continued improvements in the Benefits monthly performance. It is anticipated through the benefits improvement plan that on-going performance will remain consistent throughout the year.

**4.3** Additionally, development of performance measures, and other development projects within the SLA need to be kept under regular

review, and be afforded the necessary priority in the work plans of Access Selby and The Core, so that targets may be achieved.

**5. Background Documents**

None

**Contact Details**

**Chris Smith**

Lead Officer – Data & Systems Access Selby

**Caroline Sampson Paver**

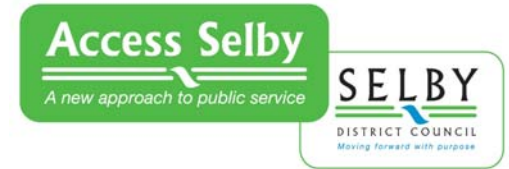
Commissioning & Performance Officer, Core Selby

**Appendices:**












**Appendix A –**

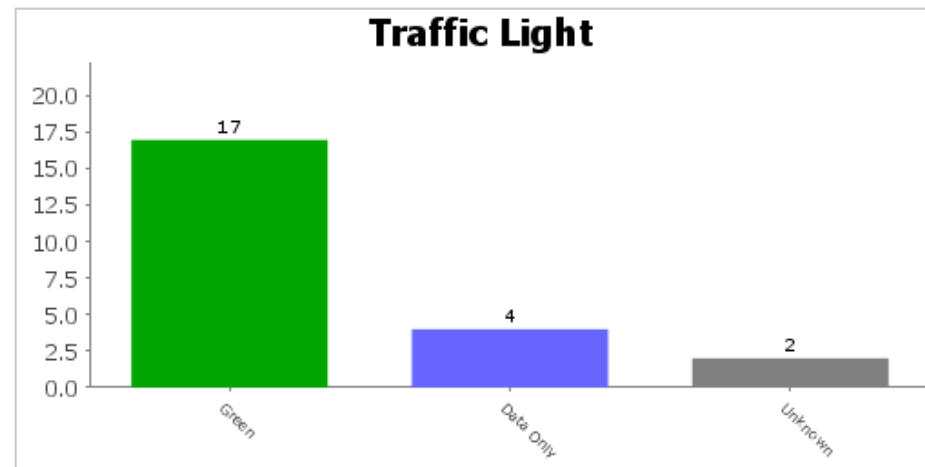
Access Selby 2<sup>nd</sup> Interim Key Performance  
Indicator Report: April 2013 – September 2013

# Access Selby 2<sup>nd</sup> Interim Key Performance Indicator Report: April 2013 - September 2013



**Report Type:** PIs Report  
**Report Author:** Data & Systems  
**Generated on:** 07 October 2013

PI Status		Long Term Trends		Short Term Trends	
	Alert		Improving		Improving
	Warning		No Change		No Change
	OK		Getting Worse		Getting Worse
	Unknown				
	Data Only				



Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_001	% of satisfied customers	<b>Aim to Maximise</b>	70.00%	<b>98.72%</b>	↑	↑	🟢	98.03%	<b>How are we doing/Moving Forward?</b> A total of 3,269 satisfaction surveys have been completed in the 1 <sup>st</sup> half of the year with 3,227 customers satisfied with the service received. Quarter 2 has seen the introduction of surveys collected from the Duty Planning Officer role and Housing Options service following successful roll out of the surveys across the Assets, Benefits, Community Officers and at the Customer Contact Centre.
SLA_002	% of contact 'right first time'	<b>Aim to Maximise</b>	90.00%	<b>91.78%</b>	↑	↑	🟢	91.16%	<b>How are we doing/Moving Forward?</b> Total of 79,610 contacts were made to the CCC for the 1 <sup>st</sup> half of the year against 74,373 contacts made for the same period in 2012-2013. A total of 73,067 were dealt with at 1st point of contact with performance up by 0.62% on the same period in 2012-2013. (This good performance links to SLA001)
SLA_003	% satisfied with street cleanliness	<b>Aim to Maximise</b>	80.00%	<b>85.00%</b>	▬	↑	🟢	62.00%	<b>How are we doing/Moving Forward?</b> As we no longer carry out formal satisfaction surveys we have developed a method of measuring performance based on targeted complaints and response times. These categories have been weighted and individual targets have been set. Between July and September performance was as follows:-  We achieved target on 4 out of the 5 service areas which gives us a 'satisfaction' level of 85% for Q2.

Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_004	% satisfied with leisure facilities provided on behalf of the Council	<b>Aim to Maximise</b>	70.00%						<p><b>How are we doing/Moving Forward?</b></p> <p><b>This is an annual target</b> and is measured through an external suite of satisfaction surveys WLCT commission for all their sites and is carried out in March.</p> <p>In the meantime, we report interim results based on monitoring of complaints, which provides some measure of satisfaction until the formal survey results are reported.</p> <p><b>Complaints</b></p> <p>Between April and September a total of 4 complaints were received for the Leisure Service.</p> <p>2 complaints related to noise from Profiles, 1 to the floor surface during a class at Profiles and 1 relating to the weight loss programme in Tadcaster.</p>
SLA_009.1	% or repairs to council-owned properties completed within agreed timescales (EMERGENCY/URGENT REPAIRS combined)	<b>Aim to Maximise</b>	90.00%	<b>98.67%</b>	↑	↑	✔	94.95%	<p><b>How are we doing/Moving Forward?</b></p> <p>Target continues to be met and sustained with a further improvement over the last three months. YTD performance has improved by 4% against the same period in 2012-2013 with generated urgent repairs reducing by 5% over the same period in 2012-2013.</p>

Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_009.2	% or repairs to council-owned properties completed within agreed timescales (NON-URGENT REPAIRS)	<b>Aim to Maximise</b>	90.00%	<b>97.38%</b>	↑	↓	🟢	98.74%	<b>How are we doing/Moving Forward?</b> Target continues to be met and sustained with slight variance month on month. YTD performance has decreased by 1.36% against the same period in 2012-2013. However it is worth noting that the number of repairs has increased by 600 to 4063 in the same time period.
SLA_010	Average time taken to re-let local authority housing	<b>Aim to Minimise</b>	24 days	<b>22.5 days</b>	↑	↓	🟢	21.3 days	<b>How are we doing/Moving Forward?</b> Continuous improvement seen month on month since July 13 although there are still some hard to let properties in the system that will impact on this. A working group has been setup to identify and implement solutions to enable a further reduction in re-let times.
SLA_013	% increase in employees confidence and perception of the organisation	<b>Aim to Maximise</b>	10% on 2011 level						<b>How are we doing/Moving Forward?</b> Reports Annually in Quarter 3
SLA_014.1	Inspection of premises in accordance with statutory code of practice (High Risk)	<b>Aim to Maximise</b>	100.00%	<b>100.00%</b>	▬	▬	🟢	100.00%	<b>How are we doing/Moving Forward?</b> Inspections of <b>high-risk premises: Food hygiene, health and safety and PPC (environmental permits)</b> . Resources are focussed upon higher & medium risk premises (SLA14.1 & 14.2 respectively) in accord with risk-rating schemes contained in Statutory Codes of Practice thus protecting consumers' public health and supporting businesses.



Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_014.2	Inspection of premises in accordance with statutory code of practice (Medium Risk)	<b>Aim to Maximise</b>	100.00%	<b>100.00%</b>	▬	↑	🟢	96.49%	<p><b>How are we doing/Moving Forward?</b></p> <p>Inspections of <b>medium risk premises: Food hygiene, health and safety and PPC (environmental permits)</b>. Resources are focussed upon higher &amp; medium risk premises (SLA14.1 &amp; 14.2 respectively) in accord with risk-rating schemes contained in Statutory Codes of Practice thus protecting consumers' public health and supporting businesses. Resources and plans in place to achieve performance in relation to annual inspection programme. Demand is comparable to the previous year at this period.</p> <p>Slight shortfall easily managed and no long term concerns at present.</p>
SLA_015	% Response to Environmental Health enquiries and complaints	<b>Aim to Maximise</b>	100.00%	<b>100.00%</b>	▬	▬	🟢	100.00%	<p><b>How are we doing/Moving Forward?</b></p> <p>100% - 31 out of 31 food and safety complaints responded within target this month. Comparing figures for the same period last year shows a 50% increase in the number received.</p> <p>Sub regional target is 95% through North Yorkshire Quality Management System (ISO accredited). Environmental Health business area has maintained high performance by continuing the working practices in respect of proactive &amp; reactive work streams and support from community officers in respect of general environmental health enquiries &amp; service requests.</p>

Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_016	Number of high risk enforcement issues resolved	Aim to Maximise	70.00%	100.00%	▬	▬	✔	100.00%	<p><b>How are we doing/Moving Forward?</b></p> <p>High Risk Enforcement resolved – 100%</p> <p>High risk enforcement issues are defined as those requiring action due to statutory functions and/or duties placed upon Selby District Council.</p>
SLA_018	% of new benefit claims and changes processed within 5 days upon receipt of complete application	Aim to Maximise	90.00%	93.04%	↑	↑	✔	80.69%	<p><b>How are we doing/Moving Forward?</b></p> <p>We have continued to see an increase of claims and changes received in the 1<sup>st</sup> part of the year. A total of 17,190 claims/changes have been received compared to 16,700 during the first half of 12/13. The improvement plan put in place has seen the target exceeded every month since May 13. We are confident this performance will be sustained in the second half of the year.</p>
SLA_019	% of Council Tax debt recovered	Aim to Maximise	49.69%	49.80%	↑	↓	✔	58.41%	<p><b>How are we doing/Moving Forward?</b></p> <p>Monthly performance continues to be above the re-profiled target applied following the re-billing process.</p>



Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_020	% of Council Rent debt recovered	<b>Aim to Maximise</b>	92.09%	<b>94.74%</b>	↑	↓	🟢	95.76%	<p><b>How are we doing/Moving Forward?</b> Collection is running 1.02% lower than at 30.9.12. Collectable figure to date is £6,596,388 &amp; we have collected £6,249,344 so far.</p> <p>The effects of Welfare Reform have seen a decrease in the number of tenants entitled to full Housing Benefit and an increase in tenants arrears compared to the same period in 2012-2013. Notwithstanding this we are still currently on track to achieve the end of year collection target.</p> <p>Work continues with the Welfare Reform Project group to assist with maximising collection and delivering a range of other interventions to engage with customers to provide support and advice.</p>
SLA_021	% of applications considered within time under scheme of delegation	<b>Aim to Maximise</b>	80.00%	<b>89.97%</b>	↓	↑	🟢	66.57%	<p><b>How are we doing/Moving Forward?</b> Since April 2013 the Team has met the target every month and the service is well on track with a performance of 92.45% for September and a year to date performance of 89.97%.</p>
SLA_023	% of invoices paid on time	<b>Aim to Maximise</b>	85.00%	<b>95.24%</b>	↑	↑	🟢	89.32%	<p><b>How are we doing/Moving Forward?</b> Monthly performance continues to be above the set target.</p>
SLA_025	%yield on commercial assets	<b>Aim to Maximise</b>	7.00%	<b>7.00%</b>	↓	↑	🟢		<p><b>How are we doing/Moving Forward?</b> The actual Return on Investment at the end of quarter 2 is 7.00%. This has surpassed the Q2 target of 3.5% and has already achieved the annual target of 7%. This target has been achieved mainly due to car park returns as returns on industrial units are below target.</p>

Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_026	Reducing internal costs on non-operational sites	<b>Aim to Maximise</b>	3.00%	<b>19.96%</b>	↑	↑	🟢		<p><b>How are we doing/Moving Forward?</b></p> <p>Current forecast at the end of quarter 2 is that costs in 13/14 have reduced by 19.96% mainly due to unusual costs associated with the Leisure Centre fire in 12/13. This equates in monetary terms to approximately £5k.</p>
SLA_027	% increase in income generation	<b>Aim to Maximise</b>	Target to be Agreed	<b>-1.56%</b>			🌐		<p><b>How are we doing/Moving Forward?</b></p> <p><b>Fees &amp; Charges:</b> A number of large planning applications have resulted in a Planning income increase of approx £100k. The trend is difficult to predict but projections are that Planning income will be on target by the end of the year. Conversely, there has been a decline in Commercial waste income, this is mainly due to loss of some contracts. It is expected that there will be £50k deficit at the end of the year, this is offset by savings in disposal charges. Year to date there appears to be a reduction in renewals for gambling licences that could result in a shortfall by year end. The current shortfall of -1.56% equates to -£26k in monetary terms.</p>
SLA_029	% Efficiency and productivity improvements	<b>Aim to Maximise</b>	Target to be Agreed	<b>2.80%</b>	↑		🌐		<p><b>How are we doing/Moving Forward?</b></p> <p>The percentage achieved in Q2 is 2.80%.</p> <p>This shows a slight decrease (0.06%) on Q1 due to a reduction in achievable Base Budget Review savings.</p>

Code	Short Name	Direction of Travel	Current Target	Current Value	Short Term Trend Arrow	Long Term Trend Arrow	Traffic Light	Quarter 2 2012-2013 Performance	Latest Note
SLA_030	% efficiency gain in outsourced services	<b>Aim to Maximise</b>	Target to be Agreed	5.87%	▬				<p><b>How are we doing/Moving Forward?</b></p> <p>To date, Access Selby had delivered gains of 5.87% on commissioned services. To reach the 10% further savings of approximately £190K is required.</p>
SLA_031	Capital Programme Delivery	<b>Aim to Maximise</b>	Target to be Agreed	35.36%	↑				<p><b>How are we doing/Moving Forward?</b></p> <p>The cumulative delivery up to the end of Quarter 2 is 35.36%. A number of ICT projects are underway which should increase activity in Qtr3 and 4.</p> <p>HRA performance is strong against budget. Fencing, roofing and Kitchen replacement planned work is complete for the year and the Airey scheme is about to commence.</p>



**Report Reference Number: SC/13/13**

**Agenda Item No: 7**

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**To: Scrutiny Committee**  
**Date: 21 January 2014**  
**Author: Palbinder Mann, Democratic Services Officer**  
**Lead Officer: Karen Iveson, Executive Director (S151)**

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**Title: Transport Provision in the District**

**Summary:**

The Scrutiny Committee has the topic of transport provision on its work programme.

**Recommendations:**

**That the Scrutiny Committee consider the information presented and provide any views.**

**Reasons for recommendation**

**The Committee ensures it is effective in scrutinising transport provision in the district.**

**1. Introduction and background**

1.1 The Scrutiny Committee has the topic of transport provision on its work programme for the next meeting on 21 January 2014.

1.2 After an initial discussion with the Chair, it was felt the following points could be covered:

- North Yorkshire County Council Bus Route Subsidies.
- Traffic Management in Selby, in particular Selby Town.
- The state of the roads in Selby and nearby.

1.3 Reports are attached concerning the bus route subsidies. This includes the report from the North Yorkshire County Council Executive on 7 January 2014 (Appendix A) outlining the proposals for reduction in the amount of bus subsidy and a timetable to introduce the changes.

1.4 The initial report which was considered at the North Yorkshire County Council Transport, Economy and Environment Overview and Scrutiny Committee at their meeting on 19 December 2013 (Appendix B) is also attached along with a presentation.

1.5 With regard to the issues relating to traffic management and the state of the roads, Members of the Committee will be invited to submit any questions to the officers attending prior to the meeting and at the actual meeting itself.

## **2. The Report**

2.1 The reports from North Yorkshire County Council are attached as explained above.

## **3. Legal/Financial Controls and other Policy matters**

### **3.1 Legal Issues**

N/A

### **3.2 Financial Issues**

N/A

## **4. Conclusion**

The Committee is asked to provide its comments on the reports.

## **5. Background Documents**

N/A

### **Contact Officer:**

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### **Appendices:**

**Appendix A** – Report from North Yorkshire County Council’s Executive on 7 January 2014.

**Appendix B** – Report from North Yorkshire County Council’s Transport, Economy and Environment Overview and Scrutiny Committee on 19 December 2013.

**NORTH YORKSHIRE COUNTY COUNCIL****EXECUTIVE****7 JANUARY 2014****REDUCTION IN BUS SUBSIDIES****Report of the Corporate Director – Business and Environmental Services****1.0 PURPOSE OF REPORT**

- 1.1 To recommend that members agree a reduction in the amount of bus subsidy and a timetable to introduce the changes.

**2.0 BACKGROUND**

- 2.1 At its meeting on 24 July 2013 the Council decided :
- 2.2 That the Corporate Director, Business and Environmental Services be authorised to begin a consultation exercise on public transport subsidy as set out in the report, which could potentially realise savings of £1,100k.

**3.0 PROPOSALS**

- 3.1 The proposals we submitted for consultation comprised an overall strategy “To ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money”.
- 3.2 The consultation also proposed four policy areas which would ensure a consistent approach to reducing costs across the county. The four areas are:
- i. Performance – looking at the extent to which our contracts represent value for money.
  - ii. Service frequency – reducing costs by maintaining services but with fewer journeys.
  - iii. Subsidy for Town Services – withdrawing subsidy for town services. It was felt that because the average passenger journey length for these services is less than 1.5km then people are able to access the services and facilities the need by other means (walking, cycling, taxis etc), and because these services were heavily used, there was an opportunity for these to be continued on a commercial basis with no subsidy from the council. Where this would not be possible for some people, we would work to develop a community led transport service.
  - iv. School Transport services – a close examination of the network of services we provide for fare paying school children.

## 4.0 **CONSULTATION**

4.1 Full details of the consultation process undertaken along with the outcome of consultation were reported to the Transport, Economy and Environment Scrutiny Committee at its meeting on 19 December 2013. A copy of that report is attached for information.

4.2 The recommendations from that meeting were:

- a) That the County Council continues to engage with central government about concessionary fares issues, in particular the financial pressures the current scheme is placing upon upper tier local authorities and the fact that the county-wide consultation exercise has shown that a significant number of pass-holders would be prepared to make a voluntary financial contribution.
- b) That where local bus services are not provided commercially, alternative funding from commercial sponsorship and parish councils etc. be investigated.
- c) That the Transport, Economy & Environment Overview and Scrutiny Committee conducts an in-depth review of local bus services in rural and urban areas of the county (post-implementation of the current proposals) to establish how local bus services could be put on a more sustainable footing, including investigating alternative ways of running bus services suited to local needs.
- d) That the Executive considers retaining the subsidy for Town services where there are no alternative services in the area, with a report to be presented back to the Transport, Economy & Environment Overview and Scrutiny Committee.
- e) That given that the indicative savings proposals exceed the required saving of £1.1m the Executive be requested to look again at the overall budget to see if it can further reduce the impact on local economies and, with reference to the Equalities Impact Assessment, minimise the adverse impacts on particular communities.

The consultation appendix included with the Scrutiny report has been updated to reflect further analysis of the questionnaire equalities monitoring questions. This is attached at appendix 3.

It should be noted that a key feature of the consultation related to the potential isolation of communities. We have further analysed our proposals and are confident that because we will retain extensive geographical coverage, albeit with fewer journeys on which people can travel, we have addressed this concern.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The Council required that consultation took place on proposals to reduce bus subsidy by £1.1m per annum.
- 5.2 In practice the proposals put forward identified a potential reduction of £1.7m in order to ensure that there would be an element of choice.
- 5.3 These potential savings have been refined through discussions with contractors and, in some cases, the re-procurement of services. The total amount of savings is now estimated at £2m pa. The timescale for implementation will achieve an estimated saving of £1.84m in 2014/15.
- 5.4 The Executive could decide to meet the original target of £1.1m by withdrawing Town Services and introducing appropriate mitigation (which in most cases means they would be retained on a commercial basis). This would achieve a reduction of £357k. Withdrawing subsidy from poor performing contracts would save an £196k and the actions proposed in relation to school services would save £800k (largely through lower re-procurement costs). The total saving from these three areas is £1,353k per annum. This would mean that the Council would achieve the required saving and retain much of its supported network.
- 5.5 However, it is essential that the Council recognises that these proposals are part of a whole council approach and the Council should consider the potential benefits of realising the full saving amount estimated at £2m pa.
- 5.6 Based on projections it is estimated that the County Council faces a savings requirement still to meet of £77.2m over the four year period 2015/16 to 2018/19. Additional savings noted above would contribute towards meeting that target. In addition savings found from earlier in that period, or indeed prior to it, reduces the extent to which the County Council needs to deploy reserves to 'cash flow' the savings programme where year on year savings may fall below the year on year savings requirement.
- 5.7 Further, the Council will need to consider further reductions in expenditure on bus services from 2015 onwards.

## **6.0 IMPLEMENTATION**

- 6.1 All the proposals can be implemented from April 2014 subject to meeting the following timescales:
1. Where contracts are to be terminated, the Council will need to give 12 weeks' notice to contractors. Proposed implementation dates for each of the contracts affected are set out in **Appendix 1**.



2. Where school services are to be reduced, the Council should do this from the end of the current academic year in July 2014. This is also set out in **Appendix 1**.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 The Council's obligations are set out Transport Act 1985 paragraph 63 (as amended 2000). This places the following duty on the Council:
  - to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.
- 7.2 In exercising this duty the Council is entitled to take account of the amount of funding available.

## **8.0 EQUALITIES IMPACT ASSESSMENT**

- 8.1 An Equalities Impact Assessment (EqIA) was carried out when considering the impact of the proposed subsidy reductions. This has been updated to reflect the information obtained from the consultation process and is attached at appendix 2.
- 8.2 The EqIA concluded that whilst there could potentially be adverse impacts for people with protected characteristics, these were justifiable, because the council has to respond to a reduction in funding.
- 8.3 The EqIA also noted the mitigation measure that are to be carried out, and concludes that these will minimise any adverse impacts.

## **9.0 CONCLUSION**

- 9.1 The importance of bus services to local communities is fully recognised. The consultation responses clearly demonstrate that. However, this has to be measured against other services the Council provides which are also highly valued by users and which contribute more to the Council's vision and objectives.

## **10.0 RECOMMENDATIONS**

- 10.1 It is recommended that the Council implement the full range of bus subsidy reductions in accordance with the timescales which set out in **Appendix 1**.
- 10.2 That the Corporate Director Business and Environmental Services undertake a detailed review of the remainder of the subsidised network and identify the scope for further subsidy reductions from 2015.

10.3 The Executive is asked to decide whether to accept the recommendations from Transport, Economy and Environment Scrutiny Committee at its meeting on 19 December 2013 which are set out in 4.2

DAVID BOWE  
Corporate Director, Business & Environmental Services

Author of Report – Richard Owens

Background Papers –  
Report to Transport, Economy and Environment Scrutiny Committee on 19  
December 2013.

**APPENDIX 1**

<b>Contract</b>	<b>Service No.</b>	<b>Service Description</b>	<b>Date Saving Effective From</b>	<b>Actions</b>
CR12909	72, 72R	Buckden/Hebden – Grassington – Skipton	20-Apr-14	The number of journeys between Grassington and Skipton will be reduced from 12 to 8 per day; and between Grassington and Buckden from 7 to 4 per day.
	73	Skipton – Greenacres Circular		Withdraw subsidy for scheduled service; NYCC fleet will provide two scheduled services Monday to Friday using existing resource.
	74	Grassington – Ilkley		A reduced service 3 times a day from Grassington to Ilkley will be retained
CR13922	210, 211	Skipton - Malham (Mon, Wed, Fri, Sat)	20-Apr-14	Retain for summer 2014, subject to further review.
HA11607	104	Harrogate Bus Station – Wedderburn	10-May-14	Withdraw subsidy
	110	Harrogate Bus Station – Pannal via Oatlands and Burn Bridge		Withdraw subsidy
	111	Harrogate Bus Station – Claro Road		Withdraw subsidy
HA11621	131	Ripon Bus Station – Lark Lane	10-May-14	Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.
	132	Ripon Bus Station – Lead Lane – Gallows Hill		Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.

Contract	Service No.	Service Description	Date Saving Effective From	Actions
	134	Ripon Bus Station – Gallows Hill – Lead Lane		Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.
	144	Bedale - Ripon		Reduce days of operation to Tuesday, Wednesday & Friday.
HA14603	136 138	Masham - Ripon / Ripon - Melmerby	20-Apr-14	136 - Reduce days of operation to Monday to Friday, 138 - Reduce days of operation of the 0900 departure Mickley-Ripon to Monday, Thursday & Saturday, reduce days of operation of 0655 from Masham and 1805 from Ripon to Monday to Friday.
	138 138A 139	Mickley - Ripon / Grantley - Ripon		137 renamed to 138A, days of operation reduced to Monday, Thursday & Saturday. 139 - Reduce days of operation to Monday, Thursday & Saturday
HA11614	142/3	Ripon – Skelton – Boroughbridge – York / Ripon – Dishforth Airfield – Boroughbridge - York	20-Apr-14	Withdraw 0726 Green Hammerton to Ripon. Alternative journey available at 0710.
HA14618	780	Knaresborough - Wetherby	10-May-14	Frequency reduced from an hourly service to 4 departures from Wetherby and 4 departures from Knaresborough.

Contract	Service No.	Service Description	Date Saving Effective From	Actions
	411, 412	Wetherby - York & Wetherby Tockwith circular		A revised 411 and 412 two hourly timetable replaces the 411, 412 and 413 timetable which currently provides an hourly service. An additional return journey for Bilton in Ainsty will be included.
HN11827	1	Brompton - Northallerton	10-May-14	Withdraw subsidy for scheduled service as alternative journeys available on services 72, 80 & 89
	53	Northallerton - Romanby - RAF Leeming		Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially. This would now run between RAF Leeming and Bedale via Burneston and Exelby at a similar frequency as before.
HN11820	55	Northallerton - Richmond via Yafforth	20-Apr-14	Withdraw the 1815 journey from Richmond
	70A, 74, 74A, 75	Northallerton Town Service		Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially, but excluding Standard Way Ind Est, Byland Place/Ave, Malpas Road and Zetland Street.
HN11821	80, 89	Northallerton - Stokesley	20-Apr-14	A revised 80 and 89 two hourly timetable replaces the 80, 89 timetable which currently provides an hourly service.
HN11828	82, 83, 84	Stokesley – Yarm/Seamer/Newby/Ingle by Greenhow	20-Apr-14	Withdraw services 82 & 83; alternative journeys between Hutton Ruddy and Stokesley are available on service 80/89, the Friday service 84 remains unchanged.

Contract	Service No.	Service Description	Date Saving Effective From	Actions
HN11831	146	Thirsk Town – Rail Station	20-Apr-14	Withdraw subsidy
	148	Thirsk – Asenby – Topcliffe		Withdraw subsidy for scheduled service, these communities have alternative service options on services 70,170 & 5
	149	Thirsk – Baldersby – Topcliffe		Withdraw subsidy for scheduled service, these communities have alternative service options on services 70,170 & 5
	151	Thirsk – Carlton Miniott		Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially but excluding Ripon Way.
	152	Thirsk - Hambleton Estate		Withdraw subsidy
	154	Thirsk – Norby		Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.
	155	Thirsk - Sowerby		Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.
RI11509	DR13 (158)	Woodale – Middleham - Leyburn (DR Fri only)	10-May-14	Withdraw subsidy; proposed development of Leyburn based dial-a-ride is on-going.

Contract	Service No.	Service Description	Date Saving Effective From	Actions
RI11503	30	Richmond – Gunnerside - Keld	20-Apr-14	Withdraw journeys 0715 from Gunnerside, 0815 & 1815 from Richmond, and 0840 & 1700 from Reeth; The remaining timetable has been consolidated with service 32 to improve overall performance.
RI11471	32, 32A	Hudswell - Catterick - Richmond	20-Apr-14	The 0833 & 1715 from Brompton-on-Swale, 1705 from Richmond and the 1740 from Hudswell will be withdrawn; the remainder of the timetable has been consolidated with service 30 to improve overall performance.
RI11505	31A, 31B, 31C	Richmond Town Service	10-May-14	Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.
RI11475	X34, 34A	Darlington – Catterick Village – Richmond	20-Apr-14	Withdraw journeys 1705 and 1740

Contract	Service No.	Service Description	Date Saving Effective From	Actions
RI11476	73	Richmond - Bedale	10-May-14	Withdraw subsidy
RI11470	79	Richmond – Barnard Castle	20-Apr-14	Withdraw journeys 1505 from Richmond and the 1710 from Barnard Castle
RI11491	156, 157	Bedale – Leyburn – Hawes - Gayle	20-Apr-14	The combined 156/157 hourly service is reduced to operate three return journeys daily, Monday to Saturday for each. Community Transport will be enhanced to provide additional support.
RI11501	159	Ripon – Leyburn - Richmond	20-Apr-14	The revised timetable reduces frequency of service from hourly to not more than 2 hourly. Community Transport will be enhanced to provide additional support.
RY12113	59, 60, 60A	Thirsk – Oulston//Dalton/Carlton Husthwaite Circulars	20-Apr-14	Withdraw journeys departing Thirsk at 1320 & 1400
RY13106	170, 171	Pickering Town Services	10-May-14	Withdraw subsidy
RY12115	173, 174	Rosedale - Pickering / Pickering – Kirkbymoorside via Hutton le Hole (Mon & Fri only)	20-Apr-14	Propose reduction in frequency to 1 day per week to consolidate usage and improve performance
RY12117	184	Malton – Leavening – Acklam – Malton Circular (Tue, Fri & Sat only)	20-Apr-14	Reduce frequency to 1 day per week to consolidate usage and improve performance



Contract	Service No.	Service Description	Date Saving Effective From	Actions
	185	Malton-Leavening-Firby (Tue, Fri & Sat only)		Reduce frequency to 1 day per week to consolidate usage and improve performance
	187	Malton – Yedingham – Wintringham Circular (Tue & Sat only)		Reduce frequency to 1 day per week to consolidate usage and improve performance
RY12118	186	Malton – Leavening – Acklam – Howsham - York (Thursday only)	10-May-14	Withdraw subsidy for scheduled service; service 184 will be amended to include Barton-le-Willows and Harton.
RY12107	193	Norton – Peasey Hills - Hospital	20-Apr-14	Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.
	29	Easingwold – Shipton via Linton and Helperby		Withdraw 0648 & 0937 (Sat only) Tholthorpe - Easingwold, and 1710 from Easingwold. Some services from York will slip by 1hr.
	31	Helmsley – Easingwold		Withdraw subsidy for 1240 & 1750 from Easingwold, and 1830 from Helmsley. Some journeys will be retimed.
	194	Malton – Slingsby - Hovingham		Withdraw 0645 & 1700 from Hovingham, and 0710 & 1520 from Malton. Other journeys will be retimed.
RY12123	195	Hovingham-Helmsley via Ampleforth	10-May-14	Reduce to operate two return journeys on Fridays only.
	194 (196)	Hovingham to Helmsley via Harome		Reduced to operate three return journeys a day, Monday to Saturday.

Contract	Service No.	Service Description	Date Saving Effective From	Actions
SC10356	F1, F2	Filey Town Service	19-Apr-14	Withdraw subsidy; discussions with service providers suggest that a service will continue to be provided commercially.
SC10333	2	Scarborough Town Service-Evelyn Drive	19-Apr-14	Withdrawal of departure at 0728 only
	10	Scarborough Town Service – Scarborough Hospital		Withdrawal of departure at 0700 only
SC10325	3	Scarborough Town Service – Northstead	19-Apr-14	Withdrawal of departure at 0720 only
SC10339	4	Scarborough Town Service– Holbeck via Weaponess and Esplanade	19-Apr-14	Withdraw subsidy, except that NYCC fleet will provide a service in Weaponess half hourly from 10.00 to 14.00 Monday to Friday within current resource.
SC10326	5	Scarborough Town Service– Barrowcliffe	19-Apr-14	Withdrawal of departure at 0700 only
SC10327	7	Scarborough – Eastfield	19-Apr-14	Withdrawal of departure at 0615 only
SC14325	8	Scarborough – West Ayton via Racecourse Road	19-Apr-14	Withdraw subsidy, a dial-a-ride service operated by Scarborough Dial-a-Ride already serves this area.

Contract	Service No.	Service Description	Date Saving Effective From	Actions
	115	Scarborough – Ravenscar		The following journeys will be withdrawn: departure 0747, 1705 & 1835 Ravenscar-Scarborough and 0705 & 1750 Scarborough-Ravenscar.
SC10336	9	West Ayton – Eastfield (Thu only)	19-Apr-14	Withdraw subsidy, the majority of service has access to hourly alternative service to Scarborough
SC10328	15	Scarborough Town Service – Cloughton via Newby, Scalby	19-Apr-14	Withdrawal departure at 0700 Scarborough -Cloughton & 0705 Cloughton-Scarborough only
SC10316	27	Whitby – Northallerton – via Esk Valley, Kildale. (Wed only)	19-Apr-14	Withdraw subsidy
SC10305	X93	Middlesbrough-Whitby-Scarborough via Robin Hoods Bay	19-Apr-14	Withdraw subsidy for departure: 0750 Whitby-Scarborough, 0910 Scarborough-Whitby & 1525 Middlesbrough-Whitby only
	96	Whitby – Hospital circular		Withdraw subsidy
SC14334	97	Whitby – Whitby Abbey via St Mary's Crescent	19-Apr-14	Withdraw service except for some journeys to Stainsacre, renamed service 92, 92A
	98	Whitby – West Cliffe circular		Withdraw subsidy for departures at 0900, 1600 and 1700

Contract	Service No.	Service Description	Date Saving Effective From	Actions
SC14332	118	Filey - Eastfield via Flixton & Folkton	20-Apr-14	This will be replaced with a scheduled service operating between Flixton, Folkton, Filey and Eastfield Monday to Friday
SC14327	119	Scarborough – Primrose Valley via Filey	20-Apr-14	The existing journeys have been consolidated into two journeys departing Primrose Valley at 0655 and Scarborough at 1740, to improve overall performance.
	121	Scarborough - Bridlington - Hull		
SY13034	3	Selby – Sherburn in Elmet Industrial Estate morning journeys	10-May-14	Withdraw subsidy
SY13036	3	Selby – Sherburn in Elmet Industrial Estate evening journeys	10-May-14	Withdraw subsidy
SY13016	401	Selby-West Cowick	10-May-14	Withdraw subsidy

Contract	Service No.	Service Description	Date Saving Effective From	Actions
SY14010 & SY14011	492, 493	Tadcaster-Pontefract	19-Apr-14	The hourly service is reduced to 2 hourly; the service between Pontefract and Sherburn has been renumbered as service 490.

Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
950C	Carleton - Lothersdale - South Craven School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	950C
957C	Silsden - Farnhill - Skipton Schools	Service will be withdrawn and transport will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	12C957
963C	Burnsall - Bolton Abbey - Skipton Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	963C
972C	Low Bradley - Skipton Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	972C
975C	Cowling - South Craven School	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	12C975
981C	Bolton Abbey - Embsay - Upper Wharfedale School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	981C
986C	Skipton - Upper Wharfedale School	Service will be withdrawn. Transport will only be provided for the pupils who are entitled to free home to school transport.	preferred school	Sep-14	961C
987C	Gargrave - Upper Wharfedale	Service will be withdrawn and transport will only be provided for any pupils who are entitled to free home to school transport.	preferred school	Sep-14	12C987
80	Northallerton-Hutton Rudby-Stokesley	A revised 80 and 89 two hourly timetable replaces the 80, 89 timetable which currently provides an hourly service.	frequency	Apr-14	HN11821

Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
800H	Ainderby Steeple - Leeming - Bedale High School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	800H
803H	Hunton-Bedale High School	Service to change to permits only and non entitled pupils will be able to buy a paid travel permit if spare seating capacity is available.	fares increase	Apr-14	803H
807H	Pickhill - Kirklington - Bedale High School	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	807H
808H	Catterick/Hornby/Hackforth Area - Bedale High School	Service will only be provided for pupils who are attending their normal school and those who are entitled to free home to school transport.	preferred school	Sep-14	808H
847H	Ripon - Thirsk School - Thirsk	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	847H
853H	Northallerton - Thirsk School - Thirsk Market Place	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school/ performance	Sep-14	853H
854H	Sutton Under Whitestonecliffe - Bagby-Sessay Primary School	Service will be withdrawn and transport will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	854H
877H	Bedale - Romanby - Northallerton Secondary Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	preferred school	Sep-14	877H
56A	Harrogate-Knaresborough- Staveley-Bishop Monkton-Ripon Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	HA11620
57B	Harrogate-Knaresborough- Staveley-Boroughbridge-Roelcliffe	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	HA11620
131	Ripon Bus Station - Lark Lane	Withdraw subsidy for scheduled service, and introduce a dial-a-ride service to meet local demand as necessary. This service is used by	town	Apr-14	HA11621

Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
		school children.			
132	Ripon Bus Station - Lead Lane - Gallows Hill	Withdraw subsidy for scheduled service, and introduce a dial-a-ride service to meet local demand as necessary. This service is used by school children.	town	Apr-14	HA11621
134	Ripon Bus Station - Lead Lane - Gallows Hill	Withdraw subsidy for scheduled service, and introduce a dial-a-ride service to meet local demand as necessary. This service is used by school children.	town	Apr-14	HA11621
143	Boroughbridge - Ripon Schools	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	HA11614
600Y, 601Y, 602Y, 603Y, 604Y, 605Y, 606Y, 622Y, 632Y, 633Y, 634Y, 635Y	Yellow Bus Network serving secondary schools in Harrogate	No change but the network will be re planned to remove excess capacity	procurement saving	Jan-14	780H
607H	Knaresborough - Rossett High & Harrogate Grammar School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	607H
615H	Sicklinghall - Pannal - Rossett & Harrogate Grammar Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	615H
636H	Pannal & Burnbridge - St Aidans & St John Fisher Schools	Service will be withdrawn in Sept 2016.	preferred school	Sep-16	636H
670H	Jennyfield-Harrogate High School	Service will only be provided for pupils who are entitled to free home to school transport as the subsidy for fare paying pupils would be £2.07 per passenger journey if a minimum fare of £1 per journey was introduced.	performance	Sep-14	670H

Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
683H	Huby to North Rigton	Service will be de-registered and amended to an Education Transport Service. Paid Travel Permit's to be sold for the Autumn term 2014. Continuation of the service in January 2015 will be determined by the usage.	performance	Sep-14	683H
720H	Burrill - Ripon Schools	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	720H
721H	Bedale - Ripon Schools	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	721H
723H	Rainton - Dishforth - Skelton On Ure - Ripon Sec Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	723H
736H	Sharow - Ripon - Nidderdale High School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	736H
739H	Grewelthorpe - Nidderdale High School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	739H
757H	Burton Leonard - King James' School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	757H
778H	Ripon - Marton Le Moor - Dishforth - Boroughbridge High School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	778H
31A, 31B, 31C	Richmond Town Service	Service will be withdrawn which is used by pupils attending Richmond School.	town	Apr-14	RI11505
469R	Brompton On Swale - Richmond Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	469R
473R	Patrick Brompton - Richmond Schools	Service will only be provided for pupils who are attending their normal school and those who are entitled to free home to school transport.	preferred school	Sep-14	473R
474R	Scotton - Hipswell - St Francis Xavier School	Service will only be provided for pupils who are attending their normal school and those who are entitled to free home to school	preferred school	Sep-16	474R



Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
		transport.			
475R	Scotton - Kimmel - Catterick Garrison - Richmond Schools	Service will only be provided for pupils who are attending their normal school and those who are entitled to free home to school transport.	preferred school	Sep-16	475R
476R	Tunstall - Catterick Village - Richmond Schools	Service will only be provided for pupils who are attending their normal school and those who are entitled to free home to school transport.	preferred school	Sep-16	476R
478R	Hudswell - Richmond Schools (Plus Primary School Link Bus)	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	478R
540R	Richmond - Catterick - Wensleydale School	Service will be withdrawn.	preferred school	Sep-14	540R
564R	Haig Road - Risedale Community College	Service will be withdrawn as the subsidy for fare paying pupils would be £3.07 per passenger journey if a minimum fare of £1 per journey was introduced.	performance	Sep-14	564R
565R	Colburn - Risedale Community College	Service will be withdrawn as the subsidy for fare paying pupils would be £2.90 per passenger journey if a minimum fare of £1 per journey was introduced.	performance	Sep-14	565R
568R	Scotton - Le Cateau CP School	Service will be withdrawn as the subsidy for fare paying pupils would be £2.57 per passenger journey if a minimum fare of £1 per journey was introduced.	performance	Sep-14	568R
195R	Hovingham - Malton Schools	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	195R
199R	Amotherby CP School - Malton & Malton School - Sherburn (pm only)	Service will only be provided for pupils entitled to free home to school transport as the subsidy for fare paying pupils would be £1.66	performance	Sep-14	199R

Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
		per passenger journey if a minimum fare of £1 per journey was introduced.			
201R	Malton School - Birdsall/Westow/Leavening (Pm Only)	Service will be withdrawn.	preferred school	Sep-14	201R
226R	Acklam - Leavening - Norton College (Plus Malton School Bus Link)	Withdraw subsidy for the link bus between Norton College and Malton School and service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	226R
241R	Sherburn - West Heslerton CE Primary School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school/ performance	Sep-14	241R
121	Scarborough - Bridlington - Hull	Journeys will be withdrawn which are used by pupils attending Filey School.	frequency	Apr-14	SC10344
301S	Fylingdales - Eskdale School & Caedmon School	Maintain service for those pupils whom are attending their normal school. This affects 3 pupils attending Caedmon School. A minimum fare of £1 per journey will be introduced for the remaining service.	preferred school / fares increase	Apr-14	300S
343S	Whitby, Green Lane - East Whitby CP School	Service will be withdrawn	performance	Sep-14	309S
366S	Hunmanby - Filey School	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	366S
368S	Speeton - Hunmanby - Filey School	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	368S
382S	Eastfield - Osgodby - Graham School	Service will remain but we will introduce a minimum fare of £1 per journey.	preferred school	Sep-14	382S
383S	Scarborough Town Centre - Graham School	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	383S
384S	Scarborough, Peasholm - Graham School	Service will remain but we will introduce a minimum fare of £1 per journey.	performance	Sep-14	384S

Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
385S	Wykeham - Eastfield - Graham School (Lower)	Service will only be provided for pupils attending their normal school.	preferred school	Sep-14	385S
386S	Osgodby - Scarborough - Graham School (Lower)	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	386S
401S	Cloughton - Burniston - Scalby School	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	401S
441S	Hutton Buscel - West Ayton - Irton - Crossgates - Pindar School	Maintain service for those pupils whom are attending their normal school. A minimum fare of £1 per journey will be introduced for the remaining service.	preferred school / fares increase	Apr-14	441S
442S	Hutton Buscel – West Ayton - Irton - Crossgates - Pindar School	Maintain service for those pupils whom are attending their normal school. A minimum fare of £1 per journey will be introduced for the remaining service.	preferred school / fares increase	Apr-14	442S
443S	Hunmanby - Filey - Pindar School & St George's Rc School	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school	Sep-14	443S
447S	Hunmanby - Scarborough Colleges	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	447S
448S	Reighton - Scarborough Sixth Form College	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	448S
449S	Eastfield - Scarborough Colleges	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	449S
455S	Filey Area - Scarborough Colleges	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increased	Apr-14	455S
7	Abbotts Road, Selby to Brayton College	Service will be withdrawn.	preferred school	Sep-14	13S071
016S	Selby - Holy Family R C School	Service will only be provided for pupils attending their normal school and those who are entitled to free home to school transport (Withdraw from Sept 2016).	preferred school/ denominational	Sep-16	13S016

Service Number	Description	Proposed changes	Reason	Implementation Date	Council Contract Number
020S	Thorpe Willoughby - Selby - Holy Family/Snaith	Service will only be provided for pupils who are entitled to free home to school transport (Withdraw from Sept 2016).	preferred school/ denominational	Sep-16	13S020
025S	Brotherton - Kellingley - Beal - Kellington - Brayton College	Service will only be provided for pupils who are entitled to free home to school transport.	preferred school/ performance	Sep-14	13S025
026S	Chapel Haddlesey - Selby High - Brayton College	Service will remain but we will introduce a minimum fare of £1 per journey.	preferred school / fares increase	Apr-14	13S026
028S	Temple Hirst - Carlton - Camblesforth - Brayton College	Service will remain but we will introduce a minimum fare of £1 per journey.	fares increase	Apr-14	13S028
029S	Newland - Drax - Barlow - Brayton College & Selby High School	Service will only be provided for pupils attending their normal school and those who are entitled to free home to school transport.	preferred school	Sep-14	13S029
052S	Kellingley - Beal - Kellington CP School	Service will only be provided for pupils who are entitled to free home to school transport as the subsidy for fare paying pupils would be £2.90 per passenger journey if a minimum fare of £1 per journey was introduced.	performance	Sep-14	052S
492W	Sherburn-Fairburn-St Wilfred's High School	Service will only be provided for pupils who are entitled to free home to school transport (Withdraw from Sept 2016).	preferred school	Sep-16	SY13030

### Process and Results of Consultation on Proposals for Bus Service Subsidy Reductions

This appendix includes:-

1. A commentary on the process and responses to consultation
2. Summary of open question and written responses
3. Tables of headline results
4. A random sample of open question and written responses
5. Minutes from all area committee meetings
6. Comments from Harrogate Borough and Craven District Scrutiny meetings

1. Commentary on the process and responses:

A wide ranging consultation was undertaken to give as many people as possible the opportunity to comment, and particularly to help us understand the impact for individuals of the various measures we were proposing. The consultation was launched on 9 August 2013 and remained open for 15 weeks until 25 November 2013.

The proposals we submitted for consultation comprised an overall strategy:-

“To ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money”.

The consultation also proposed four policy areas which would ensure a consistent approach to reducing costs across the county. The four areas are:-

- Performance – looking at the extent to which our contracts represent value for money. This is defined as contracts that do not cost more than £6 per passenger journey, or where a journey carries fewer than 3 passengers on average.
- Service frequency – reducing costs by maintaining services but with fewer journeys. This is generally meant to be that we will not tender services at a frequency of greater than two hourly, but also means reducing the number of days a service operates in some cases
- Subsidy for Town Services – withdrawing subsidy for town services. It was felt that because the average passenger journey length for these services is approximately 1.5km then people are able to access the services and facilities the need by other means (walking, cycling, taxis etc), and because these services were heavily used, there was an opportunity for these to be continued on a commercial basis with no subsidy from the council. Where this would not be possible for some people, we would work to develop a community led transport service.
- School Transport services – a close examination of the network of services we provide for fare paying school children. These measures were designed to move the burden of cost to parents where they exercise their right of choice in the selection of the school they wish their children to attend, and ensure that if we procure such services, they would represent good value for money.

The consultation documents were made available online through the councils website together with notifications sent to the following:-

- by email to 130 individuals and organisations and by post to a further 245 organisations. These included all County Councillors, District and Parish councils and representatives from special interest groups.
- 18,000 businesses in the county.
- A press release was issued. This got good coverage on the BBC website and in local papers with over 60 separate news items, comments or letters.
- Posters were made available to display on buses, in libraries and other public places.
- Schools were asked to make information available to all children
- each of the Area Committees where a report on the proposals was considered

We included a questionnaire to allow people to submit comments in a structured way and with open questions where they can comment and let us know the impact for them as individuals. This was available on our website and also provided in paper form by post. 1433 Questionnaires were completed online and a further 705 were submitted in paper form, we also received a further 221 written comments in letters and emails.

We asked questions to see what people think about the proposals and also questions about the impact the proposals will have on them. The questionnaires have been analysed and the following sections provide details of the responses. Table 1 below give headline results for the responses to the structured questions, Table 2 give headline results for the responses from parents relating to the school transport questions and Table 3 provides analysis of the open questions.

The responses are detailed in a spread which is available on request. These when published as a pdf run to over 275 pages and 10 pages for written comments, therefore a random extract of 5 pages from former and one page from the latter have been extracted and are attached to this appendix.

In summary, the key points are as follows:-

There was a very good response rate, with 2138 completed questionnaires being returned. The full assessment by equality groups is contained in the Equality Impact Assessment with the summary shown in Table 3 below, but in brief 64% of responders were female and 66% had a concessionary bus pass. There is a higher proportion than the general population of people stating they are a disabled person or have a long term limiting illness (24.6%), interestingly when asked 'if yes, what is the nature of disability or condition, the aggregate number of responses increases this to 39.6%. We also had good representation from bus users where 81% use buses at least once per week. 12% of responses were from parents who have children who would be affected.

#### **Peoples Views:**

What this shows, not unsurprisingly, is that the majority of respondents disagree with our proposals overall (76.7%), however there is a lesser level of disagreement with the measure to withdraw subsidy where a journey carries fewer than three passengers (50.8%). Withdrawing subsidy from town services was the most unpopular measure (65.1%).

Overall there was less objection to the proposals relating to school transport where more respondents agreed with proposals than disagreed, other than, surprisingly, for withdrawing services where the subsidy per passenger is greater than £1.50; however when looking at the responses from parents there is a much higher level of disagreement with the proposals (see below).

**Impact:**

The majority of respondents indicate that these proposals will have an impact on them, with approximately ¾ suggesting that they will not be able to access key services. Looking at different types of services, most frequently mentioned impact was for access to shopping and personal business (81%), followed by leisure and tourism (78%) and then health (69%). When excluding responses where N/A (not applicable) was ticked, then access to employment and access to education rise to c75%

**Parents' responses to school transport proposals:**

Overwhelmingly (93.8%) parents considered our proposals would affect their child's access to education. Of the three specific proposals, not providing services for non-entitled students where the subsidy per passenger is greater than £1.50 was the most unpopular (84.1%) followed by not providing services for pupils to schools that are not the normal school for that address (79.4%); however the measure to introduce a minimum fare of £1.00 found some agreement with 51.6% agreeing with the proposal.

**Open Questions summary:**

We invited responders to give us any thoughts they had for alternative ways of making savings and to tell us which services they use and the impacts that the proposals will have on them. The majority of responders (**66%**) took the opportunity to make some comments, with a few making quite lengthy submissions. The following table summarises the open responses in terms Impact categories; Alternatives and by services.

## 2. Summary of open question responses

Impact category	Nature of impact	Number	%
Access	People made reference to the fact that implementing our proposals will leave communities isolated and individuals without access to key services	574	42%
Town service	Town services were identified as a category, however from most people it really is about access. People also didn't feel our mitigation of dial a ride viable alternative. Quite often people who raised this as an impact also raised pay some concessionary fares	287	21%
Schools	General comments about the impact of our proposals on access to Education. As seen above this is borne out in the structured questions responses. See also Schools summary below	158	12%
Commuters	This is a category where people indicated that the proposal would impact on their employment, ability to get or keep a job or training	104	8%
Economy	Where people considered their business or their locality would suffer economic impact	82	6%
Other	General Non-specific comment or stream of consciousness	62	5%
Health and wellbeing	This refers to quality of life issues rather than doctors or hospitals, which is collated in Access. For example walking.	50	4%
Environment	People making the comment that the proposals would put more cars on the road and thus be detrimental to the environment	38	3%

Support proposals	Some people expressed support for the proposals	13	1%
<b>TOTAL</b>		<b>1368</b>	

<b>Suggestion Category</b>	<b>Nature of suggestion</b>	<b>Number</b>	<b>%</b>
Operational changes	Improved connections, use of community transport, specific suggestions for changes to journeys identified in the proposals or for changes to commercial services.	448	38%
Concessionary fare contribution	Two arguments – concessionary pass holders saying they will make a contribution, this was particularly the case for those affected by the withdrawal of the Pickering town service, and non-pass holders saying that pass holders should make a contribution.	428	36%
Council / Govt costs	Various things but really saving money elsewhere – reduce salaries, reduce members expenses, seek to get more funding from Central Govt. etc. A number of responders affected by the withdrawal of the Filey town service expressed the view that less money should be spent on the Scarborough P&R	179	15%
Schools	Suggestions for alternatives relating to schools where the response was a schools impact	86	7%
Other	General non-specific or outlandish suggestions	46	4%
Support proposals	Some comments supported our proposals	6	1%
<b>TOTAL</b>		<b>1193</b>	

<b>Most frequently mentioned services</b>		
<b>Services Analysis</b>	<b>Number</b>	<b>%</b>
Town Services	419	36%
Wharfedale services	130	11%
Helmsley – York services	56	5%
Northallerton – Stokesley	46	4%
Swaledale	34	3%
Folkton, Flixton	27	2%
29	19	2%
Pannal Ash	14	1%
Ripon – Richmond	14	1%
Malton – Hovingham	14	1%
Folifoot	12	1%



### 3. Tables of Headline Results

## Table 1: Consultation Responses Headline Results

		Number	Valid %
	Number of responses	2138	Excluding no answer and N/A
<b>Q1a</b>	<b>What is the main way you are involved with bus services in North Yorkshire?</b>		
	I am a member of the public who uses buses in North Yorkshire	1660	78.6%
	I am a parent of a child using the bus to access their education	197	9.3%
	Other	256	12.1%
<b>Q2a</b>	<b>We would like your views on our overall strategy (as set out in section 3 of the information pack) to reducing the amount we spend on local bus services in North Yorkshire</b>	Agree & Strongly Agree	Disagree & Strongly Disagree
	<b>To what extent do you agree with our overall strategy</b>	12.2%	<b>76.7%</b>
<b>Q2b</b>	<b>Local bus service related questions: Please tell us what you think about the following proposals</b>		
<b>a</b>	<b>Withdraw subsidy from contract services where the subsidy per passenger journey is more than £6</b>	26.1%	<b>57.0%</b>
<b>b</b>	<b>Withdraw subsidy from contract services where the number of passengers using a particular journey is 3 or fewer</b>	34.2%	<b>50.8%</b>
<b>c</b>	<b>Not provide contract services with more than one journey every two hours</b>	26.0%	<b>56.8%</b>
<b>d</b>	<b>Withdraw subsidy from "Town Services" in urban areas</b>	19.2%	<b>65.1%</b>
<b>Q2c</b>	<b>School service related questions: Please tell us what you think about the following proposals</b>		
<b>a</b>	<b>Do not provide services to schools which take pupils to a school which is not the normal school for their home address.</b>	<b>43.1%</b>	37.0%
<b>b</b>	<b>Not provide services for non-entitled fare paying pupils to the normal school where the subsidy per passenger journey is more than £1.50</b>	27.0%	<b>43.8%</b>
<b>c</b>	<b>Where we are able to provide fare paying services to a school introduce a minimum child fare of £1 per journey.</b>	<b>51.8%</b>	27.7%
<b>Q4a</b>	<b>The proposed changes ...</b>		
	...will affect me/my organisation and mean I CAN'T access key services	1243	71.2%
	...will affect me/my organisation but I CAN still access key services	400	22.9%
	...will NOT affect me/my organisation	102	5.8%

**Table 1 cont: Consultation Responses Headline Results**

		<b>Number</b>	<b>Valid %</b>
		<b>Number of responses</b>	<b>Excluding no answer and N/A</b>
<b>Q4b</b>	<b>The proposed changes ...</b>	Agree & Strongly Agree	Disagree & Strongly Disagree
<b>d</b>	<b>... will affect my access to shopping and personal business</b>	<b>91.1%</b>	8.9%
<b>e</b>	<b>... will affect my access to leisure and tourism</b>	<b>90.6%</b>	9.4%
<b>b</b>	<b>... will affect my access to health appointments</b>	<b>85.7%</b>	14.3%
<b>c</b>	<b>... will affect my child's access to education</b>	<b>74.8%</b>	25.2%
<b>a</b>	<b>... will affect my access to employment</b>	<b>74.5%</b>	25.5%
<b>Q4c</b>	<b>The proposed changes will affect my business ...</b>		
	...trade (e.g. customer access)	77	44.5%
	...employees (e.g. access to work)	96	55.5%
<b>Q5</b>	<b>How frequently, if at all, do you use a bus service?</b>		
	At least once a week	1658	<b>81.1%</b>
	Less than weekly	387	18.9%
<b>Q7</b>	<b>Do you have a concessionary bus pass?</b>		
	Yes	1325	<b>66.0%</b>
	No	683	34.0%

**Table 2: Consultation Responses - Parents Headline Results**

		<b>Number</b>	<b>Valid percent</b>
	<b>Number of responses</b>	<b>197</b>	<b>- no answer</b>
<b>Q2c</b>	<b>School service related questions: Please tell us what you think about the following proposals</b>	Agree / Strongly Agree	Disagree / Strongly Disagree
<b>a</b>	<b>Do not provide services to schools which take pupils to a school which is not the normal school for their home address.</b>	15.5%	<b>79.4%</b>
<b>b</b>	<b>Not provide services for non-entitled fare paying pupils to the normal school where the subsidy per passenger journey is more than £1.50</b>	5.3%	<b>84.1%</b>
<b>c</b>	<b>Where we are able to provide fare paying services to a school introduce a minimum child fare of £1 per journey.</b>	<b>51.6%</b>	33.3%
<b>Q4b</b>	<b>The proposed changes ...</b>		
<b>c</b>	<b>... will affect my child's access to education</b>	<b>93.8%</b>	2.6%

**Table 3: Proposed reductions to bus service subsidy November 2013  
Questionnaire Equalities Monitoring Results**

				<b>Valid percent</b>
	<b>Number of responses</b>	<b>1388</b>	<b>100.0%</b>	<b>excl. no answer</b>
<b>Equalities monitoring</b>				
<b>a</b>	<b>What is your gender?</b>			
	Male	468	33.7%	37.0%
	Female	797	57.4%	63.0%
	No answer	123	8.9%	-
<b>b</b>	<b>Which age group do you belong to?</b>			
	16 - 19	31	2.2%	2.4%
	20 - 29	44	3.2%	3.4%
	30 - 39	96	6.9%	7.3%
	40 - 49	184	13.3%	14.0%
	50 - 64	314	22.6%	24.0%
	65 - 74	347	25.0%	26.5%
	75 - 84	235	16.9%	17.9%
	85 and over	60	4.3%	4.6%
	No answer	77	5.5%	-
<b>c</b>	<b>Do you consider yourself to be a disabled person or to have a long-term, limiting condition?</b>			
	Yes	342	24.6%	28.4%
	No	861	62.0%	71.6%
	No answer	185	13.3%	-
<b>d</b>	<b>If yes, how would you describe the nature of your impairment or condition?</b>			
	Physical impairment or disability	213	15.3%	-
	Sight or hearing loss	93	6.7%	-
	A mental health problem or illness	31	2.2%	-
	A learning disability or difficulty	14	1.0%	-
	A long standing illness	140	10.1%	-
	Other	58	4.2%	-
	No answer	839	60.4%	-
<b>e</b>	<b>To which of these groups do you consider you belong?</b>			
	White	1207	87.0%	94.1%
	Mixed	6	0.4%	0.5%
	Asian or Asian British	3	0.2%	0.2%
	Black or Black British	0	0.0%	0.0%
	Any other ethnic group	3	0.2%	0.2%
	Rather not say	64	4.6%	5.0%
	No answer	105	7.6%	-

**Proposed Reduction in Bus Subsidy Consultation December 2013**

Response number	Service Provider	Summary of Non-questionnaire Written Comments	Town or service no
B122	Horseless Carriage Services Ltd	I use the two bus services to access Wharfedale for walking. I am not entitled to any concessionary fare and make use of the Dales Rambler bus and train ticket, which was only introduced in May. The proposed service reductions will undermine the viability of this integrated transport ticket as it is likely that numbers sold will dramatically reduce. Whilst the Council dismisses visitors as 'low priority' in terms of public transport provision, tourism is a major economic factor in the area served by the buses. Visitors like myself, spend money in the cafes, pubs, shops and visitor attractions, which helps generate/maintain local employment; thereby ensuring that rural counties in Wharfedale remain strong, vibrant and healthy for many years to come. The proposed reduction in bus services, means that I will visit Wharfedale less in future. When I do visit it will be by a single occupancy car journey adding to traffic congestion on narrow roads, unsuitable for high vehicle numbers, and also the need for additional car parking provision in the Yorkshire Dales National Park. (For people without cars, this latter option is unavailable). Is this the legacy the County Council wishes to pass onto future generations? You state the County Council pays for the cost of bus pass holders and it is expected this will cost £8.7 million in 2013/14. I understand under the Concessionary Bus Act 2007, part of this cost is reimbursed on a set formula from Central Government. I would therefore question transparency of these figures. You also state that in terms of visitor numbers, the service is seasonal. A possible compromise may be to run the Ilkley service say from 1 March to 31 October only.	72, 74
B123	Eddie Brown Tours Ltd	I am a resident of this village and am aware of how important this bus service is to our community. The village is isolated with no amenities other than the church and an inn – as you can imagine, this means that people must travel for all of their other needs, principally shopping, educational and medical. Many of our residents are elderly and are dependent upon access to the bus service since they are unable to drive. Although fewer in number, the same applies to our younger population. I am concerned that by reducing the service you will be discriminating against those who do not have access to other forms of transport. In particular, I am worried about the social and health implications that will arise as a result of people being isolated further than they already are. I understand that depression and other medical issues resulting from isolation and loneliness have been recognised as a real problem and efforts are being made to address this in some areas – the reduction to our bus service would seem to be counter to	412, 413
B124	Eddie Brown Tours Ltd	People in the village use the bus service to travel to the neighbouring village of Tockwith for the post office, surgery, shop, play-group and other amenities which the Tockwith provides for the outlying smaller villages and hamlets. The bus' current service also enables people who do not drive or cannot drive to access the local town of Wetherby, or the City of York for further needs. Both these locations also provide public network hubs for people to travel further afield using public transport. It seems a unjustifiable decision to re-route the 412 so that it leaves the B1224 just 1.7 miles short of Bilton in Ainsty, to take a back road with blind corners from Long Marston to Tockwith, for it to then re-join the B1224 only 1.5 miles after Bilton in Ainsty and carry on its journey to Bickerton and beyond. It does not make sense to cut out the stop, it won't make the service any quicker, due to a less suitable road the negligible shorter mileage of 1.2 miles will be eaten up in navigating a more residential area and more farm traffic. As I've already stated, Bilton in Ainsty is situated on the B1224, a main road; it is a wide and relatively straight road, there is no reason a bus service should not stop at the village. As the North Yorkshire County Council website states, "We aim to listen to our communities and take action on their behalf to make North Yorkshire an even better place to live for everyone." I hope you do just that and listen to this community and take action against this proposal and KEEP (rather than 'make') Bilton in Ainsty 'a place to live for everyone'. Not just people who can, or afford, to drive cars.	412, 413
B125	Eddie Brown Tours Ltd	The impact will affect Residents access to Doctors Surgeries, Hospitals and Shops. Can you please in your decision making process to ,at least, maintain the Present Service .	412, 413
B126	Eddie Brown Tours Ltd	I wish to voice my opposition to the proposals to reduce the subsidy relating to the 412/413 bus route which serves Bilton in Ainsty. There are many obvious angles on how the reduction would affect our community – principally curtailing the activities of those with no access to other means of transport, or causing them to spend a lot of money on taxis for travel which is unavoidable (for many this expenditure would be unaffordable). As a professional caring for the elderly who are suffering mental health issues, I have first-hand understanding of how important social contact is for our older residents and am worried that the reduction in the subsidy will be a step towards causing them to become further isolated and for problems such as depression to result. Depression is a significant national concern which places a major burden on our health services. From a financial point of view, it is short-sighted to save money on a bus service which will result in an increased incidence of mental and physical medical problems due to people not being able to get out and about as much as they could previously – from a social point of view, it is wrong to consider changes which will diminish people's quality of life by isolating further an already isolated community.	412, 413
B127	Eddie Brown Tours Ltd	The existing bus service is hardly generous but it provides a vital lifeline for the village. It enables local residents to do the essentials of life : shop, visit the doctor, attend hospital appointments, and visit family and friends. Similarly family and friends are able to visit their loved ones who live in the village. The village is too often perceived as wealthy but in reality it contains a cross section of society and for a number of residents the bus is their only means of transport. To lose the existing bus will have serious adverse impact on people's lifestyles and potentially even for some their ability to remain living in their homes. It will mean that my step daughter may be unable to live at home when she finishes university this summer, and my brother, who has learning difficulties, will be unable to visit from his home in York ( taxis at £23 each way from York, are not a viable alternative). I strongly urge you to reconsider the existing proposals.	412, 413
B128	Eddie Brown Tours Ltd	Regularly, we hear how we should leave our cars at home and use the public transport, by drastically reducing an already fairly poor service this is not exactly encouraging us to leave our cars at home. We hear what a good public transport network Britain has, surely this act contradicts this. Whilst I appreciate we live in times of austerity and we have to tighten our belts, this act is counterproductive. Bilton is an outlying village where many rely on the bus and the freedom it provides. It is also, again, an act which goes against the rural community, treating them yet again as second class citizens who pay taxes but receive few services and those service we do receive are nearly always worse than by those living in urban areas.	412, 413
B129	Eddie Brown Tours Ltd	I am writing to express my concern about the future lack of buses that will follow the route via Bilton in Ainsty to both York and Wetherby. Although a small village, why would the council consider it appropriate to isolate that Village, I understand buses will still come to Tockwith on a regular basis, so why can't these follow the main road route via Bilton, rather than excluding it.	412, 413
B130	Eddie Brown Tours Ltd	I am writing to confirm that I do not agree with the reductions of the bus services, as there are numerous villagers that rely on the transport on the occasions that the transport travels currently. Please take this email as me disagreeing to the proposed reductions to the bus services.	412, 413
B131	Ryecat Ltd	Majority of people do their shopping on a Friday or Saturday not Tuesday. Charge for concessionary pass use. Cut out Howsham, Acklam, Firby and Kirkham as no one has used it for a long time.	184, 185
B132	Multiple	The Over Fifties Forum has been critical of the way the consultation has taken place, those most affected are those most likely to be unable to access the information. From our mornings spent talking to bus passengers the following was raised: Those with bus passes would be willing to pay half fare. The majority of people have no objection to stopping subsidy in journeys costing more than £6. Journeys with fewer than 3 passengers was more contentious as many felt that the service might be a lifeline. The 2 hour rule was acceptable except for those on main routes who were concerned about the bus being full and the limited connections onward to hospitals. The town services was unanimously rejected as required for Doctors, Hospital and Shopping. Without it passengers will be isolated. Dial a Ride would not be able to cope.	Hambleton
B133	East Yorkshire Motor Services Ltd	The bus is used by predominantly an elderly population to go shopping, they would be housebound. The town centre shops will also suffer. Most concessionary passengers would be willing to pay. Dial & Ride is inappropriate and inconvenient.	4
B134	Multiple	Loss of town services in Northallerton & Richmond will be difficult for elderly and others with mobility problems. They are required for essential shopping and other services. They are not always able to plan ahead and so Dial a Ride is not suitable. Where bus times are altered could they be kept simple at so many minutes past the hour, in reasonable sized print and where possible hourly.	General
B135	Eddie Brown Tours Ltd	The services reduce pollution and ease congestion. Pupils attending secondary and primary schools and their parents use the services. The buses are a lifeline to the elderly for medical appointments, shopping and social interaction. This is particularly bad in winter no treatment and clearing leads to treacherous conditions. Shops in Ripon will suffer. If passengers walk to service 36 they are more likely to go to Harrogate. The Dial A Ride replacement is not practical	Ripon Town
B136	Eddie Brown Tours Ltd	I rely on the service as I don't drive a car, I use it regularly to get my shopping and for appointments, without it I will be completely shut off.	412, 413
B137	Horseless Carriage Services Ltd	Many of the locals rely on the service for work, shopping, doctors, dentist and social visits. How long before I can't drive, many car drivers are worried that if we no longer driver and there are no longer any buses what do we do. Three will be a loss of trade in Grassington, Ilkley and Skipton.	74
B138	Harrogate Coach Travel Ltd	The ability to get out and about provides vital staple utilities, to stay alive, safe, healthy, mobile, interested and independent. All need to be able to get out, school children, teenagers, young mums, those with no cars, those who cannot afford taxis, those with restricted mobility and seniors, all of these people use the 110. We cannot all walk to Leeds road or Pannal Ash roundabout. Buses keep cars off road. Dial A Ride restrictions and limitations will imprison people in their own home. Journeys are not just made to town but to connect with other services. The cost to health of removing the services will cost more than the savings of £1.1million. Do not take away the service, reinstate the evenings and weekends. Rural and urban is not a matter of	110
B139	Horseless Carriage Services Ltd	I do not own a car and rely entirely on public transport. We have been encouraged to visit the countryside using public transport. Now you say this is low priority. Total withdrawal of service 74 leaves no public transport to Bolton Abbey. The proposed reductions in service 72 will cut down my ability to access Grassington for business and Upper Wharfedale for leisure. Particularly the curtailment of the 1000 from Skipton at Grassington. The proposals are short sighted and you should be developing policies for greater inclusion and cutting wasteful practices and meaningless projects	72, 74
B140	Horseless Carriage Services Ltd	Some residents of Long Ashes use the services every day other not at all, those who do use the service will be unable to access key services. Some people will become isolated. It will be an issue to access medical appointments, GP Surgery, shops and facilities. Loss of local employment and reduced custom for local trades.	72, 74
B141	Eddie Brown Tours	I need the service to go to the doctor at Wetherby and to Harrogate for treatment. I am 83 years old and my family live away.	412, 413

**Proposed Bus Subsidy Reduction Consultation December 2013 - Questionnaire Open Questions Summary of Responses**

No	Q3_comment: What ideas do you have for other ways we could save the required £1.1m reduction in our expenditure on bus services?	Q6_comment: If you are a regular bus user please tell which of the services we are proposing to change you use on a regular basis	Q8_comment: Are there any other comments you would like to make about the proposals?	Town or service no
1386	Increase Council Tax instead, so we can retain essential bus services in deeply rural areas	Service 30 – The Swaledale bus	In my opinion, the proposed reduction of the Service 30 to just two busses a day will do enormous damage to the social wellbeing of residents in the deeply rural areas of Upper Swaledale. The scrapping of the early morning (07.15 from Gunnerside) and the evening return (18.15 from Richmond) journeys effectively means that nobody can use public transport to get to work in Richmond, Darlington, Catterick or further afield. This will surely result in yet more of our younger people choosing to leave the Dale and thereby result in a further shift towards an aging population. In the longer term this will have other knock on effects such as there being insufficient children to justify keeping the schools open, and eventually the Dale will surely die. While the main two bus service journeys that are proposed for retention do allow for residents to get into Richmond to do some shopping and return home again, they do not allow enough time for residents to use other essential services such as the NHS dentist in Richmond. This is because the bus from Keld only arrives at about midday and leaves again for the return journey at 14.00, yet the Dentist is closed for lunch from 12.30 to 13.30, so there is little chance of being able to arrange an appointment for any treatment. Similarly, it is difficult to get an opticians appointment for a full eye test between 12.00 and 14.00. [This is not a problem at present while we have the 18.15 option to get back home as appointments can be made in the afternoon, but this will not be possible if the 18.15 bus is to be cancelled.] On the opportunities for shopping, the proposed two busses a day will effectively restrict Dales residents to only the shops that are available in Richmond town centre as there will be no time to catch connecting busses to go into Darlington or other towns (as is possible at present). In the consultation document it states that it is proposed that the remaining Service 30 timetable (the two busses a day) "has been consolidated with service 32 to improve overall performance", but I fail to see how this will be of any use to residents of Upper Swaledale. Apparently we will have	30
1387		PoD 74 & 72	I feel that the cuts in the buses will make the Craven area isolated for both the residents and the visitors. It will have disastrous effects on the local economy and put people's jobs and livelihoods at risk. The future generations will grow up and leave. If there are less people living in the area then other services will be cut e.g. doctors surgeries, library services, dentist surgeries.	72,74
1388	Undertake a complete clean sheet" review of all transport provided by North Yorkshire rather than cutting from the starting point of the existing provision. Stronger and more imaginative marketing of individual services and public transport as a whole. Stronger co-ordination of timetables to provide enhanced frequency from the same number of journeys."	Service 32 will be withdrawn. In view of the fact that Services X34 and 55 will still be operating through Brompton on Swale people from this village will continue to have public transport access to most facilities.	There is no journey that would enable some one to travel to work in Richmond; the first departure is proposed at 0920 and there is no return journey between 1535 and 1835. It would be good to encourage people to use public transport to take up employment. Could fare paying passengers be carried to Richmond on the a.m. school bus? Better spacing of departures of Services X34 and 55, if possible, would improve the frequency and enhance the service. The summary of Service 32 is inaccurate - it appears to be withdrawn from this village and not amended.	
1391	reduce bus services			
1392		149 155		

**Proposed Bus Subsidy Reduction Consultation December 2013 - Questionnaire Open Questions Summary of Responses**

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585		My daughter uses the 986C bus service to UWS.	The government states that all parents should receive a choice when choosing a school, therefore you cannot claim that children attending schools, due to location, is a good enough reason to stop school buses and frankly it is totally unreasonable. The council have a duty of care to children accessing their chosen school. UWS is a small school and the majority of children attending are from surrounding areas that need safe transport to attend, if you cut all bus services the school could face closure thus staff would loose their jobs! I do not have a problem paying for a bus service for my daughter to attend a school that is not in her area as it is my choice ( as a parent we have that right) if it means bus fare goes up, so be it, but to cut all transport this is totally unreasonable!!! I am the mother of my daughter, I do not drive and my husband works away during the week, I totally rely on public transport. What happens to my daughters schooling, if you remove her safe travel to school?By Law my daughter has to go to school and on a safe route!!! Furthermore you clearly have not taken into consideration the intense pressure you place on the children who are settled into their school environment, who are to begin their GCSEs or who are to sit their GCSEs. Up rooting children, which is what will happen, if there is no safe and reliable transport for children to use, would place them at a disadvantage.Also and more importantly the parents who will not uproot their child, me being one of them, we have the uncertainty and worry that their child is not safe on their journey home as the proposed timetable leaves children lingering at 3:15pm for 45mins to an hour. This will undoubtedly place more expenditure into another resource as having teenagers hanging on the streets for 45 mins, whilst waiting for a bus, will produce community issues. What about stranger danger ?? have you not even considered this???	
586	Pensioners pay a flat rate fee of up to £20 per pass for the usual five year duration	Circular 73		73
587	My Children, who use the buses for school and college, would like everyone to contribute to the bus fares.Since we are paying for a pass or trice weekly fare they think that the regular users who may be retired should also pay a minimum amount towards their travel.Smaller more efficient buses for low passenger routes.More schemes to get people out of their cars and onto buses; young people can't really afford cars but see them as the only way to access the Towns from the dales.Make them cheaper than the train for equivalent journeys!	The Gargrave to Wharfedale school service.Gargrave to Skipton / Aireville Campus	It is a bit bizarre that the school bus will bring children to the Grammar schools in Skipton but return empty. If the Grammar school pupils paid their bit (which no doubt they could mostly afford) then the costs for everyones education would be shared. Since the Grammar school is also a 'choice' for parents they should contribute to getting them there.Living in a rural area it is important for people to have access to transport for getting around. The older and retired do not want to be isolated, and neither do the younger people. If this is how the Council treats the most neady and vulnerable then it is a very sad state of affairs.Make it more acceptable and easy to use public transport rather than putting it out of reach.	

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1957	The service we have bus No's. 80 & 89 is great. we do not want to lose it. maybe concessary card people could contribute a if to there journey. If that amount would be enough. to keep our bus running to help all the people who use this bus which connets lots of villiages it is a lifeline for many people.	My husband & I visit the friarage at different times according to the appointments we are given, sometimes app: Run bus No 80 & 89 late & it would be a concern if we couldn'tget home.	As the bus service 80 & 89 runs how it is sometimes difficult to attend hospital appointments without having to get the bus very much earier & have to wait we are, my husband & I are both 81 years of age	80, 89
1958	Smaller vehicles on les busy routes. Reduce subsity on less busy routes or at less popular destinations.	31x Husthwaite to Helmsley 31x Husthwaite to York		31X
1959		10.40, 12.40, 14.30	Being over 80, and no care its going to make difficulties, dial a ride would not be convenient for me. Would rather pay a fare.	
1960		14A and 75 to connect with bedale bus once aweek.I use the estate buses into town and return other days.	One bus each have may same money.	Northallerton
1961		156, 157, 159		156, 157, 159
1962	I notice on the enclosed time table the no 73 Northallerton Bedale as 26 journeys per day surely that is to many the seems to be a bus every 30 mins you could cut some of them	148 Thirsk Asenby Torpliffe	I would plead with you not to out the 148 Topcliffe circular, Topcliffe is a large village and while i may be able to walk and catch the No 70 my 84 year old mother ? several of her friends would not, she would have to use taxi at £10 per journe. I do not think the 70 services would cope with the extra passengers on monday 4th November 18 people used the 9:35 bus to Thirsk and 14 on the way back. Also how much is the Dialaride going to cost?	148
1963	pay half price with bus pass		I do use car but i may not for much longer i would be isolated without bus services	152
1964		70 152		70, 152
1965	Space out services better (eg the 118, 128 & 843 going to Scarborough often are timetabled to come at the same time. There is then a 1 hour gap before the net set of buses.	We catch the 118 and 843. The 118 enables us to shop at Morrisons.	The 118 is essential to the villages between Scarborough and Filey. The 843 is the only bus which goes to York and Leeds.	118, 843
1967		70 153	we need more buses not less at Hambleton Close. No night buses to hospital would pay half price	
1968	1 bus an hour - not 2 because every 2 hours (1 goes at 12.45 the other one went at 12.00)	153 70	charge return fare £3	153, 70
1969	Not duplicate services at certain times of the ie 3 bus services at one time then nothing for over an hour, to enable one service to be reduced so as not to attract greater expenditure or subsidy.	Buses which affect me would be 118, 128, 843	The 118 is an important lifeline to the villages along its route between Scqrborough and Filey.The 843 is the only bus link between Scarborough and York and Leeds.	118, 128, 843
1970		we already don't have buses on sunday - what next?		
1971		31A 31B 31C	I am completing this form on behalf of elderly relatives who live in Richmond and rely heavily on the 31A, B & C. they use the bus everyday and would be lost without it.	31A, 31B, 31C
1972			beneficial for people reduced polution	149
1973		8 West Ayton		8
1974	get some grant from the lottery central government or york which has too many buses!+, as rural areas are a nightmare , i do not have a car and cannot access my childs school for parents evenings or easingwold for shopping from my house in west lilling , can only get into york to then get a bus to easingwold	easingwold to york, and 181	rural areas are full of children and working adults who cannot access services	181
1976		Market day bus from Helperby - ripon will have a knock on effect to trade		
1977		Helbery to Ripon - thursday - market pay	If no bus service people would feel cut off to. Ripon - York - Easingworld	



**Proposed Bus Subsidy Reduction Consultation December 2013 - Questionnaire Open Questions Summary of Responses**

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1642	Slight increase in parents funding bus service we need to keep the cars off the roads.	Education transport		
1643	You need to concentrate more on the public services.Its not fair to charge kids to go to school at all. I believe that ALL kids should be entitled to a free bus pass to enable them to get to school up to the age of 16. This bus pass could just be a school pass to be used on one route only (the route that gets them to school from their home and to be used in term time only). I think that its outrageous that you are considering to put the school prices up.	This is on behalf of my child who travels to school everyday		
1644	Strongly consider withdrawing services where nearly or 100% of the time there are zero passengers.Possibly make decisions based on the IMPORTANCE of a journey, i.e. what are passengers making journeys for? leisure, shopping, work etc (work should ideally be the highest priority??)	5:10 from Barnard Castle to Richmond and 3:10 from Richmond to Gilling West		
1645	I suggest bus pass holders pay either 1/2 price or £1 each per journey. In particular service Brompton to Northallerton on Wed and Sat, if these services were kept to a morning only (9.00am to 1.00pm) services. Re 80/89 Stokesley service. I note these appear to terminate in Northallerton (Nags Head) so whatabout passengers to Railway station or doctors surgeries. Surely this service could continue to the clock of Romanby which would cover both these destinations. Certainly a 2 hourly service would not be very helpful for doctors appointments, especially for elderly patients with no alternative form of transport.	Mostly the Wed and Sat market day Brompton to Northallerton, also the 80/89 Stokesley to Romanby on other days of the week. We now have a very good local shop for basics - milk, bread, papers, some frozen and tinned foods, but not fresh fruit, vegetables meat and fish it is essential to go into Northallerton. The loss of the post pflice put a big increase on the bus services - to get cash a visit to Post Office or banks etc as 'plastic cards' do not cover purchases from the market.keeping even a reduced bus service on market days would also save one or two jobs	I see no mention or details of the Darlington/Northallerton no 72. I believe this is a joint service N Yorkshire/Darlington but Brompton residents do find this a useful addition.I very much appreciated the pack of information you sent me. I do appreciate the need for the council to save money but i also feel that many residents would much prefer to pay something towards the cost rather than lose such a lot of services	80/89
1646		32 34 and 34Awould use the bus service more, but on a very low income and there are no fare deals so too expensive to go out 1 a week (appointments only and employment)	My partner is out of work at the moment, with the changes to the 32 means we cannot get into Richmond before 9.30, this will reduce any chances of any employment	32 34 34A
1647	You could maybe introduce a fee (possibly half fare) to all pensioners with a free bus pass.Use a smaller bus (suitable for the number of passengers using the bus route)	I use the 118 Scarborough to Filey bus service every day to enable me to get home from work	entitles me to travel on any of the Scarborough and district buses for the week that the ticket covers.Your report mentions that an 'hourly alternative' is available for the 118 bus service which i use. This is untrue the bus service 128 which travels through Seamer to Helmsley leaves the Scarborough train station at 15.45 each day and this is the only alternative service that i could use but as i work until 16.00 this bus has already departed when i get to the train station and the next bus (128) leaves the train station at 17.20pm which is an hour and a half since the previous bus departed.The Coastliner which travels to York and travels through Seamer, i am not able to use my weekly ticket on it as it is not a Scarborough and District bus service.Please would you be able to reconsider not withdrawing the 118 bus service, not just for myself but for the other regular passengers that use the service. Maybe you could introduce a smaller shuttle type bus rather than using the larger buses as this would also cut down on the costs involved	118
1648		Greenacres circular Skipton		
1649		Greenacres circular - Skipton		

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1003		If you change the way my child travels to school on the Yellow school bus it will mean that I will have to take her and collect her from school everyday. Therefore adding extra cars to the already congested roads in Harrogate and also costing us extra money on fuel every week by adding an extra 75 miles a week before even taking into account my time spent behind the wheel of the car driving and sitting in traffic.		
1004		work placements at charity shops in Harrogate and Knaresborough. I also use the bus service for my recreational needs as well. If I cannot access the bus service frequently enough I will have to rely on my father to take me to places etc and he is 75 years old which will also affect my independence as an individual as I will be reliant on him being able to drop off and pick me up afterwards.		
1005	Charge at least £1 50 return, people would be happy to pay this, rather than lose the service. Dial a ride sounds too vague.If there is no bus service, expect a convoy of cars, cluttering up the narrow dales roads.Losses to business in Dales Villages.	Pride of the Dales No74	It would be a very shortsighted decision should we lose such a much treasured service.	
1006	Ask people with Metro cards/bus passes who do not pay normally, to make up the shortfall in fares.	74	I understand that if savings have to be made then it looks reasonable to cut services mainly used for leisure. But people using these services are bringing custom to the Dales when they buy food and drink at the local pubs and cafes, or shop in the towns.I also think one needs to be careful before cutting off rural communities completely and leaving them without public transport.We are encouraged to leave our car behind, and that is what we intend to do more of when we retire soon.	
1007	By amalgamating some schools services with public services. This avoids duplication or creates space on eg school buses where a public service is to be cut.	Route 780 between Little Ribston and Knaresborough	The proposals would make our first bus to Knaresborough at 10.22 and our last bus home at 16.35. At present there is an 8.22 and a 9.22 in the morning. Cutting these out means it is impossible for anyone working in Knaresborough or Wetherby to get there by bus for normal working hours or to come home at the end of the normal working day. We have no shop in our village and some villagers have no other transport to Knaresborough or Wetherby. The roads have no footpaths so it is too dangerous to walk.It will also be impossible to get there for medical or other appointments before about 10.45 or for trains from Knaresborough before then.Assuming cuts have to be made their impact would be much less devastating if the early and late buses can be preserved and cuts made to services in between.	
1008			The discontinuation of the bus service to Upper Wharfedale School could lead to a reduction of the number out of area children attending this school ,also other schools in the area. No other Dyslexia school around here where would children with special needs go as Aireville is in special measures and are busses being stopped going to the grammer schools I guess not.	

## 5. Minutes from all Area Committee meetings

### **NYCC Harrogate Area Committee – Minutes of 5 September 2013**

Members discussed and asked questions about the proposals.

During discussion:-

- County Councillor Peter Horton advised that there was shock within Ripon to the proposal to withdraw subsidy for the Ripon Town Services 131, 132 and 134. He advised of the unanimous decision of Ripon City Council to object and that a petition had been signed by many local people. He queried whether there was scope to reduce the frequency of these services rather than to withdraw the subsidy. Catherine Price advised that the officers were hopeful that these services would be taken on as a commercial operation.
- A Member asked whether elderly people would be able to continue to use Service 683H (Huby to North Rigton). Catherine Price advised that the County Council was unaware of such passengers as such usage had not been registered by the Operator. She undertook to look into the matter but clarified that the proposals would affect such people because it was proposed that the bus service would be provided only for pupils entitled to free home to school transport.
- County Councillor Don Mackenzie (Executive Member for Public Health and Prevention) highlighted that there was a genuine element of choice in this consultation because the total amount of the proposed savings was greater than the £1.1m saving which needed to be made.
- Co-opted Member Brian Dunsby reported the concerns of Rudding Park concerning the 770 bus service. Rudding Park employed 250 people, had a holiday park whose guests visited Harrogate, and had live-in staff who used local facilities. Rudding Park's concerns were as follows: - As a major employer in the area, and a major attraction for revenue coming into the district, Rudding Park relied on a frequent bus service. Sixty of Rudding Park's staff used the 770 bus service to get to and from work. Rudding Park was already paying Transdev directly for a night time and weekend service. There was another operator on the Wetherby to Harrogate route, namely, Connexions. The easy answer for the Council was to make the Connexions bus and the Transdev bus run along the Wetherby-Follifoot-Harrogate route alternate hours. This would not cost the Council any more money, the service would be improved, and the bus companies would save money. Brian Dunsby asked that the 770 service be retained. Catherine Price advised that Rudding Park's comments needed to be fed into the consultation.
- County Councillor Margaret-Ann de Courcey-Bayley asked for the Council not to "abandon" elderly residents in the Fairways loop and at the bottom of Claro Road for whom there might not be a connecting bus service.
- A Member highlighted that many County Councillors had attended a recent Members' Seminar at County Hall when one of the slides had listed the prioritisation of journey purposes, as set out in the Bus Strategy. The priorities were access to: - work; education; health services; shopping facilities; and leisure services. He advised that he had sympathy with that list of priorities.

- Catherine Price clarified that the County Council was unable, statutorily, to charge passengers, who were entitled to Concessionary Fares, to travel on buses, even if such passengers would be prepared to pay.
- Co-opted Member Brian Dunsby criticised Government policy towards Concessionary Fares which was resulting in Councils having to reduce rural bus services to cut costs. Meanwhile, many people who were eligible for Concessionary Fares would prefer to pay a small charge instead of having a Concession but no bus service on which to use it. He asked the County Council to take this up politically. A Member described the situation as “crazy” and suggested that cross-subsidy should be permitted. Members acknowledged that the issue raised by Brian Dunsby was not in front of the Committee for discussion at this meeting but asked for it to be included on the Work Programme for discussion at a future meeting.

### **Resolved –**

- a) That the following be agreed as the Committee’s response to the consultation:-
  - i. This Committee supports the prioritisation of journey purposes, as set out in the Bus Strategy, with the consequence, for example, that this Committee wishes the current frequency of Service 770 to be retained.
  - ii. This Committee does not wish the viability of any school to be jeopardised by the withdrawal of any service to fare-paying school children.
  - iii. That local Members and Parish Councils be advised of the bus services which are underperforming so that Members can promote the increased usage of such services.
- b) That an item be included in the Committee’s Work Programme requesting a report to a future meeting concerning the national requirements regarding Concessionary Fare Schemes so that the Committee can consider making representations about the implications of such requirements on the funding available for bus services in rural areas.

### **NYCC Richmondshire Area Committee – Minutes of 11 September 2013**

A resident of Askrigg attended the meeting to outline a number of issues in relation to the proposed reductions, including the following:-

- Following a recent injury she had been using public transport more extensively and she outlined the difficulty that she faced in getting to medical appointments due to this.
- She indicated that on many occasions the consultation document stated that the buses were operating empty however, altering the current situation would ensure that the buses were better used. She provided an example of altering the concessionary pass scheme by around half an hour in some areas to ensure people could use the buses at times they wished to.
- She paid tribute to the drivers who had many challenges to accommodating passengers on various journeys.

- She noted that to attend today's meeting she would have had to leave particularly early in the morning then would not be able to get back to Askrigg until 4.30 pm and emphasised the need to take account of bus access when setting venues for meetings and start times for meetings.
- She suggested that for immediate improvements to increase passenger numbers some services could be diverted to go to additional villages along the bus routes allowing more passengers to have access to services.
- She suggested that any cuts that were made should provide "value for money".
- Passenger needs' surveys should be ended as these appeared unnecessary.
- Better use had to be made of community transport to ensure that this delivered where it was required and was appropriate.
- Proposed changes to service 156/157 would lead to one side of the Dales receiving less service than the other.

The Chairman stated that he recognised the issues raised by the questioner and the difficulties created for public transport users within the current operating system.

- County Councillor Les stated that he had discussed the concessionary fares scheme with County Council officers and noted that exemptions to the commencement time were in place in some areas, therefore, exemptions to the scheme could be added in where this was felt to be appropriate.

The questioner noted that exemptions were not in place in Hawes or Bainbridge and asked if consideration could be given to extending the exemption to the starting and finishing times for those areas.

In terms of operating alternative services through community transport schemes it was acknowledged that these took a lot of organising and operating and that careful planning would be required to ensure that these could operate in place existing services.

The Committee's comments on the consultation were invited and the following issues were outlined:-

- Co-opted Member, Clive World, raised concerns regarding the removal of the Richmond Town bus outlining his disappointment that this was to be removed. He wondered how senior citizens and young people were to travel into the town without this bus. In response Catherine Price stated that several commercial operators had expressed an interest in providing the town services that had been outlined for removal, through the proposals. She emphasised, therefore, that there was every chance that these would remain in operation, but without the subsidy. Councillor World welcomed the news and asked which other bodies in the Richmondshire district would be consulted. Catherine Price stated that this would involve all the main bodies within Richmondshire include District, Parish and Town Councils. She noted that commercial providers would be consulted, but later in the process. She was asked whether this would be before or after the Executive meeting in January 2014. Ms Price stated that the decisions of the Executive would be

awaited in January 2014 ready for implementation in April of that year and details of what would be provided following that would be considered during the consultation process.

- The Chairman emphasised the need to ensure that the public could decide on what services they wished to see being cut rather than being provided with options for cuts in particular services. He emphasised the need for a passenger transport service for the whole of Richmondshire and not just particular places. In terms of the town service in Richmond he asked whether it would be possible for Richmond Town Council to provide a subsidy to ensure that that service continued. He considered that a true choice would be to give people a chance to determine which services they would like to see cuts taking place in, rather than consulting on cuts within particular services.
- County Councillor Grant highlighted the potential cuts to services 32/73 within her electoral division. She suggested that service 32 was suffering due to the provision of free buses by local supermarkets and considered that these had an adverse effect on public transport services as, often, the free buses were travelling through the area full whilst the public service buses had few passengers on them. She emphasised that this caused problems for those areas only served by the public transport buses, which faced being cut due to the free services being operated.
- She also raised concerns regarding the removal of the home to school transport service and the potential cost that could have for already “cash strapped” families, particularly in view of the minimum £1 fare being imposed for children.
- County Councillor John Blackie emphasised that the Integrated Passenger Transport service did a good job for the County Council, but unfortunately the service was faced with having to reduce costs due to Central Government grants being reduced. He noted that timetables had been put together that may not necessarily be appreciated by the public but did take account of all local communities, as far as was possible. He outlined the service provision through the Upper Dales via Wensleydale and Swaledale.
- He noted that in many rural areas there could be occasions where three or less passengers were using the service at any one time, but the service was still necessary. He considered that the issue raised by the questioner earlier in the meeting was not quite correct as there were two services on one side of the Dales and three services on the other that passed through the various major service centres.
- He noted that many of the services connected with the Little White Bus service operating in the area, which allowed people to connect with appropriate public passenger transport services at appropriate times.
- County Councillor Blackie highlighted the success of the Little White Bus service, which carried 8,500 passengers and had taken £25,000 in fares since it was introduced which was way beyond what was expected. He highlighted

how the scheme had been developed using volunteer drivers and how such services needed the interest of locals to ensure that those schemes continued to progress. He noted that the Little White Bus service now had 24 volunteer drivers and two buses and was well used. He emphasised that with the same level of commitment in other areas similar schemes would work elsewhere.

- County Councillor Les highlighted the savings that had to be made by the County Council over the next two to four years and emphasised the need to find new ways of working in all areas. He considered the Little White Bus to be a good example of how public transport could be provided at less expense to the County Council.
- A member of the public emphasised the need to get the best out of existing services to ensure that any cuts did not have a detrimental effect on the provision of public transport services to local communities. In response it was emphasised that Integrated Passenger Transport were trying to ensure that the most efficient use of the services were provided where possible. Catherine Price stated that the consultation resulted from the need to find savings within the County Council and emphasised that efforts would be made to replace any services discontinued through community and commercial operations.

Resolved –

- a) That the issues raised be submitted as the Area Committee's comments as part of the consultation process.

### **NYCC Craven Area Committee – Minutes of 12 September 2013**

- The Clerk to Cononley Parish Council, present at the meeting, stated that there had been significant cuts to bus services to Cononley, with more proposed through the reduction in subsidies. She noted that the service was useful for the local community and was used by people visiting hospital, etc from the Cononley area. She noted that there had already been reductions to services through Cononley and there was a danger that if this was accepted, more would follow. She also noted that the provision of the Little Red Bus Service had been taken over by North Yorkshire County Council, and that the service was well used, however, she acknowledged that there would be pressure on the County Council to reduce the spending on such services and she requested an update as to where future provision may come from.
- A bus operator from Grassington asked how the County Council could justify spending £millions on a bike race at the same time as cutting public services for local communities. He asked how local people were to attend the Tour de France event if the bus services enabling them to get there had been removed. In response the Executive Member for Highways stated that having the event in the area would generate £millions into the local economy before the event, during the event and for many years following. He considered that the TV exposure generated by the Tour de France would have a lasting impact on the future economy, with local businesses recouping the benefits. He considered the event, therefore, to be worthwhile. He emphasised that the

money being spent was not just for the two days that the Tour de France was taking place, but was for the future benefit of the whole area. Catherine Price stated that Integrated Passenger Transport was working alongside Highways to develop a working group in relation to the arrangements for the Tour de France event. She noted that various issues were being considered to co-ordinate the event and the potential for park and ride services was being investigated. The questioner emphasised that the Tour de France was a short term event, whereas businesses were there for the long term and should receive more support. The Executive Member emphasised that the issues relating to the County Council's finances were long term revenue issues which required addressing and that the short term spending on the provision of the Tour de France would not have a major impact on that.

- Catherine Price acknowledged that the Little Red Bus Service was now operated by the County Council and further consideration would be given to how that operated in future.
- It was noted that, in terms of school transport, those entitled to Home to School Transport would still receive that provision; however, this would not be provided for those not entitled to free transport. A minimum charge of £1 per journey may also be introduced on some services.
- The Chairman referred to the dial a ride Services outlined by Mrs Price and wondered whether these were the community transport scheme being operated by North Yorkshire County Council. He noted that on many of these services there was a £4 minimum charge for wherever the passenger was travelling. He considered for some of the journeys made this charge may be too much and was preventing people from using that service. He considered that by reducing the minimum charge the service may be used more extensively. Mrs Price explained that the dial a ride Service providers were registered with Integrated Passenger Transport. She noted that since the Little Red Bus had not been operating, bookings were carried out through County Hall for those services. She acknowledged that it was important that the right balance between charges and the use of the service were found and she stated that this was being explored currently. She noted that the service could not be operated at any cost to the County Council, highlighting the demise of the Little Red Bus Service, which had operated at very low, or in some cases no fares, basis. She also noted that people had stated that they were glad to have these services in place and that they had to be changed, in terms of fares charged, for them to remain operational. The Chairman emphasised that he had no problem with the pricing structure, just the minimum charge. He considered that the services could be utilised by a number of elderly people taking relatively short journeys but felt excluded from using this services because of the high minimum charge. Mrs Price again emphasised the need to balance the continuation of the service against the charges imposed.
- A Member referred to the withdrawal of Home to School Transport and the particular effect that would have on the Upper Wharfedale School. She noted that currently around 80 children from Skipton and 30 children from Gargrave attended the Upper Wharfedale School, but were not entitled to free Home to School Transport and, therefore, would not be provided with any transport to their school of choice. She suggested that parents were willing to pay for the service, but, should this be withdrawn, as was proposed, then alternative



methods of travel would have to be found or children would have to move schools. She noted that if it was decided that children would move schools then this would leave the Upper Wharfedale School vulnerable due to lack of numbers and would leave Airedale School struggling to accommodate additional numbers. She requested details of the numbers of pupils that were eligible for free Home to School Transport to show the viability of this proposal. Mrs Price explained that the proposals had been discussed with Children and Young People's Services and it had been emphasised that these could not affect the viability of schools, therefore, that issue would have to be taken account of.

- Another Member noted that there would be an additional cost of having to provide Home to School Transport free of charge to the pupils displaced from Upper Wharfedale School with them having to travel to Airedale School. She asked for details of those figures to determine the true costs of the removal of paid for services to Upper Wharfedale School.
- A Member referred to the Health and Wellbeing Strategy and the prevention of isolation and loneliness within vulnerable groups as that was detrimental to health. She noted that the provision of public transport was a major factor in preventing isolation and loneliness and noted that at a recent Older Person's Conference in North Yorkshire a number of people had indicated that they would prefer to pay for the provision of public transport rather than lose services. She emphasised the need for the provision of the dial a ride Services even if these could only be provided 2/3 days per week. She also suggested that the question of fares should be raised with older people, as many were willing to pay an additional sum to ensure that services remained in place. She stated that she would seek feedback from older people in relation to that matter. She considered that where older people were unable to drive they could become isolated in their own homes which could have serious repercussions on their health. She suggested that it was appropriate to give consideration to having a pooled budget for dial a ride services and asked for the Executive Members for Transport and Public Health to look at this. The Executive Member for Highways indicated that every effort was being made to try and protect isolation and stated that he would give serious consideration to the pooling of budgets, with public health, to assist this position. It was asked whether the Home to School Transport issue was to have been the subject of a separate review. In response Mrs Price stated that the separate review referred to related to a review being undertaken in respect of transport for Post 16 pupils and not the subsidy reduction transport issue.
- A Co-opted Member emphasised that the proposals in terms of Home to School Transport would affect the viability of Upper Wharfedale School and therefore needed to be taken account of. The Chairman stated that the consultation process would take account of those issues.
- A Member referred to the question from the Clerk to Cononley Parish Council relating to the cuts in service that had already taken place and proposals for further cuts in that area. He suggested that there was a need for the consultation to be transparent and reflect the situation throughout the County in respect of the potential savings that could be made through these cuts and of costs per service in other areas. He noted that the proposals for cuts in the 78A service and the withdrawal of the 71 service resulted in savings of £1.79

per journey. He noted that in some other areas, for example Selby to Sherburn in Elmet, the subsidy for journeys was £10.22 and although that service was under threat, it was not to be cut. He noted that the 78A and 71 bus services were well used, with a comparatively low subsidy, but were in line for being cut. In response Mrs Price stated that the information obtained in relation to the services indicated that some of these were operating with less than three passengers per journey which was why they were being considered for reduction. She noted that she did not have the Selby papers available, in terms of the examples provided, but noted the issues raised. She stated that the comments made by the Member would be taken account of in the consultation process and should be sent to the team as part of that. The Chairman considered the issues raised to be valid and suggested that where bus services were receiving very large subsidies then these should be considered for removal rather than being under threat.

- A Member whilst welcoming the consultation suggested that the time period given was fairly short and, in particular, the time period between the end of the consultation and the implementation of the resulting decisions appeared inadequate. The Chairman noted that all Area Committees were being included in the consultation on this, with further consideration through the scrutiny process and that comments received would all feed in to the consultation process. Mrs Price emphasised that all issues put forward during the consultation would be taken account of, with a great amount of feedback being submitted on line. She considered that the timescales were appropriate and there would be sufficient time to take account of the full consultation.

Resolved –

- a) That the report be noted and the issues raised be fed into the consultation process;
- b) That details of the figures relating to the additional cost of having to provide
- c) Home to School Transport free of charge to the pupils displaced from Upper Wharfedale School for them to travel to Airedale School be provided to determine the true costs of the removal of paid for services to Upper Wharfedale School.
- d) That the Executive Members for Public Transport and Public Health give consideration to having a pooled budget for the provision of dial a ride services

### **NYCC Hambleton Area Committee – Minutes of 16 September 2013**

- At the invitation of the Chairman the Committee was addressed by John Kettlewell, Chairman – Exelby, Leeming and Newton Parish Council. Mr Kettlewell accepted the need for cuts but argued that what was being proposed was too drastic. Within the area served by his parish council the number of bus journeys would reduce from eighteen per week to just two. Local people relied on the bus service to access both social activities and essential medical appointments. He suggested as an alternative an extended service around the Exelby area taking in additional villages to what was proposed in the consultation document.
- The Democratic Services Officer then read out a statement submitted by Wing Commander John Crennell from RAF Leeming. On behalf of service families he voiced his opposition to the proposed reduction of the local bus service to

two journeys per week. As an alternative to what was proposed he suggested a revised route through various villages terminating at Leeming that used the base as a turning point. He offered to work with Officers at the County Council to find a solution. A copy of his statement was handed to Catherine Price.

- County Councillor Bryn Griffiths submitted a written statement expressing on behalf of his local parish councils concerns about the proposed reduction in frequency of bus services numbers 80 & 89 and in particular the removal of the loop through Romanby which provided access to Northallerton Railway Station. A copy of his statement was handed to Catherine Price.
- In response County Councillor John Weighell highlighted reductions to the County Council's budget and said that savings had to be found. He sympathised with those affected by the changes but said that the County Council had to be realistic. The long term solution was he said community transport schemes run by volunteers.
- District Councillor Adamson said that there was a lot of misinformation about the proposed changes and he hoped that when changes were implemented these would be properly communicated.
- In response to questions from Members Catherine Price advised that the timing and connectivity of remaining services had been considered. In view of the volume of statistical information that was available about individual services she offered to speak on an individual basis to any Member who had concerns outside of the meeting.
- Members were encouraged to respond direct to the consultation and to invite parish councils and other interested parties to do the same.
- The majority of members on the Committee supported the views expressed by County Councillor John Weighell and offered no additional comments.

### **Resolved –**

That the comments made during the meeting and recorded in the Minutes be noted.

### **NYCC Ryedale Area Committee – Minutes of 18 September 2013**

The following public question was raised:

(a) Ms Sue Cowan, Town Mayor, Pickering Town Council – Proposed Reduction to Bus Subsidy

- In Pickering many people are worried about proposals which may result in the loss of the town bus service. I would like to impress upon you that this service is a lifeline to many older residents as for many it is the only way of accessing shops, banks, doctors, the library and meeting friends. So today I need to ask you for an explanation and clarification on how any other bus service could operate. I know dial a ride is being suggested but as figures I have been given suggest there are between 3,000 and 3,500 passenger journeys a month on the existing service. To be more specific on market days and pension days the usage is approximately 250 per day.
- How would you suggest that a dial a ride service making single door to door journeys would cope with these numbers?
- Many of the users who are mainly concessionary card holders have said they are willing to pay something towards retaining the service, but I understand

that is not an option available to them as they cannot be charged under the recent Transport Act.

- May I further point out to you that planning permission has recently been given for retirement apartments at The Avenue, Eastgate, Pickering and for a 168 unit retirement village on the outskirts of the town. I assume that some; perhaps the majority of these residents would appreciate a town bus service.
- If you could give some clarification to the concerns raised in this request it would be very much appreciated.

Members made the following comments:

- County Councillor Elizabeth Shields said that the changes to the bus services would affect people from the rural area of Ryedale; she considered that town and rural services needed to be maintained and that any changes must be looked at thoroughly before implementing. She asked for the savings on the bus subsidy from Malton to Norton. Richard Owens advised that £18k was paid to subsidise the bus service in Malton and Norton per year.
- Councillor Philip Chapman urged the County Council to make the best use of bus services. He highlighted the need to use a limited service responsibly and to focus the service on times when it was most needed.
- Councillor Linda Cowling highlighted isolation and exclusion issues in the local rural community and also the economic damage to town centres. She noted future NYC C Ryedale – Minutes of 18 September 2013/5 building for retirement housing in Pickering and asked whether this had been taken into consideration. Councillor Linda Cowling considered that a long term solution could be community transport schemes run by volunteers. She asked for the subsidy to bus services in Pickering. Richard Owens advised that £28k was paid to subsidise the bus service in Pickering per year.
- Councillor Linda Cowling asked for distribution details of the consultation. Richard Owens advised that the consultation had been sent to the District and Parish Councils, buses, in a press release and in some cases local deliveries had been made.
- County Councillor John Clark noted the dangers of looking at the cost of one bus service against another. He said that savings were needed because of Government cuts.
- Councillor David Lloyd-Williams highlighted the public's concern at the reduction to bus services which, he said, was evident when looking at the high numbers of the public attending the meeting. He noted that local people relied on the bus service to access both social activities and essential medical appointments. The first pages of the report referred to cuts from the County Council's budget which was a Government decision. He asked what the Executive were doing to influence the Government cuts.
- County Councillor Clare Wood indicated that she would not talk to the political arena in her reply but she highlighted reductions to the County Council's budget and said that savings had to be found. Whilst she sympathised with those affected by the changes she said that the County Council had to be realistic and make difficult decisions whilst making sure vulnerable people were being looked after and that they were not isolated. She considered the need to look at bus services which were most often or least used and adopt a sensible approach to these services and the dial a ride service. County Councillor Clare Wood asked Richard Owens to look at providing essential

bus services to the working community and also urged members of the public to make their views known.

- County Councillor Lindsay Burr MBE highlighted the importance of bus service to the rural community of Ryedale. She considered that the savings made would be minimal to a service that was a life line to towns and villages.
- Councillor Elizabeth Fairburn highlighted low numbers on the buses in her area; she asked if cars had been considered instead of buses. Richard Owens said that the County Council have used car schemes in the past if it was economically viable.

Members of the public made the following comments:

- The Town Mayor of Pickering Town Council said that if the Proposed Reduction to Bus Subsidy leaflets could be printed off she would ensure delivery in Pickering which would enable many more people to respond to the consultation. Richard Owens agreed to provide leaflets and said he wanted the consultation to reach as many people as possible. People needed the bus service so that they can be independent for as long as possible; the bus service was a lifeline for people of all ages. The County Council were making the decisions but did not use the bus service. Many members of the public do not own a computer and were unable to download the consultation or respond to it.

Concessionary fares passengers would be willing to pay towards the bus service. Richard Owens clarified that the County Council was unable, statutorily, to charge passengers, who were entitled to concessionary fares, to travel on buses, even if such passengers would be prepared to pay.

The Chairman thanked Richard Owens for his presentation.

Resolved –

- a) That the report is noted.
- b) That the Committee's and members of the public's comments are forwarded to the Corporate Director, Business and Environmental Services for inclusion in the consultation process.

### **NYCC Yorkshire Coast & Moors Area Committee – Minutes of 9 October 2013**

During debate, Members expressed the following comments:-

- County Councillor John Blackburn expressed grave concern at the proposal to withdraw bus subsidy from the 118 service because, as a consequence, there would be no service between Flixton/Folkton and Scarborough. He emphasised the need to look again at the 118 service with a view to providing a bus at certain times during the week. Richard Owens (Assistant Director - Integrated Passenger Transport) responded that there were very low passenger numbers on the 118 service which would not sustain a regular bus service and that community transport was a possible solution.
- Members asked Richard Owens to attend a separate consultation presentation in the south of the Scarborough District. Richard Owens indicated that he would do so if that was the wish of the Area Committee. County Councillor Sam Cross proposed that the Evron Centre at Filey should be the venue.
- Various Members highlighted residents' frustration that local bus services were being cut when, at the same time, the Scarborough park and ride

service was operating with very few passengers. Members emphasised the need to look at the times of the park and ride service to see if savings could be made from there instead of those set out in this consultation. Richard Owens offered to investigate that matter further, if that was the wish of the Area Committee.

- Borough Councillor Colin Challen suggested that some services were being cut to such an extent that it would be inconvenient for potential passengers to use the few services which remained and to be able to coincide their travel with those remaining services.
- County Councillor David Chance expressed support for maintaining services in the Esk Valley.
- County Councillor Sam Cross expressed grave concern at the proposed loss of funding for the Olympic Service which ran around Filey and the consequent isolation of elderly people if that service was withdrawn. He added that he had prepared a written response to the consultation.
- Borough Councillor Brian Watson highlighted that it was important that residents within villages were able to get to work and this should be taken into account in the current consultation.
- County Councillor David Jeffels advised that older people were prepared to pay a small charge to travel on a bus but they were not allowed to do so for legal reasons. He suggested that it would be appropriate for the County Council to lobby MPs and the LGA to change that situation if people were prepared to make a contribution to keep services going.
- Members expressed doubt that dial-a-ride would be the solution in all areas on the basis that vehicles were unlikely to be of sufficient size. It was also highlighted that Concessionary Fares could not be used on dial-a-ride services.
- Parish Councillor Carole Gerada highlighted that withdrawal of the early morning number 7 service would mean that people would not be able to get to work. Richard Owens asked Parish Councillor Carole Gerada to contact him after the meeting to provide further detail.
- Parish Councillor Carole Gerada highlighted that the Mental Health Team had recently moved to Eastfield and that cutting the 118 service would mean that patients would not be able to get there.
- County Councillor Joe Plant expressed concern about the proposed withdrawal of subsidy from the early morning service from Whitby which consequently might prevent residents attending hospital appointments at Scarborough. Richard Owens undertook to send to County Councillor Joe Plant detailed usage figures in relation to the 93 service.
- Borough Councillor Godfrey Allanson urged that subsidies should not be withdrawn from rural services to the extent that they were left without any bus service. He also expressed concern about the proposed use of community transport and dial-a-ride which relied on volunteer drivers.
- County Councillor John Ritchie suggested that the LGA's attention should be drawn to the disproportionate effect which cuts in frontline services were having on those least likely to be able to afford them.
- County Councillor John Ritchie expressed concern about the proposed withdrawal of subsidy from the Scarborough to Eastfield early morning service which he understood was used by residents to get to work.

- Richard Owens clarified that the proposed increase in fares for pupils travelling to Graham School was not more than 10p per journey. Some Members commented that an additional 10p per journey, over time, would be a substantial amount for some families.
- Representatives from Esk Moors Active highlighted that the Heather Hopper should have been consulted before the County Council published this consultation which stated that the Heather Hopper was an alternative service. The representatives from Esk Moors Active also advised that they were unable to operate a public bus service. Richard Owens responded that he would arrange for one of his staff to contact the Heather Hopper following this meeting.

**Resolved –**

1. That Members' comments in relation to this consultation, as set out in the preamble to this Minute, be forwarded as a response to this consultation.
2. That Integrated Passenger Transport staff investigate whether reductions in subsidy can instead be made from the operation of the Scarborough Park and Ride Service.
3. That Richard Owens be asked to attend a consultation meeting to be held at the Evron Centre in Filey.

**NYCC Selby Area Committee – Minutes of 21 October 2014**

Following the presentation a number of issues and points were raised as follows:-

- Concerns were expressed in relation to the criteria being put in place for the provision of school transport. It was suggested that there were some inconsistencies in how school transport was provided and funded. Details of the 025S Service (Brotherton – Kellingley – Beale – Kellington – Brayton College) were discussed and it was noted that the poor performance, indicated within the reason for the withdrawal of the service to all those other than those who were entitled to free home to school transport, related to low numbers using the service. Members raised concerns that those travelling to educational facilities outside the County would still be able to obtain bus services, whereas those remaining within the County would not.
- Members sought clarification as to the operation of the transport facilities for those receiving free home to school transport and asked that it be ensured that these were not running half full, leaving behind those who would have used the facilities previously. The Assistant Director stated that when the service began operations the spare seats would be offered to anyone wishing to take those up. He noted that this practice was currently operated throughout the County and would continue after the scheme had been revised.

**Resolved –**

That the budgetary situation requiring the reduction in bus subsidies be acknowledged and the comments of Members in relation to the consultation be submitted as part of the consultation process.

## Working for you

Richard Owens  
Assistant Director For Integrated  
Passenger Transport  
North Yorkshire County Council  
County Hall  
Northallerton  
North Yorkshire  
DL7 8AD

Our Ref OSC/BS/MC  
Your Ref  
Date 25 November 2013

Dear Richard,

### **Response to Consultation on Proposed Reductions to Bus Service Subsidy.**

I would like to thank you for your attendance at Harrogate Borough Council's Overview and Scrutiny Commission meeting on 20 November 2013 regarding the consultation to proposed reductions to bus service subsidy. I considered that your attendance provided valuable insight to the proposed reductions and also gave the opportunity for Members to ask questions of specific detail. I would also like to thank you for your agreement to receive the formal comments from the Commission after the original deadline.

As a response from Harrogate Borough Council to the consultation the Commission made the following comments:

- There was a view that it was difficult to consider the issue without detailed information on the potential savings for routes particularly rural areas and the numbers of affected residents. In this regard you agreed to provide further information to Mark Codman (details below)

Mark Codman Corporate Improvement Officer

Address - see later

[mark.codman@harrogate.gov.uk](mailto:mark.codman@harrogate.gov.uk)

01423 556153

- There was concern about the ability of Dial-A-Ride services to pick up /cope with additional demand where this was indicated
- There was concern that it was known from the proposed reductions that some communities would not have bus services at all therefore contributing to rural isolation
- There was concern that changes to bus services generally would lead to additional traffic on the road network particularly from parents transporting schoolchildren
- The Commission was concerned that Dial-A-Ride users would be required to make a payment even if they were entitled to an older person's bus pass and considered that this was a particular issue to be considered

The Commission also agreed the following formal response to Consultation questions:



Q2a To what extent do you agree with the overall strategy? - **Agree**

Q2b Withdraw subsidy from contract services where the subsidy per passenger subsidy per journey is more than £6 - **Agree**

Withdraw subsidy from contract services where the number of passengers using a particular journey is 3 or fewer - **Agree**

Not provide contract services with more than one journey every two hours - **Disagree**

Withdraw subsidy from "Town Services" in urban areas - **Disagree**

As an overall comment the Commission noted that once a bus service had been reduced in frequency then it was very difficult to build usage up to previous levels should this be required. It was therefore considered that this should be taken into account when implementing any potential service reductions.

Once again thank you for your attendance at the meeting and I look forward to receiving the additional information as agreed.

Yours sincerely



**Councillor J Fox**  
**Chairman of the Overview and Scrutiny Commission.**

**Department of Corporate Policy & Improvement**

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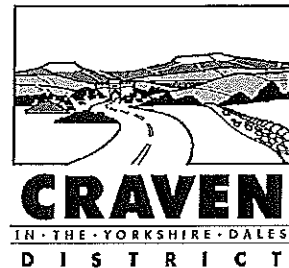
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NORTH YORKSHIRE

28 OCT 2013

COUNTY COUNCIL



Mr Richard Flinton,  
Chief Executive,  
North Yorkshire County Council  
County Hall  
Northallerton  
North Yorkshire  
DL7 8AD

Cllr John Roberts  
01756 760355  
[j-roberts@supanet.com](mailto:j-roberts@supanet.com)

Telephone: 01756 760335

21<sup>st</sup> October 2013

Dear Mr Flinton,

**Ref: NYCC Consultation on Public Transport Proposals**

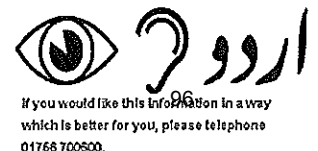
This letter is the Council's response as a statutory consultee to North Yorkshire County Council proposals to cut the subsidy on public transport and school transport arrangements

The Council's Select Committee was charged with the task of scrutinising NYCC's proposals to cut the subsidy on certain bus routes in Craven, and to cease transporting children to school from outside drawing areas who are not entitled to free transport.

To this end, the Select Committee has held two meetings, one with a bus operator present, and another with the Assistant Director (Integrated Passenger Transport) Mr Richard Owens present, to advise the Committee on North Yorkshire County Council's proposals and to answer any questions. The Committee was very grateful for Mr Owen's attendance and for his contribution which assisted in formulating our response to the consultation documents.

It is appreciated that North Yorkshire County Council is experiencing financial pressures, but as a result of their scrutiny, the Select Committee was not convinced that certain of the proposals were in the best interests of the residents of Craven.

Paul Shevlin, Chief Executive  
Calls may be recorded for training and monitoring purposes  
For general enquiries telephone 01756 700600  
[www.cravencdc.gov.uk](http://www.cravencdc.gov.uk)



**You will be aware of the County's duty to provide a public transport service for residents appropriate to meet the requirement within the County which would otherwise not be met.**

The Committee heard that in order to reduce costs the following proposals were under consideration:-

- Withdraw the subsidy from contracted services that were not well used i.e. where there were 3 or fewer passengers and the subsidy was more than £6 per person per journey.
- Stop supporting contract services of more than one journey every two hours.
- Withdraw the subsidy for 'town services' in urban areas.
- Withdraw services which take pupils to a 'preferred school'.
- Limit the subsidy to £1.50 per journey for non-entitled fare paying pupils to their normal school.

The Committee accepts that minor changes to the timetable have to be made resulting in a reduction in the subsidy paid to the bus companies but not to the extent of the extra cuts proposed.

The Committee's comments are as follows:-

1. District Councillors, as you are aware, are responsible for the social, economic and environmental wellbeing of the residents of the district. The age profile of our residents is increasing. In rural areas, in particular, the need for good public transport is essential and you will be aware of the studies into isolationism not only for the elderly but also for teenagers.
2. The question of ceasing transporting children to school from outside the catchment area, who are not entitled to free transport, was seen by the Committee as a proposal with unacceptable consequences on schools, particularly in the case of Upper Wharfedale School. The particular circumstances concerning the school would seriously affect its sustainability.
3. The Committee considers it very disturbing that serious discussions between Transport and Education at North Yorkshire County Council appear not to have taken place. This move should not go ahead until a satisfactory solution to the problem has been established. This could be perhaps through separate commercial arrangements being made by the PTA or the school making necessary arrangements.
4. The separate question of school transport is considered a little strange because parents pay £6 per day. If this North Yorkshire County Council scheme stops, there must be alternative arrangements in place before this occurs at any of the schools.

5. There is need for social housing in rural areas and the families that qualify may have a need for public transport.

6. The Select Committee looked at Community Transport in parallel to the proposals from North Yorkshire County Council .

7. The introduction of a Dial-a-Ride service covering Skipton town service was seen as viable, and the Committee agreed that there are other locations where this might apply.

8. It was also reported to the Committee that bus pass holders were offering to pay £1 or £2 everytime they use their passes. This was seen as a matter which Yorkshire County Council could pursue further with the Government.

9. We noted the proposed reliance once again on community transport something which has time and again failed leaving nothing but ill feeling and a poorer transport map behind. . Recently we have lost the services of the Little Red Bus.. During our meetings we did ask if there was a way of working with existing private operators to encourage them to perhaps develop a Community Transport element to their business model.

10. The withdrawal of the Grassington – Ilkley service is viewed with concern by the Committee who were aware of its importance in providing access to the Dales and the National Park . The Metrolink at Ilkley links Leeds and Bradford to the Yorkshire Dales.

11. On the question of any effect on sustainable tourism, it is seen as being unacceptable to the area, particularly the Yorkshire Dales. The Yorkshire Dales National Park Authority is committed under the 2nd purpose of the National Park to encourage and enable visitors to the National Park – the termination of the Ilkley to Grassington bus would be unacceptable, and the other rural bus routes outside of National Park will be similarly affected e.g. Lothersdale and Cowling..

In conclusion, the Craven District Council Select Committee was satisfied that some cuts to subsidies could be absorbed, but not at the level proposed. A reduction by 1/3 of the proposed cuts would, in our view, be acceptable:

Yours sincerely

**Cllr John Roberts,**  
**Chair**  
**Craven District Council Select Committee**

c.c. Hon Julian Smith MP  
David Butterworth, Chief Executive Officer, YDNPA  
Shelagh Marshall  
North Yorkshire County Council Education Department  
Headmaster, Upper Wharfedale School  
John Weighell Leader NYCC

## NORTH YORKSHIRE COUNTY COUNCIL

### BUSINESS & ENVIRONMENTAL SERVICES

#### TRANSPORT, ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

19 DECEMBER 2013

### PROPOSED REDUCTIONS IN BUS SUBSIDY

#### Report of the Corporate Director – Business and Environmental Services

#### **1.0 PURPOSE OF REPORT**

- 1.1 To invite members of the Committee to comment on the council's proposals to reduce bus subsidies by £1.100k.

#### **2.0 BACKGROUND**

- 2.1 At its meeting on 24 July 2013 the Council decided :
- 2.2 That the Corporate Director, Business and Environmental Services be authorised to begin a consultation exercise on public transport subsidy as set out in the report, which could potentially realise savings of £1,100k.

#### **3.0 CONSULTATION**

- 3.1 In accordance with this decision detailed proposals were drawn up and a consultation exercise was instigated on 9 August 2013 with a closing date of 25 November 2013.
- 3.2 The consultation documents were made available online through the Council's website and available by post on request through the Customer Service Centre. The following actions were designed to ensure maximum coverage and awareness:
- 3.3 Details were sent by email to 130 individuals and organisations and by post to a further 245 organisations. These included all County Councillors, District and Parish councils and representatives from special interest groups.
- 3.4 Details were also sent to 18000 businesses in the county.
- 3.5 A press release was issued. This received good coverage in local papers as well as the BBC website.

- 3.6 Posters were displayed on buses, in libraries and other public places. Library staff were available to provide assistance if required.
- 3.7 Schools were asked to make information available to all parents.
- 3.8 A report on the proposals was considered by each of the Area Committees, an officer was available at each meeting to deal with queries.
- 3.9 An online questionnaire was designed to allow people to submit comments in a structured way; a printed copy (with a return envelope) was available on request. We sent out 698 paper copies.
- 3.10 During the consultation process there was some criticism of the emphasis on the council's web site rather than paper based information being more readily available.
- 3.11 It was also noted that a number of Parish Councils had not fully recognised the significance of the information we had sent them.
- 3.12 The proposals we submitted for consultation comprised an overall strategy "To ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money".
- 3.13 The consultation also proposed four policy areas which would ensure a consistent approach to reducing costs across the county. The four areas are:
- i. Performance – looking at the extent to which our contracts represent value for money.
  - ii. Service frequency – reducing costs by maintaining services but with fewer journeys.
  - iii. Subsidy for Town Services – withdrawing subsidy for town services. It was felt that because the average passenger journey length for these services is less than 1.5km then people are able to access the services and facilities the need by other means (walking, cycling, taxis etc), and because these services were heavily used, there was an opportunity for these to be continued on a commercial basis with no subsidy from the council. Where this would not be possible for some people, we would work to develop a community led transport service.
  - iv. School Transport services – a close examination of the network of services we provide for fare paying school children.
- 3.14 In the consultation we identified the impact implementing each of the policy areas would have for each of the services we subsidise.

#### **4.0 CHANGES SINCE THE CONSULTATION WAS LAUNCHED – LOCAL BUS SERVICES**

4.1 During the consultation period we have continued to review the performance of our contract services. In some cases usage has increased and the subsidy per passenger journey has reduced; in other cases the cost of providing the service has reduced and consequently the subsidy per passenger journey has reduced. In accordance with our general proposals where the subsidy per passenger journey has reduced to below £6 we now propose to retain the service.

4.2 In our original proposals we indicated that some of the Town Services could be retained on a commercial basis. During the consultation period we have had discussions with operators about this. The following table sets out the current position with regard to our discussions with operators.

Area	Comment
Filey Town Service	Commercial provision confirmed awaiting final details
Malton Town Service	Commercial provision confirmed awaiting final details.
Northallerton Town Service	Commercial provision confirmed - will not operate Bylands Place or Malpas Rd.
Richmond Town Service	Commercial provision confirmed will exclude Norman Rd, Coronation Place and Whitcliffe Place.
Ripon Town Service	Commercial provision confirmed awaiting final details.
Thirsk Town Service	Commercial provision confirmed will not include Ripon Way
Pickering Town service	Discussions on going with providers
Skipton Town Service	A limited service will be provided using the “down time” on NYCC fleet vehicles
Scarborough Town Service	A reduced service will be provided for Folkton & Flixton and Weaponess for a trial period.
Whitby Town Service	Since we issued the consultation we have learned that commercial services to Stainsacre and Castle Park will be withdrawn. We are currently reviewing what action we should take in this area.
Harrogate Town Service	We are currently assessing whether we can provide a reduced town service alongside our Community Transport Services

4.3 We have reviewed our proposal to withdraw service 74 (Ilkley – Grassington) and following discussions with the operator are able to retain a reduced level of service. These changes are summarised in Appendix A.

## 5.0 **CHANGES SINCE THE CONSULTATION WAS LAUNCHED - SCHOOL TRANSPORT SERVICES**

- 5.1 As part of the consultation we have proposed changes to the network of school services for those children who are not entitled to free home to school transport. This includes the withdrawal of services to a “preferred” school. Through the consultation schools and parents have expressed concern about the possible impact of these proposals on the financial viability of some schools. The following schools are affected :

Upper Wharfedale	Thirsk School
Sessay C E	Boroughbridge High
Nidderdale High	Selby High
Brayton High School	Richmond School
Ripon Grammar	King James
Malton School	Ermysted'S Grammar
Skipton Girls' High	Norton College
Wensleydale School	

- 5.2 Some of these secondary schools qualify for the new sparsity funding under the new DfES funding arrangements and therefore would appear to fit in with the government’s determination of “necessary” schools. Sparsity in this context is defined as having fewer than 600 (post 16) pupils and where the average distances for the students (who live closest to the potentially sparse school) to the next nearest school is more than 3 miles. The schools which currently qualify as being sparse are Upper Wharfedale, Nidderdale and Wensleydale and it is noted that they also attract students who do not qualify for free home to school transport. Schools are free to provide arrangements which are additional to the mandatory requirements and CYPS are working closely with some of the schools where the impact of reduced rolls might adversely affect these schools future financial standing. Schools will need to consider the impact of such reduced roll on how the school is organised and how it allocates its resources, however, if necessary, the Council can allocate additional funding to ensure the sustainability of any schools deemed to be necessary. If a school decides it wishes to provide funding for additional transport, we are happy to work with them to help them achieve a cost effective outcome.
- 5.3 Where we are proposing to withdraw transport for fare paying children to other schools we are working with colleagues in CYPS to ensure that of walking routes to the school are in line with the guidance on the assessment of walked routes issue and by Road Safety GB.
- 5.4 We have also re-procured a number of school services for fare paying pupils which were included in our proposals. As a result we have significantly reduced our costs in Harrogate and Scarborough and are able to confirm that the school services listed in Appendix A which had been proposed for withdrawal will be retained at no additional cost to the council. It should be



noted that these services cater primarily for pupils entitled to free home to school transport or fare paying pupils within the schools catchment area.

- 5.5 Since we issued our consultation CYPS have undertaken consultation on Post 16 Home to School and College Transport. A separate report has been produced on the outcome of this consultation. That report considers a proposed increase in the charges for Post 16 transport from £360 pa to £480 pa. If this is implemented then we would need to increase the fares on local bus services to reflect the same level of charge to ensure that we maximise additional income to meet financial targets.

## 6.0 **CHANGES SINCE THE CONSULTATION WAS LAUNCHED – FINANCIAL IMPLICATIONS**

- 6.1 As a result of the changes outlined above our savings proposal in summary is:

General Policy Area	Expected Saving (BES) £k pa
Performance (including commercial add ons)	196
Town Services	357
School Transport Changes	800
Frequency Reductions	647
Total	2000

## 7.0 **NATIONAL GUIDANCE**

- 7.1 Door to door a Strategy for Sustainable Transport Integration.

- 7.1.1 The Department for Transport (DfT) issued this document in March 2013. It confirms the Governments support for increasing the number of journeys made by sustainable transport – including Public Transport. The strategy identifies four priority areas:

- make use of current and new technologies to give travellers access to the information they need to plan sustainable door-to-door journeys;
- improve ticketing choices and payment options so that more people can travel with a single transaction across multiple modes of transport;
- increase choice through better connectivity and efficiency on transport; and
- make it easier to change between different modes of transport during a journey. The strategy is supported by a number of funding streams including Local Sustainable Transport Fund (LSTF), funding for low carbon buses and funding for Better Bus Areas.

- 7.1.2 The council has bid successfully for two LSTF funded schemes, one in Whitby and the North York Moors and the other in Harrogate.
- 7.1.3 Funding for low carbon buses and better bus areas are both schemes where we would need to bid in conjunction with Bus Companies and while we have had some productive discussions we are not in a position to put forward a bid.
- 7.1.4 In any event, the nature of our contract services is such that they would not be able to benefit significantly from either of these schemes.
- 7.2 Valuing the social impacts of public transport.
- 7.2.1 Mott MacDonald, supported by the Institute for Transport Studies at the University of Leeds, and Accent Marketing and Research, was appointed by the Department for Transport in January 2012 to carry out research into valuing the social impacts of public transport.
- 7.2.2 This is technical report which highlights the importance and value of public transport particularly to young people, low income groups and older people. It confirms that bus services (and community transport services) are particularly valuable in reducing social isolation and combatting loneliness in communities.

## **8.0 IMPACT ON THE LOCAL ECONOMY**

- 8.1 Local Bus Services support the local economy in the following ways:
- 8.2 People use local bus services to access employment opportunities; this is particularly important for younger people who may not be able to drive or afford to run a car. It also means that recruitment would be more restricted to people who were car owners. The consultation showed that 32% of respondents considered that the proposed changes would impact on their access to employment.
- 8.3 People use bus services to access market towns and buy goods and services. While the proposals were specifically designed to ensure that as many people as possible would continue to have access to public or community transport, 82% of respondents considered the proposed changes would impact on their access to shopping and personal business.
- 8.4 The importance of tourism to local economies and the role of bus services in supporting this has also been a feature with a number of comments having been made in relation to the timing of our proposals relative to the Tour de France in July 2014.
- 8.5 The companies who provide our contract services employ people as drivers, maintenance and back office workers. We estimate that about 47% of the cost of operating a transport services is made up from wages. Our proposed saving of £1.1m represents a total cost of providing a service of £2.2m which

in turn would reflect labour costs of £1.03m equating to approximately 63 full time jobs at typical labour rates.

## **9.0 EQUALITIES IMPACT ASSESSMENT**

- 9.1 When developing the proposals to achieve the required budget reductions we carried an Equality Impact Assessment.
- 9.2 This found that the majority of passengers on subsidised bus services are older people, and that disabled people (as a group) are more likely to be bus users than non-disabled people.
- 9.3 We can also see that people living in market towns are more likely to be less well-off and are less likely to live in a household with one or more car or van, than people in rural areas. It is also noted that different geographic areas of the county have different characteristics in terms of household income.
- 9.4 It concluded that in most cases the proposals would have an impact on people with protected characteristics, particularly women, disabled people and older people, but wherever possible we will seek to minimise the impact by maintaining at least a minimum level of service or ensuring alternatives are available.
- 9.5 It further recognised that we are unable to meet the needs of everyone, and that some people will experience a negative impact, however, the policies and procedures employed are designed to ensure that the limited funding available is directed to where it is most needed, and that the decision making process is open, transparent and fair. Any adverse impact is therefore felt to be justifiable.
- 9.6 Having now received consultation responses the EqIA has been updated. This has found that there is a great deal of concern among people with protected characteristics and has shown that the majority of responses were from older people, women and disabled people, and that the proportion of these who have responded to the consultation is significantly higher than the proportion of the NY population (see table below).

	Questionnaire response	NY population
Age 65+	53.9%	21.5%
Disabled	29.8%	17.5%
Women	64.0%	50.7%

- 9.7 This EqIA notes that low income and rural isolation can combine with the above groups of people to cause further adverse impact. It further notes that considerable efforts have been made to ensure measures to lessen the impact are in place, from agreements with operators to continue to operate without subsidy, to establishing a community led transport service. For the most isolated or vulnerable people, it is noted that there will always be an option of a volunteer car scheme to provide access mitigation.

9.8 It concludes however that, whilst there will be an impact, the proposals are reasoned, transparent and fair, and therefore the adverse impact is justifiable.

## **10.0 FINANCIAL IMPACT**

10.1 The proposals submitted for consultation set out indicative savings for each of the policy areas with a total value of £1.736m. As noted above these figures have now been updated to:

General Policy Area	Expected Saving (BES) £k pa
Performance (including commercial add ons)	196
Town Services	357
School Transport Changes	800
Frequency Reductions	647
Total	2000

10.2 The required saving was £1.1m so there is an opportunity not to implement all the proposals at this time, however members are also entitled to implement all the proposals and realise the full extent of the savings.

## **11.0 LEGAL IMPLICATIONS**

The Council's obligations are set out Transport Act 1985 paragraph 63 (as amended 2000). This places the following duty on the council:

- to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.

11.1 In exercising this duty the council is entitled to take account of the amount of funding available.

## **12.0 CONSULTATION OUTCOME**

12.1 There has been a good response to the consultation, full details are set out in Appendix B. Details of individual written submissions are available to Members on request.

12.2 In summary we received:

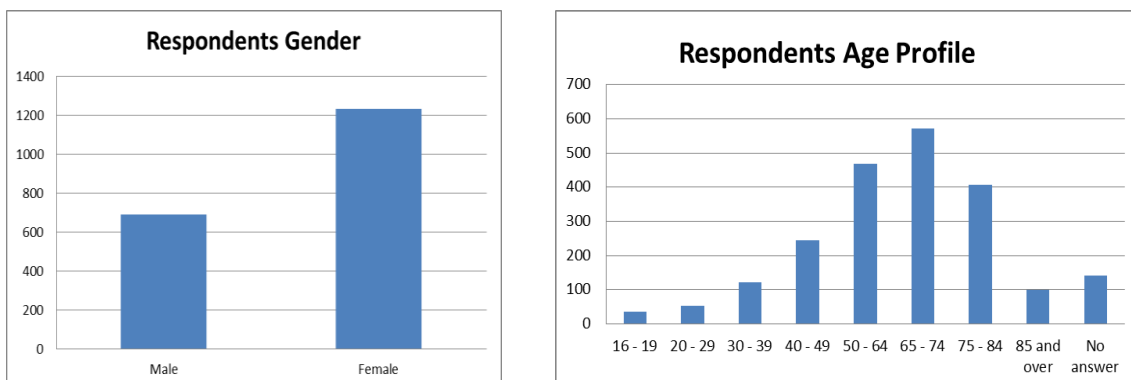
- 2138 submissions through the consultation form
- 29 Letters from MP's (usually enclosing correspondence)
- 6 Letters from local members
- 187 Written submissions from members of the public and organisations
- 15 Petitions which are listed in Appendix C.

- 12.3 The proposals were considered by each of the Council's Area Committees along with Scrutiny Committees at Harrogate and Craven Councils. These are available at Appendix B.
- 12.4 Officers from Integrated Passenger Transport attended additional meetings at
- Catterick Village
  - Folkton (Parish Cluster)
  - Danby Parish Council
  - Northern Ryedale Transport Forum
- 12.5 We were invited to a meeting in Filey but this was subsequently cancelled as an operator confirmed they would provide the Filey Town Service on a commercial basis.
- 12.6 We have analysed the comments from the consultation in terms of impact – how people are affected - and alternatives – what other things people think we could do.
- 12.7 The key points from the consultation exercise are :

Nature of Response	Comment	%age of total comments
<b>Impact</b>		
Access / Isolation	People made reference to the fact that implementing our proposals will leave them isolated	42
Withdrawal of Town Services	This was particularly the case for Town services where people don't see dial a ride as a viable alternative	21
Withdrawal of school services	General comments about the impact of our proposals on access to Education	11
<b>Alternatives</b>		
Operational Changes	Improved connections, use of community transport	35
Concessionary Fare Contribution	Two arguments – concessionary pass holders saying they will make a contribution and non pass holders saying that pass holders should make a contribution.	33
Corporate / Government issues	Various things but really saving money elsewhere – reduce salaries, reduce members expenses etc.	14

- 12.8 There is little doubt that the consultation process has identified that many people rely on bus services and see them as essential to their health and well-being in maintaining an independent lifestyle.
- 12.9 The consultation process has attracted over 2000 submissions, 78% from bus users.

12.10 The profile of respondents is shown on the following graphs:



12.11 For local Bus Services the following responses were received.

Proposal	Strongly agree / agree %	Disagree / strongly disagree %
Withdraw subsidy where the subsidy per passenger journey is over £6	26.1	57.0
Withdraw subsidy where there are fewer than 3 passengers per journey	34.2	50.8
Reduce frequency of contract services to no more than 2 per hour	26.0	56.8
Withdraw subsidy for Town Services	43.1	37.0

12.12 In relation our proposals for home to school transport services the following responses were received:

Issue	Strongly agree / agree %	Disagree / strongly disagree %
Withdraw subsidy for services to a preferred school	43.1	37.0
Withdraw subsidy where the subsidy per passenger journey is more than £1.50.	27.0	43.8
Introduce a minimum fare of £1 per journey	51.8	27.7

## 13.0 **CONCLUSIONS**

13.1 There has been an excellent response to the consultation. This has been mainly from bus users and more specifically from people who use the services we are proposing to change.

- 13.2 It is not surprising then that the majority respondents have disagreed with our proposals.
- 13.3 There was a significant response to our proposals to withdraw funding for Town Services and although our primary mitigation was that these were likely to be retained on a commercial basis this seems to have been largely ignored with people focusing on our fall-back position to introduce dial a ride services the common view being that these were not appropriate.
- 13.4 In practice, as noted in paragraph 4.2 we expect to be able to retain all the town services on a commercial basis albeit with fewer journeys and some sections of the existing route not being covered.
- 13.5 There are other services which we now consider should be retained, although subject to further performance monitoring these are listed in Appendix A.
- 13.6 Where we have proposed to reduce the frequency of services we are still working with our contractors to finalise a viable timetable – that is one which ensures that people from the communities served can make journeys which are timed to meet essential services and allow time to complete shopping and personal business.
- 13.7 Overall, the responses emphasise that people value these services and see them as essential to maintain their independence and ensure that they have access to essential services.

#### **14.0 RECOMMENDATIONS**

- 14.1 The Committee is invited to consider the report and decide whether it wishes to reach a view to recommend to the Executive.

DAVID BOWE  
Corporate Director, Business & Environmental Services

Author of Report – Richard Owens

Background Papers – Proposed Reductions to Bus Services Subsidy August 2013

## Appendix A

Summary of Proposed Changes following Consultation – Local Bus Services			
Service No.	Service Description	Consultation Proposal	Recommended Change after Consultation
DR04	South Harrogate Village Bus	Information provided by the operator indicates high subsidy per passenger journey, the service will be promoted to encourage use; this service will be withdrawn if it continues to underperform.	Continue monitoring this service, if it continues to underperform it will be withdrawn without further consultation. In addition, explore opportunities to integrate with service DR14 and 110
4	Scarborough Town Service– Holbeck via Weapness and Esplanade	Withdraw subsidy for scheduled service; introduce a dial-a-ride service to meet local demand as necessary.	As original proposal, except that some level of service will be provided by NYCC fleet. (see also 118)
8	Scarborough –West Ayton via Racecourse Road	Withdraw subsidy for scheduled service majority of route has access to hourly commercial service; introduce a dial-a-ride service to meet local demand as necessary.	As original proposal, a dial-a-ride service operated by Scarborough Dial-a-Ride already serves this area.
DR10	Esk Valley villages (every other Thursday)	Withdrawal of service; information provided by the operator indicates a high subsidy per passenger journey, alternative transport available through local Community Transport or Heather Hopper.	This service has been retendered and will be retained as a Dial-a-Ride, the new contract price brings this contract within performance criteria. Concessionary pass holders will be required to pay a fare.
DR13 (158)	Woodale – Middleham - Leyburn (DR Fri only)	Withdraw service; information provided by the operator indicates a high subsidy per passenger journey. This may be	As original proposal, proposed development of Leyburn based dial-a-ride is ongoing.



Summary of Proposed Changes following Consultation – Local Bus Services			
Service No.	Service Description	Consultation Proposal	Recommended Change after Consultation
		incorporated into the proposed development of a Leyburn based dial-a-ride.	
DR14 (formally 23)	North Harrogate Village Bus	Information provided by the operator indicates high subsidy per passenger journey, the service will be promoted to encourage use; this service will be withdrawn if it continues to underperform.	Continue monitoring this service, if it continues to underperform it will be withdrawn without further consultation. Explore opportunities to link with DR04 and Service 110.
26	Esk Valley Villages - Guisborough (every other Thursday)	Withdrawal of service; information provided by operator indicates a high subsidy per passenger journey. Some alternative transport is available through local Community Transport or the Heather Hopper.	This service has been retendered and will be retained as a Dial-a-Ride (DR18), the new contract price brings this contract within performance criteria. Concessionary pass holders will be required to pay a fare.
29	Easingwold – Shipton via Linton and Helperby	Revised Monday to Saturday timetable operating 1 peak return journey to York, and 2 off peak return journeys to York; information provided by the operator indicates that some journeys regularly carry 3 or less passengers, journeys have been consolidated to improve overall performance.	Withdraw 0648 Tholthorpe - Easingwold & 0937 (Sat only) Tholthorpe - Easingwold
30	Richmond – Gunnerside - Keld	Withdraw journeys 0715 from Gunnerside, 0815 & 1815 from Richmond,	Withdraw 0715 from Gunnerside. The 0840 from Reeth will be extended to start at Gunnerside at 0819. It is not proposed to integrate this with Service

Summary of Proposed Changes following Consultation – Local Bus Services			
Service No.	Service Description	Consultation Proposal	Recommended Change after Consultation
		and 0840 & 1700 from Reeth; information provided by the operator indicates that these journeys regularly carry 3 or less passengers. The remaining timetable has been consolidated with service 32 to improve overall performance.	32.
31	Helmsley – Easingwold	Revised Monday to Saturday timetable operating 1 off peak return journey; information provided by the operator indicates that some journeys regularly carry 3 or less passengers, journeys have been consolidated to improve overall performance.	Withdraw 1750 from Easingwold & 1830 from Helmsley.
31A, 31B, 31C	Richmond Town Service	Withdraw subsidy for scheduled service, introduce a dial-a-ride service to meet local demand as necessary.	As original proposal; discussions with service providers suggest that a service will continue to be provided commercially, but excluding Norman Road, Coronation Place and Whitclife Place.
32, 32A	Hudswell - Catterick - Richmond	The 0833 & 1715 from Brompton-on-Swale, 1705 from Richmond and the 1740 from Hudswell will be withdrawn, information provided by the operator indicates that these journeys regularly carry 3 or less passengers. The remainder of the timetable has been	Withdraw the 15:30 (Saturday & School Holiday) from Hudswell, which now regularly carries 3 or less passengers. Route to remain unchanged.

Summary of Proposed Changes following Consultation – Local Bus Services			
Service No.	Service Description	Consultation Proposal	Recommended Change after Consultation
		consolidated with service 30 to improve overall performance.	
53	Northallerton - Romanby - RAF Leeming	Common sections of route with existing commercial services are withdrawn, two return journeys between RAF Leeming and Leeming Bar on Wednesday and Saturday will be retained and will connect with commercial service 73 at Leeming Bar.	As original proposal; discussions with service providers suggest that a service will continue to be provided commercially. This would now run between RAF Leeming and Bedale via Burnestone and Exelby at a similar frequency as before.
70A, 74, 74A, 75	Northallerton Town Service	Withdraw subsidy for scheduled service, and introduce a dial-a-ride service to meet local demand as necessary.	As original proposal; discussions with service providers suggest that a service will continue to be provided commercially, but excluding Standard Way Ind Est, Byland Place/Ave, Malpas Road and Zetland Street.
71, 78A	Low Bradley - Steeton & Silsden Rail Station / Skipton - Airedale Hospital	All Service 71 journeys, and the 78A journey at 1739 from Airedale Hospital on Saturday will be withdrawn, information provided by the operator indicates that these journeys regularly carry 3 or less passengers.	Continue monitoring this service, if specific journeys continue to underperform it will be withdrawn without further consultation.
73	Skipton – Greenacres Circular	Withdraw subsidy for scheduled service, and introduce dial-a-ride service to meet local demand as necessary.	As original proposal; it is proposed that a reduced frequency scheduled service be provided by NYCC using existing resource.
74	Grassington – Ilkley	Withdraw subsidy for scheduled service, and introduce dial-a-ride service to meet local demand as necessary.	A reduced service 3 times a day from Grassington to Ilkley will be retained

Summary of Proposed Changes following Consultation – Local Bus Services			
Service No.	Service Description	Consultation Proposal	Recommended Change after Consultation
		Information provided by the operator indicates that the service has high seasonal variations in usage suggesting leisure use which is a low priority for the Council.	
97	Whitby – Whitby Abbey via St Mary's Crescent	Withdraw subsidy for scheduled service, introduce a dial-a-ride service to meet local demand as necessary.	As original proposal, except that some journeys to Stainsacre may be retained under contract as they are considered outside of the Town area, and would not have an alternative service.
110	Harrogate Bus Station – Pannal via Oatlands and Burn Bridge	Withdraw subsidy for scheduled service, and introduce a dial-a-ride service to meet local demand as necessary.	As original proposal, except that a reduced frequency service serving the Burn Bridge area will be provided using NYCC resource.
118	Filey – Scarborough via Flixton, Seamer	Withdraw subsidy for scheduled service, all sections of route other than Folkton and Flixton have alternative hourly services to Scarborough or Filey. Information provided indicates that usage from Folkton and Flixton is 3 or less passengers.	This will be replaced with a scheduled service operating between Filey, Flixton, Folkton and Eastfield for a trial period.
137	Ripon-Laverton	Reduce days of operation to Tuesday, Thursday & Saturday; information provided by the operator indicates high subsidy per passenger journey.	Reduce days of operation to Monday, Thursday & Saturday
138	Ripon – Mickley/Grewelthorpe-Ripon	Reduce days of operation of the 0900 departure Mickley-Ripon to Tuesday, Thursday & Saturday,	Reduce days of operation of the 0900 departure Mickley-Ripon to Monday, Thursday & Saturday, reduce days of operation of 0655 from Masham and 1805 from Ripon to Monday to Friday

Summary of Proposed Changes following Consultation – Local Bus Services			
Service No.	Service Description	Consultation Proposal	Recommended Change after Consultation
		reduce days of operation of 0655 from Masham and 1805 from Ripon to Monday to Friday; information provided by the operator indicates high subsidy per passenger journey	
139	Ripon – Fountains Abbey and Surrounding Villages	Reduce days of operation to Tuesday, Thursday & Saturday; information provided by the operator indicates high subsidy per passenger journey.	Reduce days of operation to Monday, Thursday & Saturday
144	Bedale - Masham	Reduced frequency to operate on Mondays, Wednesdays and Fridays only, combining resource with service 137, 138 and 139 to improve overall performance of all.	Reduce days of operation to Tuesday, Wednesday & Friday.
150	Thirsk - Ripon	Withdraw all subsidised journeys; information provided by the operator indicates a high subsidy per passenger journey.	Retain current service level, this service now meets performance criteria
151	Thirsk – Carlton Miniott	Withdraw subsidy for scheduled service; introduce a dial-a-ride service to meet local demand as necessary.	As original proposal; discussions with service providers suggest that a service will continue to be provided commercially but excluding Ripon Way.
175, 176, 177	Malton – Great Habton/Marton/Appleton le Moors/Kirkby moorside/Hut	Proposed withdraw Service 177 and reduce frequency of Service 175 to 1 day per week to improve overall performance; information provided	The number of passengers carried has increased; the current service will be retained but monitored closely.

Summary of Proposed Changes following Consultation – Local Bus Services			
Service No.	Service Description	Consultation Proposal	Recommended Change after Consultation
	ton le Hole/Gillamo or	by the operator indicates that journeys regularly carry 3 or less passengers.	
195, 196 (194)	Hovingham to Helmsley	Reduce frequency to 3 days per week (Monday, Wednesday and Friday) to consolidate usage and improve performance; information provided by the operator indicates that journeys regularly carry 3 or less passengers.	Reduce 195 to operate two return journeys on Fridays only, The 196 (194) would continue to operate Mon-Sat, but reduced to operate three journeys from Helmsley, and four from Hovingham.

Summary of Proposed Changes following Consultation – School Transport Services		
Service Number	Description	Comment
800H	Ainderby Steeple - Leeming - Bedale High School	Ainderby Steeple will continue to be served
808H	Catterick/Hornby/Hackforth Area - Bedale High School	Catterick will continue to be served
877H	Bedale - Romanby - Northallerton Secondary Schools	Service will be retained with a minimum fare of £1
382S	Eastfield - Osgodby - Graham School	Service will be retained in Eastfield

## Appendix B

### Process and Results of Consultation on Proposals for Bus Service Subsidy Reductions

This appendix includes:-

1. A commentary on the process and responses to consultation
2. Summary of open question and written responses
3. Tables of headline results
4. A random sample of open question and written responses
5. Minutes from all area committee meetings
6. Comments from Harrogate Borough and Craven District Scrutiny meetings

1. Commentary on the process and responses:

A wide ranging consultation was undertaken to give as many people as possible the opportunity to comment, and particularly to help us understand the impact for individuals of the various measures we were proposing. The consultation was launched on 9 August 2013 and remained open for 15 weeks until 25 November 2013.

The proposals we submitted for consultation comprised an overall strategy:-

“To ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money”.

The consultation also proposed four policy areas which would ensure a consistent approach to reducing costs across the county. The four areas are:-

- Performance – looking at the extent to which our contracts represent value for money. This is defined as contracts that do not cost more than £6 per passenger journey, or where a journey carries fewer than 3 passengers on average.
- Service frequency – reducing costs by maintaining services but with fewer journeys. This is generally meant to be that we will not tender services at a frequency of greater than two hourly, but also means reducing the number of days a service operates in some cases
- Subsidy for Town Services – withdrawing subsidy for town services. It was felt that because the average passenger journey length for these services is approximately 1km then people are able to access the services and facilities the need by other means (walking, cycling, taxis etc), and because these services were heavily used, there was an opportunity for these to be continued on a commercial

basis with no subsidy from the council. Where this would not be possible for some people, we would work to develop a community led transport service.

- School Transport services – a close examination of the network of services we provide for fare paying school children. These measures were designed to move the burden of cost to parents where they exercise their right of choice in the selection of the school they wish their children to attend, and ensure that if we procure such services, they would represent good value for money.

The consultation documents were made available online through the councils website together with notifications sent to the following:-

- by email to 130 individuals and organisations and by post to a further 245 organisations. These included all County Councillors, District and Parish councils and representatives from special interest groups.
- 1800 businesses in the county.
- A press release was issued. This got good coverage on the BBC website and in local papers with over 60 separate news items, comments or letters.
- Posters were made available to display on buses, in libraries and other public places.
- Schools were asked to make information available to all children
- each of the Area Committees where a report on the proposals was considered

We included a questionnaire to allow people to submit comments in a structured way and with open questions where they can comment and let us know the impact for them as individuals. This was available on our website and also provided in paper form by post. 1433 Questionnaires were completed online and a further 705 were submitted in paper form, we also received a further 221 written comments in letters and emails.

We asked questions to see what people think about the proposals and also questions about the impact the proposals will have on them. The questionnaires have been analysed and the following sections provide details of the responses. Table 1 below give headline results for the responses to the structured questions, Table 2 give headline results for the responses from parents relating to the school transport questions and Table 3 provides analysis of the open questions.

The responses are detailed in a spread which is available on request. These when published as a pdf run to over 275 pages and 10 pages for written comments, therefor a random extract of 5 pages from former and one page from the latter have been extracted and are attached to this appendix.

In summary, the key points are as follows:-



There was a very good response rate, with 2138 completed questionnaires being returned. The full assessment by equality groups is contained in the Equality Impact Assessment, but in brief 64% of responders were female and 66% had a concessionary bus pass. We also had good representation from bus users where 81% use buses at least once per week.

**Peoples Views:**

What this shows, not unsurprisingly, is that the majority of respondents disagree with our proposals overall (76.7%), however there is a lesser level of disagreement with the measure to withdraw subsidy where a journey carries fewer than three passengers (50.8%). Withdrawing subsidy from town services was the most unpopular measure (65.1%).

Overall there was less objection to the proposals relating to school transport where more respondents agreed with proposals than disagreed, other than, surprisingly, for withdrawing services where the subsidy per passenger is greater than £1.50; however when looking at the responses from parents there is a much higher level of disagreement with the proposals (see below).

**Impact:**

The majority of respondents indicate that these proposals will have an impact on them, with approximately ¾ suggesting that they will not be able to access key services. Looking at different types of services, most frequently mentioned impact was for access to shopping and personal business (81%), followed by leisure and tourism (78%) and then health (69%). When excluding responses where N/A (not applicable) was ticked, then access to employment and access to education rise to c75%

**Parents’ responses to school transport proposals:**

Overwhelmingly (93.8%) parents considered our proposals would affect their child’s access to education. Of the three specific proposals, not providing services for non-entitled students where the subsidy per passenger is greater than £1.50 was the most unpopular (84.1%) followed by not providing services for pupils to schools that are not the normal school for that address (79.4%); however the measure to introduce a minimum fare of £1.00 found some agreement with 51.6% agreeing with the proposal.

**Open Questions summary:**

We invited responders to give us any thoughts they had for alternative ways of making savings and to tell us which services they use and the impacts that the proposals will have on them. The majority of responders (66%) took the opportunity to make some comments, with a few making quite lengthy submissions. The following table summarises the open responses in terms Impact categories; Alternatives and by services.

2. Summary of open question responses

Impact category	Nature of impact	Number	%
Access	People made reference to the fact that implementing our proposals will	574	42%

	leave communities isolated and individuals without access to key services		
Town service	Town services were identified as a category, however from most people it really is about access. People also didn't feel our mitigation of dial a ride viable alternative. Quite often people who raised this as an impact also raised pay some concessionary fares	287	21%
Schools	General comments about the impact of our proposals on access to Education. As seen above this is borne out in the structured questions responses. See also Schools summary below	158	12%
Commuters	This is a category where people indicated that the proposal would impact on their employment, ability to get or keep a job or training	104	8%
Economy	Where people considered their business or their locality would suffer economic impact	82	6%
Other	General Non-specific comment or stream of consciousness	62	5%
Health and wellbeing	Where people expressed this in comments. This refers to quality of life issues rather than doctors or hospitals, which is collated in Access. For example walking.	50	4%
Environment	People making the comment that the proposals would put more cars on the road and thus be detrimental to the environment	38	3%
Support proposals	Some people expressed support for	13	1%

	the proposals		
TOTAL		1368	
<b>Suggestion Category</b>	<b>Nature of suggestion</b>	<b>Number</b>	<b>%</b>
Operational changes	Improved connections, use of community transport, specific suggestions for changes to journeys identified in the proposals or for changes to commercial services.	448	38%
Concessionary fare contribution	Two arguments – concessionary pass holders saying they will make a contribution, this was particularly the case for those affected by the withdrawal of the Pickering town service, and non-pass holders saying that pass holders should make a contribution.	428	36%
Council / Govt costs	Various things but really saving money elsewhere – reduce salaries, reduce members expenses, seek to get more funding from Central Govt. etc. A number of responders affected by the withdrawal of the Filey town service expressed the view that less money should be spent on the Scarborough P&R	179	15%
Schools	Suggestions for alternatives relating to schools where the response was a schools impact	86	7%
Other	General non-specific or outlandish suggestions	46	4%
Support proposals	Some comments supported our proposals	6	1%
TOTAL		1193	

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<b>Most frequently mentioned services</b>		
Services Analysis	Number	%
Town Services	419	36%
Wharfedale services	130	11%
Helmsley – York services	56	5%
Northallerton – Stokesley	46	4%
Swaledale	34	3%
Folkton, Flixton	27	2%
29	19	2%
Pannal Ash	14	1%
Ripon – Richmond	14	1%
Malton – Hovingham	14	1%
Folifoot	12	1%

3. Tables of Headline Results

**Table 1: Consultation Responses Headline Results**

		Number	Valid %
	Number of responses	2138	Excluding no answer and N/A
<b>Q1a</b>	<b>What is the main way you are involved with bus services in North Yorkshire?</b>		
	I am a member of the public who uses buses in North Yorkshire	1660	78.6%
	I am a parent of a child using the bus to access their education	197	9.3%
	Other	256	12.1%
<b>Q2a</b>	<b>We would like your views on our overall strategy (as set out in section 3 of the information pack) to reducing the amount we spend on local bus services in North Yorkshire</b>	Agree & Strongly Agree	Disagree & Strongly Disagree
	<b>To what extent do you agree with our overall strategy</b>	12.2%	<b>76.7%</b>
<b>Q2b</b>	<b>Local bus service related questions: Please tell us what you think about the following proposals</b>		
<b>a</b>	<b>Withdraw subsidy from contract services where the subsidy per passenger journey is more than £6</b>	26.1%	<b>57.0%</b>
<b>b</b>	<b>Withdraw subsidy from contract services where the number of passengers using a particular journey is 3 or fewer</b>	34.2%	<b>50.8%</b>
<b>c</b>	<b>Not provide contract services with more than one journey every two hours</b>	26.0%	<b>56.8%</b>
<b>d</b>	<b>Withdraw subsidy from "Town Services" in urban areas</b>	19.2%	<b>65.1%</b>
<b>Q2c</b>	<b>School service related questions: Please tell us what you think about the following proposals</b>		
<b>a</b>	<b>Do not provide services to schools which take pupils to a school which is not the normal school for their home address.</b>	<b>43.1%</b>	37.0%
<b>b</b>	<b>Not provide services for non-entitled fare paying pupils to the normal school where the subsidy per passenger journey is more than £1.50</b>	27.0%	<b>43.8%</b>
<b>c</b>	<b>Where we are able to provide fare paying services to a school introduce a minimum child fare of £1 per journey.</b>	<b>51.8%</b>	27.7%
<b>Q4a</b>	<b>The proposed changes ...</b>		
	...will affect me/my organisation and mean I CAN'T access key services	1243	71.2%
	...will affect me/my organisation but I CAN still access key services	400	22.9%
	...will NOT affect me/my organisation	102	5.8%

**Table 1 cont: Consultation Responses Headline Results**

		<b>Number</b>	<b>Valid %</b>
		<b>Number of responses</b>	<b>Excluding no answer and N/A</b>
<b>Q4b</b>	<b>The proposed changes ...</b>	Agree & Strongly Agree	Disagree & Strongly Disagree
<b>d</b>	<b>... will affect my access to shopping and personal business</b>	<b>91.1%</b>	8.9%
<b>e</b>	<b>... will affect my access to leisure and tourism</b>	<b>90.6%</b>	9.4%
<b>b</b>	<b>... will affect my access to health appointments</b>	<b>85.7%</b>	14.3%
<b>c</b>	<b>... will affect my child's access to education</b>	<b>74.8%</b>	25.2%
<b>a</b>	<b>... will affect my access to employment</b>	<b>74.5%</b>	25.5%
<b>Q4c</b>	<b>The proposed changes will affect my business ...</b>		
	...trade (e.g. customer access)	77	44.5%
	...employees (e.g. access to work)	96	55.5%
<b>Q5</b>	<b>How frequently, if at all, do you use a bus service?</b>		
	At least once a week	1658	<b>81.1%</b>
	Less than weekly	387	18.9%
<b>Q7</b>	<b>Do you have a concessionary bus pass?</b>		
	Yes	1325	<b>66.0%</b>
	No	683	34.0%

**Table 2: Consultation Responses - Parents Headline Results**

		<b>Number</b>	<b>Valid percent</b>
	<b>Number of responses</b>	<b>197</b>	<b>- no answer</b>
<b>Q2c</b>	<b>School service related questions: Please tell us what you think about the following proposals</b>	Agree / Strongly Agree	Disagree / Strongly Disagree
<b>a</b>	<b>Do not provide services to schools which take pupils to a school which is not the normal school for their home address.</b>	15.5%	<b>79.4%</b>
<b>b</b>	<b>Not provide services for non-entitled fare paying pupils to the normal school where the subsidy per passenger journey is more than £1.50</b>	5.3%	<b>84.1%</b>
<b>c</b>	<b>Where we are able to provide fare paying services to a school introduce a minimum child fare of £1 per journey.</b>	<b>51.6%</b>	33.3%
<b>Q4b</b>	<b>The proposed changes ...</b>		
<b>c</b>	<b>... will affect my child's access to education</b>	<b>93.8%</b>	2.6%

Appendix B - Random Sample of Open Questions/Written Responses

Proposed Reduction in Bus Subsidy Consultation December 2013			
Response number	Service Provider	Summary of Non-questionnaire Written Comments	Town or service no
B122	Horseless Carriage Services Ltd	I use the two bus services to access Wharfedale for walking. I am not entitled to any concessionary fare and make use of the Dales Rambler bus and train ticket, which was only introduced in May. The proposed service reductions will undermine the viability of this integrated transport ticket as it is likely that numbers sold will dramatically reduce. Whilst the Council dismisses visitors as 'low priority' in terms of public transport provision, tourism is a major economic factor in the area served by the buses. Visitors like myself, spend money in the cafes, pubs, shops and visitor attractions, which helps generate/maintain local employment; thereby ensuring that rural counties in Wharfedale remain strong, vibrant and healthy for many years to come. The proposed reduction in bus services, means that I will visit Wharfedale less in future. When I do visit it will be by a single occupancy car journey adding to traffic congestion on narrow roads, unsuitable for high vehicle numbers, and also the need for additional car parking provision in the Yorkshire Dales National Park. (For people without cars, this latter option is unavailable). Is this the legacy the County Council wishes to pass onto future generations? You state the County Council pays for the cost of bus pass holders and it is expected this will cost £8.7 million in 2013/14. I understand under the Concessionary Bus Act 2007, part of this cost is reimbursed on a set formula from Central Government. I would therefore question transparency of these figures. You also state that in terms of visitor numbers, the service is seasonal. A possible compromise may be to run the Ilkley service say from 1 March to 31 October only.	72, 74
B123	Eddie Brown Tours Ltd	I am a resident of this village and am aware of how important this bus service is to our community. The village is isolated with no amenities other than the church and an inn – as you can imagine, this means that people must travel for all of their other needs, principally shopping, educational and medical. Many of our residents are elderly and are dependent upon access to the bus service since they are unable to drive. Although fewer in number, the same applies to our younger population. I am concerned that by reducing the service you will be discriminating against those who do not have access to other forms of transport. In particular, I am worried about the social and health implications that will arise as a result of people being isolated further than they already are. I understand that depression and other medical issues resulting from isolation and loneliness have been recognised as a real problem and efforts are being made to address this in some areas – the reduction to our bus service would seem to be counter to	412, 413
B124	Eddie Brown Tours Ltd	People in the village use the bus service to travel to the neighbouring village of Tockwith for the post office, surgery, shop, play-group and other amenities which the Tockwith provides for the outlying smaller villages and hamlets. The bus' current service also enables people who do not drive or cannot drive to access the local town of Wetherby, or the City of York for further needs. Both these locations also provide public network hubs for people to travel further afield using public transport. It seems a unjustifiable decision to re-route the 412 so that it leaves the B1224 just 1.7 miles short of Bilton in Ainsty, to take a back road with blind corners from Long Marston to Tockwith, for it to then re-join the B1224 only 1.5 miles after Bilton in Ainsty and carry on its journey to Bickerton and beyond. It does not make sense to cut out the stop, it won't make the service any quicker, due to a less suitable road the negligible shorter mileage of 1.2 miles will be eaten up in navigating a more residential area and more farm traffic. As I've already stated, Bilton in Ainsty is situated on the B1224, a main road; it is a wide and relatively straight road, there is no reason a bus service should not stop at the village. As the North Yorkshire County Council website states, "We aim to listen to our communities and take action on their behalf to make North Yorkshire an even better place to live for everyone." I hope you do just that and listen to this community and take action against this proposal and KEEP (rather than 'make') Bilton in Ainsty 'a place to live for everyone'. Not just people who can, or afford, to drive cars.	412, 413
B125	Eddie Brown Tours Ltd	The impact will affect Residents access to Doctors Surgeries, Hospitals and Shops. Can you please in your decision making process to ,at least, maintain the Present Service .	412, 413
B126	Eddie Brown Tours Ltd	I wish to voice my opposition to the proposals to reduce the subsidy relating to the 412/413 bus route which serves Bilton in Ainsty. There are many obvious angles on how the reduction would affect our community – principally curtailing the activities of those with no access to other means of transport, or causing them to spend a lot of money on taxis for travel which is unavoidable (for many this expenditure would be unaffordable). As a professional caring for the elderly who are suffering mental health issues, I have first-hand understanding of how important social contact is for our older residents and am worried that the reduction in the subsidy will be a step towards causing them to become further isolated and for problems such as depression to result. Depression is a significant national concern which places a major burden on our health services. From a financial point of view, it is short-sighted to save money on a bus service which will result in an increased incidence of mental and physical medical problems due to people not being able to get out and about as much as they could previously – from a social point of view, it is wrong to consider changes which will diminish people's quality of life by isolating further an already isolated community.	412, 413
B127	Eddie Brown Tours Ltd	The existing bus service is hardly generous but it provides a vital lifeline for the village. It enables local residents to do the essentials of life : shop, visit the doctor, attend hospital appointments, and visit family and friends. Similarly family and friends are able to visit their loved ones who live in the village. The village is too often perceived as wealthy but in reality it contains a cross section of society and for a number of residents the bus is their only means of transport. To lose the existing bus will have serious adverse impact on people's lifestyles and potentially even for some their ability to remain living in their homes. It will mean that my step daughter may be unable to live at home when she finishes university this summer, and my brother, who has learning difficulties, will be unable to visit from his home in York ( taxis at £23 each way from York, are not a viable alternative). I strongly urge you to reconsider the existing proposals.	412, 413
B128	Eddie Brown Tours Ltd	Regularly, we hear how we should leave our cars at home and use the public transport, by drastically reducing an already fairly poor service this is not exactly encouraging us to leave our cars at home. We hear what a good public transport network Britain has, surely this act contradicts this. Whilst I appreciate we live in times of austerity and we have to tighten our belts, this act is counterproductive. Bilton is an outlying village where many rely on the bus and the freedom it provides. It is also, again, an act which goes against the rural community, treating them yet again as second class citizens who pay taxes but receive few services and those service we do receive are nearly always worse than by those living in urban areas.	412, 413
B129	Eddie Brown Tours Ltd	I am writing to express my concern about the future lack of buses that will follow the route via Bilton in Ainsty to both York and Wetherby. Although a small village, why would the council consider it appropriate to isolate that Village, I understand buses will still come to Tockwith on a regular basis, so why can't these follow the main road route via Bilton, rather than excluding it.	412, 413
B130	Eddie Brown Tours Ltd	I am writing to confirm that I do not agree with the reductions of the bus services, as there are numerous villagers that rely on the transport on the occasions that the transport travels currently. Please take this email as me disagreeing to the proposed reductions to the bus services.	412, 413
B131	Ryecat Ltd	Majority of people do their shopping on a Friday or Saturday not Tuesday. Charge for concessionary pass use. Cut out Howsham, Acklam, Firby and Kirkham as no one has used it for a long time.	184, 185
B132	Multiple	The Over Fifties Forum has been critical of the way the consultation has taken place, those most affected are those most likely to be unable to access the information. From our mornings spent talking to bus passengers the following was raised: Those with bus passes would be willing to pay half fare. The majority of people have no objection to stopping subsidy in journeys costing more than £6. Journeys with fewer than 3 passengers was more contentious as many felt that the service might be a lifeline. The 2 hour rule was acceptable except for those on main routes who were concerned about the bus being full and the limited connections onward to hospitals. The town services was unanimously rejected as required for Doctors, Hospital and Shopping. Without it passengers will be isolated. Dial a Ride would not be able to cope.	Hambleton
B133	East Yorkshire Motor Services Ltd	The bus is used by predominantly an elderly population to go shopping, they would be housebound. The town centre shops will also suffer. Most concessionary passengers would be willing to pay. Dial & Ride is inappropriate and inconvenient.	4
B134	Multiple	Loss of town services in Northallerton & Richmond will be difficult for elderly and others with mobility problems. They are required for essential shopping and other services. They are not always able to plan ahead and so Dial a Ride is not suitable. Where bus times are altered could they be kept simple at so many minutes past the hour, in reasonable sized print and where possible hourly.	General
B135	Eddie Brown Tours Ltd	The services reduce pollution and ease congestion. Pupils attending secondary and primary schools and their parents use the services. The buses are a lifeline to the elderly for medical appointments, shopping and social interaction. This is particularly bad in winter no treatment and clearing leads to treacherous conditions. Shops in Ripon will suffer. If passengers walk to service 36 they are more likely to go to Harrogate. The Dial A Ride replacement is not practical	Ripon Town
B136	Eddie Brown Tours Ltd	I rely on the service as I don't drive a car, I use it regularly to get my shopping and for appointments, without it I will be completely shut off.	412, 413
B137	Horseless Carriage Services Ltd	Many of the locals rely on the service for work, shopping, doctors, dentist and social visits. How long before I can't drive, many car drivers are worried that if we no longer driver and there are no longer any buses what do we do. Three will be a loss of trade in Grassington, Ilkley and Skipton.	74
B138	Harrogate Coach Travel Ltd	The ability to get out and about provides vital staple utilities, to stay alive, safe, healthy, mobile, interested and independent. All need to be able to get out, school children, teenagers, young mums, those with no cars, those who cannot afford taxis, those with restricted mobility and seniors, all of these people use the 110. We cannot all walk to Leeds road or Pannal Ash roundabout. Buses keep cars off road. Dial A Ride restrictions and limitations will imprison people in their own home. Journeys are not just made to town but to connect with other services. The cost to health of removing the services will cost more than the savings of £1.1million. Do not take away the service, reinstate the evenings and weekends. Rural and urban is not a matter of	110
B139	Horseless Carriage Services Ltd	I do not own a car and rely entirely on public transport. We have been encouraged to visit the countryside using public transport. Now you say this is low priority. Total withdrawal of service 74 leaves no public transport to Bolton Abbey. The proposed reductions in service 72 will cut down my ability to access Grassington for business and Upper Wharfedale for leisure. Particularly the curtailment of the 1000 from Skipton at Grassington. The proposals are short sighted and you should be developing policies for greater inclusion and cutting wasteful practices and meaningless projects	72, 74
B140	Horseless Carriage Services Ltd	Some residents of Long Ashes use the services every day other not at all, those who do use the service will be unable to access key services. Some people will become isolated. It will be an issue to access medical appointments, GP Surgery, shops and facilities. Loss of local employment and reduced custom for local trades.	72, 74
B141	Eddie Brown Tours	I need the service to go to the doctor at Wetherby and to Harrogate for treatment. I am 83 years old and my family live away.	412, 413



Proposed Bus Subsidy Reduction Consultation December 2013 - Questionnaire Open Questions Summary of Responses				
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1386	Increase Council Tax instead, so we can retain essential bus services in deeply rural areas	Service 30 – The Swaledale bus	In my opinion, the proposed reduction of the Service 30 to just two busses a day will do enormous damage to the social wellbeing of residents in the deeply rural areas of Upper Swaledale. The scrapping of the early morning (07.15 from Gunnerside) and the evening return (18.15 from Richmond) journeys effectively means that nobody can use public transport to get to work in Richmond, Darlington, Catterick or further afield. This will surely result in yet more of our younger people choosing to leave the Dale and thereby result in a further shift towards an aging population. In the longer term this will have other knock on effects such as there being insufficient children to justify keeping the schools open, and eventually the Dale will surely die. While the main two bus service journeys that are proposed for retention do allow for residents to get into Richmond to do some shopping and return home again, they do not allow enough time for residents to use other essential services such as the NHS dentist in Richmond. This is because the bus from Keld only arrives at about midday and leaves again for the return journey at 14.00, yet the Dentist is closed for lunch from 12.30 to 13.30, so there is little chance of being able to arrange an appointment for any treatment. Similarly, it is difficult to get an opticians appointment for a full eye test between 12.00 and 14.00. [This is not a problem at present while we have the 18.15 option to get back home as appointments can be made in the afternoon, but this will not be possible if the 18.15 bus is to be cancelled.] On the opportunities for shopping, the proposed two busses a day will effectively restrict Dales residents to only the shops that are available in Richmond town centre as there will be no time to catch connecting busses to go into Darlington or other towns (as is possible at present). In the consultation document it states that it is proposed that the remaining Service 30 timetable (the two busses a day) "has been consolidated with service 32 to improve overall performance", but I fail to see how this will be of any use to residents of Upper Swaledale. Apparently we will have	30
1387		PoD 74 & 72	I feel that the cuts in the buses will make the Craven area isolated for both the residents and the visitors. It will have disastrous effects on the local economy and put people's jobs and livelihoods at risk. The future generations will grow up and leave. If there are less people living in the area then other services will be cut e.g. doctors surgeries, library services, dentist surgeries.	72,74
1388	Undertake a complete clean sheet" review of all transport provided by North Yorkshire rather than cutting from the starting point of the existing provision. Stronger and more imaginative marketing of individual services and public transport as a whole. Stronger co-ordination of timetables to provide enhanced frequency from the same number of journeys."	Service 32 will be withdrawn. In view of the fact that Services X34 and 55 will still be operating through Brompton on Swale people from this village will continue to have public transport access to most facilities.	There is no journey that would enable some one to travel to work in Richmond; the first departure is proposed at 0920 and there is no return journey between 1535 and 1835. It would be good to encourage people to use public transport to take up employment. Could fare paying passengers be carried to Richmond on the a.m. school bus? Better spacing of departures of Services X34 and 55, if possible, would improve the frequency and enhance the service. The summary of Service 32 is inaccurate - it appears to be withdrawn from this village and not amended.	
1391	reduce bus services			
1392		149 155		

Proposed Bus Subsidy Reduction Consultation December 2013 - Questionnaire Open Questions Summary of Responses			
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585		My daughter uses the 986C bus service to UWS.	The government states that all parents should receive a choice when choosing a school, therefore you cannot claim that children attending schools, due to location, is a good enough reason to stop school buses and frankly it is totally unreasonable. The council have a duty of care to children accessing their chosen school. UWS is a small school and the majority of children attending are from surrounding areas that need safe transport to attend, if you cut all bus services the school could face closure thus staff would loose their jobs! I do not have a problem paying for a bus service for my daughter to attend a school that is not in her area as it is my choice ( as a parent we have that right) if it means bus fare goes up, so be it, but to cut all transport this is totally unreasonable!!! I am the mother of my daughter, I do not drive and my husband works away during the week, I totally rely on public transport. What happens to my daughters schooling, if you remove her safe travel to school?By Law my daughter has to go to school and on a safe route!!! Furthermore you clearly have not taken into consideration the intense pressure you place on the children who are settled into their school environment, who are to begin their GCSEs or who are to sit their GCSEs. Up rooting children, which is what will happen, if there is no safe and reliable transport for children to use, would place them at a disadvantage.Also and more importantly the parents who will not uproot their child, me being one of them, we have the uncertainty and worry that their child is not safe on their journey home as the proposed timetable leaves children lingering at 3:15pm for 45mins to an hour. This will undoubtedly place more expenditure into another resource as having teenagers hanging on the streets for 45 mins, whilst waiting for a bus, will produce community issues. What about stranger danger ?? have you not even considered this???
586	Pensioners pay a flat rate fee of up to £20 per pass for the usual five year duration	Circular 73	73
587	My Children, who use the buses for school and college, would like everyone to contribute to the bus fares.Since we are paying for a pass or trice weekly fare they think that the regular users who may be retired should also pay a minimum amount towards their travel.Smaller more efficient buses for low passenger routes.More schemes to get people out of their cars and onto buses; young people can't really afford cars but see them as the only way to access the Towns from the dales.Make them cheaper than the train for equivalent journeys!	The Gargrave to Wharfedale school service.Gargrave to Skipton / Aireville Campus	It is a bit bizarre that the school bus will bring children to the Grammar schools in Skipton but return empty. If the Grammar school pupils paid their bit (which no doubt they could mostly afford) then the costs for everyones education would be shared. Since the Grammar school is also a 'choice' for parents they should contribute to getting them there.Living in a rural area it is important for people to have access to transport for getting around. The older and retired do not want to be isolated, and neither do the younger people. If this is how the Council treats the most neady and vulnerable then it is a very sad state of affairs.Make it more acceptable and easy to use public transport rather than putting it out of reach.

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1957	The service we have bus No's. 80 & 89 is great. we do not want to lose it. maybe concessary card people could contribute a if to there journey. If that amount would be enough. to keep our bus running to help all the people who use this bus which connets lots of villiages it is a lifeline for many people.	My husband & I visit the friarage at different times according to the appointments we are given, sometimes app: Run bus No 80 & 89 late & it would be a concern if we couldn'tget home.	As the bus service 80 & 89 runs how it is sometimes difficult to attend hospital appointments without having to get the bus very much earier & have to wait we are, my husband & I are both 81 years of age	80, 89
1958	Smaller vehicles on les busy routes. Reduce subsity on less busy routes or at less popular destinations.	31x Husthwaite to Helmsley 31x Husthwaite to York		31X
1959		10.40, 12.40, 14.30	Being over 80, and no care its going to make difficulties, dial a ride would not be convenient for me. Would rather pay a fare.	
1960		14A and 75 to connect with bedale bus once aweek.I use the estate buses into town and return other days.	One bus each have may same money.	Northallerton
1961		156, 157, 159		156, 157, 159
1962	I notice on the enclosed time table the no 73 Northallerton Bedale as 26 journeys per day surely that is to many the seems to be a bus every 30 mins you could cut some of them	148 Thirsk Asenby Torpliffe	I would plead with you not to out the 148 Topcliffe circular, Topcliffe is a large village and while i may be able to walk and catch the No 70 my 84 year old mother ? several of her friends would not, she would have to use taxi at £10 per journe. I do not think the 70 services would cope with the extra passengers on monday 4th November 18 people used the 9:35 bus to Thirsk and 14 on the way back. Also how much is the Dialaride going to cost?	148
1963	pay half price with bus pass		I do use car but i may not for much longer i would be isolated without bus services	152
1964		70 152		70, 152
1965	Space out services better (eg the 118, 128 & 843 going to Scarborough often are timetabled to come at the same time. There is then a 1 hour gap before the net set of buses.	We catch the 118 and 843. The 118 enables us to shop at Morrisons.	The 118 is essential to the villages between Scarborough and Filey. The 843 is the only bus which goes to York and Leeds.	118, 843
1967		70 153	we need more buses not less at Hambleton Close. No night buses to hospital would pay half price	
1968	1 bus an hour - not 2 because every 2 hours (1 goes at 12.45 the other one went at 12.00)	153 70	charge return fare £3	153, 70
1969	Not duplicate services at certain times of the ie 3 bus services at one time then nothing for over an hour, to enable one service to be reduced so as not to attract greater expenditure or subsidy.	Buses which affect me would be 118, 128, 843	The 118 is an important lifeline to the villages along its route between Scqrborough and Filey.The 843 is the only bus link between Scarborough and York and Leeds.	118, 128, 843
1970		we already don't have buses on sunday - what next?		
1971		31A 31B 31C	I am completing this form on behalf of elderly relatives who live in Richmond and rely heavily on the 31A, B & C. they use the bus everyday and would be lost without it.	31A, 31B, 31C
1972			beneficial for people reduced polution	149
1973		8 West Ayton		8
1974	get some grant from the lottery central government or york which has too many buses!+, as rural areas are a nightmare , i do not have a car and cannot access my childs school for parents evenings or easingwold for shopping from my house in west lilling , can only get into york to then get a bus to easingwold	easingwold to york, and 181	rural areas are full of children and working adults who cannot access services	181
1976		Market day bus from Helperby - ripon will have a knock on effect to trade		
1977		Helbery to Ripon - thursday - market pay	If no bus service people would feel cut off to. Ripon - York - Easingworld	

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1642	Slight increase in parents funding bus service we need to keep the cars off the roads.	Education transport		
1643	You need to concentrate more on the public services.Its not fair to charge kids to go to school at all. I believe that ALL kids should be entitled to a free bus pass to enable them to get to school up to the age of 16. This bus pass could just be a school pass to be used on one route only (the route that gets them to school from their home and to be used in term time only). I think that its outrageous that you are considering to put the school prices up.	This is on behalf of my child who travels to school everyday		
1644	Strongly consider withdrawing services where nearly or 100% of the time there are zero passengers.Possibly make decisions based on the IMPORTANCE of a journey, i.e. what are passengers making journeys for? leisure, shopping, work etc (work should ideally be the highest priority??)	5:10 from Barnard Castle to Richmond and 3:10 from Richmond to Gilling West		
1645	I suggest bus pass holders pay either 1/2 price or £1 each per journey. In particular service Brompton to Northallerton on Wed and Sat, if these services were kept to a morning only (9.00am to 1.00pm) services. Re 80/89 Stokesley service. I note these appear to terminate in Northallerton (Nags Head) so whatabout passengers to Railway station or doctors surgeries. Surely this service could continue to the clock of Romanby which would cover both these destinations. Certainly a 2 hourly service would not be very helpful for doctors appointments, especially for elderly patients with no alternative form of transport.	Mostly the Wed and Sat market day Brompton to Northallerton, also the 80/89 Stokesley to Romanby on other days of the week. We now have a very good local shop for basics - milk, bread, papers, some frozen and tinned foods, but not fresh fruit, vegetables meat and fish it is essential to go into Northallerton. The loss of the post pflice put a big increase on the bus services - to get cash a visit to Post Office or banks etc as 'plastic cards' do not cover purchases from the market.keeping even a reduced bus service on market days would also save one or two jobs	I see no mention or details of the Darlington/Northallerton no 72. I believe this is a joint service N Yorkshire/Darlington but Brompton residents do find this a useful addition.I very much appreciated the pack of information you sent me. I do appreciate the need for the council to save money but i also feel that many residents would much prefer to pay something towards the cost rather than lose such a lot of services	80/89
1646		32 34 and 34Awould use the bus service more, but on a very low income and there are no fare deals so too expensive to go out 1 a week (appointments only and employment)	My partner is out of work at the moment, with the changes to the 32 means we cannot get into Richmond before 9.30, this will reduce any chances of any employment	32 34 34A
1647	You could maybe introduce a fee (possibly half fare) to all pensioners with a free bus pass.Use a smaller bus (suitable for the number of passengers using the bus route)	I use the 118 Scarborough to Filey bus service every day to enable me to get home from work	entitles me to travel on any of the Scarborough and district buses for the week that the ticket covers.Your report mentions that an 'hourly alternative' is available for the 118 bus service which i use. This is untrue the bus service 128 which travels through Seamer to Helmsley leaves the Scarborough train station at 15.45 each day and this is the only alternative service that i could use but as i work until 16.00 this bus has already departed when i get to the train station and the next bus (128) leaves the train station at 17.20pm which is an hour and a half since the previous bus departed.The Coastliner which travels to York and travels through Seamer, i am not able to use my weekly ticket on it as it is not a Scarborough and District bus service.Please would you be able to reconsider not withdrawing the 118 bus service, not just for myself but for the other regular passengers that use the service. Maybe you could introduce a smaller shuttle type bus rather than using the larger buses as this would also cut down on the costs involved	118
1648		Greenacres circular Skipton		
1649		Greenacres circular - Skipton		

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1003		If you change the way my child travels to school on the Yellow school bus it will mean that I will have to take her and collect her from school everyday. Therefore adding extra cars to the already congested roads in Harrogate and also costing us extra money on fuel every week by adding an extra 75 miles a week before even taking into account my time spent behind the wheel of the car driving and sitting in traffic.		
1004		work placements at charity shops in Harrogate and Knaresborough. I also use the bus service for my recreational needs as well. If I cannot access the bus service frequently enough I will have to rely on my father to take me to places etc and he is 75 years old which will also affect my independence as an individual as I will be reliant on him being able to drop off and pick me up afterwards.		
1005	Charge at least £1 50 return, people would be happy to pay this, rather than lose the service. Dial a ride sounds too vague.If there is no bus service, expect a convoy of cars, cluttering up the narrow dales roads.Losses to business in Dales Villages.	Pride of the Dales No74	It would be a very shortsighted decision should we lose such a much treasured service.	
1006	Ask people with Metro cards/bus passes who do not pay normally, to make up the shortfall in fares.	74	I understand that if savings have to be made then it looks reasonable to cut services mainly used for leisure. But people using these services are bringing custom to the Dales when they buy food and drink at the local pubs and cafes, or shop in the towns.I also think one needs to be careful before cutting off rural communities completely and leaving them without public transport.We are encouraged to leave our car behind, and that is what we intend to do more of when we retire soon.	
1007	By amalgamating some schools services with public services. This avoids duplication or creates space on eg school buses where a public service is to be cut.	Route 780 between Little Ribston and Knaresborough	The proposals would make our first bus to Knaresborough at 10.22 and our last bus home at 16.35. At present there is an 8.22 and a 9.22 in the morning. Cutting these out means it is impossible for anyone working in Knaresborough or Wetherby to get there by bus for normal working hours or to come home at the end of the normal working day. We have no shop in our village and some villagers have no other transport to Knaresborough or Wetherby. The roads have no footpaths so it is too dangerous to walk.It will also be impossible to get there for medical or other appointments before about 10.45 or for trains from Knaresborough before then.Assuming cuts have to be made their impact would be much less devastating if the early and late buses can be preserved and cuts made to services in between.	
1008			The discontinuation of the bus service to Upper Wharfedale School could lead to a reduction of the number out of area children attending this school ,also other schools in the area. No other Dyslexia school around here where would children with special needs go as Aireville is in special measures and are busses being stopped going to the grammer schools I guess not.	

**North Yorkshire County Council; County Area Committee for the Harrogate District**

Minutes of the meeting held on 5 September 2013 at 9.30 am at The Cairn Hotel, Harrogate

**Resolved –**

(a) That the following be agreed as the Committee's response to the consultation:-

(i) This Committee supports the prioritisation of journey purposes, as set out in the Bus Strategy, with the consequence, for example, that this Committee wishes the current frequency of Service 770 to be retained.

(ii) This Committee does not wish the viability of any school to be jeopardised by the withdrawal of any service to fare-paying school children.

(iii) That local Members and Parish Councils be advised of the bus services which are underperforming so that Members can promote the increased usage of such services.

(b) That an item be included in the Committee's Work Programme requesting a report to a future meeting concerning the national requirements regarding Concessionary Fare Schemes so that the Committee can consider making representations about the implications of such requirements on the funding available for bus services in rural areas.

**North Yorkshire County Council; Richmondshire Area Committee**

Minutes of the meeting held on 11 September 2013, commencing at 10.00 am at Middleham Key Centre, Middleham

**Resolved –**

That the issues raised be submitted as the Area Committee's comments as part of the consultation process.

**North Yorkshire County Council; Craven Area Committee**

Minutes of the meeting of the Craven Area Committee held at St Peters Church Hall, Crosshills on 12 September 2013, commencing at 10.00 am.

**Resolved –**

(i) That the report be noted and the issues raised be fed into the consultation process;

(ii) That details of the figures relating to the additional cost of having to provide Home to School Transport free of charge to the pupils displaced from Upper Wharfedale School for them to travel to Airedale School be provided to determine the true costs of the removal of paid for services to Upper Wharfedale School.

(iii) That the Executive Members for Public Transport and Public Health give consideration to having a pooled budget for the provision of dial a ride services

**North Yorkshire County Council; County Committee for Hambleton**

Minutes of the meeting held on 16 September 2013, at 2.00 pm at County Hall, Northallerton.

**Resolved –**

That the comments made during the meeting and recorded in the Minutes be noted.

**North Yorkshire County Council; Ryedale Area Committee**

Minutes of the meeting held at Pickering Memorial Hall, Pickering on 18 September 2013, commencing at 10.30 am.

**Resolved –**

- (a) That the report is noted.
- (b) That the Committee's and members of the public's comments are forwarded to the Corporate Director, Business and Environmental Services for inclusion in the consultation process.

**North Yorkshire County Council; Yorkshire Coast and Moors County Area Committee**

Minutes of the meeting held on Wednesday 9 October 2013 at 10.30 am at Sneaton Castle, Whitby.

**Resolved –**

- (a) That Members' comments in relation to this consultation, as set out in the preamble to this Minute, be forwarded as a response to this consultation.
- (b) That Integrated Passenger Transport staff investigate whether reductions in subsidy can instead be made from the operation of the Scarborough Park and Ride Service.
- (c) That Richard Owens be asked to attend a consultation meeting to be held at the Evron Centre in Filey.

**North Yorkshire County Council; Selby Area Committee**

Minutes of the meeting of the Selby Area Committee held at Community House, Portholme road, Selby on 21 October 2013, commencing at 6.00 pm.

**Resolved –**

That the budgetary situation requiring the reduction in bus subsidies be acknowledged and the comments of Members in relation to the consultation be submitted as part of the consultation process.

# North Yorkshire County Council

## Selby Area Committee

Minutes of the meeting of the Selby Area Committee held at Community House, Portholme Road, Selby on 21 October 2013, commencing at 6.00 pm.

### **Present:-**

County Councillor Elizabeth Casling (Chairman), Mike Jordan, Cliff Lunn, John McCartney, Brian Marshall, Robert Packham, and Chris Pearson.

Co-opted Members Carol Mackman and Rod Price (Selby District Council), Linda Slough (Selby District Association for Voluntary Services), Philip Hindle (Selby South Parish Councils) and Liz Johnston (Selby North Parish Councils).

County Council officers: Janet Bates (NYCC Principal Adviser – 11/19 Learners), Pete Dwyer (NYCC Corporate Director – Children and Young People's Services), Ann Featherstone (Service Manager CYPS Adult Learning Service), Richard Marr (Area Highways Manager), Steve Loach (Legal and Democratic Services), Richard Owens (Assistant Director – Integrated Passenger Transport) and Lee Humphreys (Business Support Services).

In attendance – Executive Member County Councillor Carl Les.

There were five members of the public present.

Apologies: County Councillors Andrew Lee, Chris Metcalfe and Steve Shaw-Wright.

Members welcomed County Councillor Mike Jordan to this, his first meeting, since his election to the County Council following the by election in the Selby South electoral division.

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### **Copies of all documents considered are in the Minute Book**

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#### **15. Minutes**

##### **Resolved –**

That the Minutes of the meeting held on 15 July 2013, having been previously circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

#### **16. Public Questions or Statements**

No formal notice of public questions or statements had been received.

#### **17. Membership of the Area Committee – Appointment of Co-opted Members**

Considered –

The report of the Assistant Chief Executive, Legal and Democratic Services, inviting the Committee to approve nominations for the appointment of Co-opted Members.



Details were provided of the seats created, the nomination process that took place and the resulting ballot amongst Parish Councils to determine the representatives that would serve on the Area Committee. As a result the following nominees were submitted to the meeting for formal approval:-

Selby District Council – Councillors Ian Chilvers, Carol Mackman, Ann Spetch and Rod Price.

Selby District Association for Voluntary Services – Linda Slough.

Selby South Parish Councils – Philip Hindle.

Selby North Parish Councils – Liz Johnston.

### **Resolved –**

That the following Co-opted Members be appointed to serve until the first meeting of the Area Committee following the County Council elections in 2017, unless terminated sooner, subject to each Co-opted Member continuing to be eligible to represent his/her nominating body:-

#### Parish Council Representatives:-

Philip Hindle – Selby South.

Liz Johnston – Selby North.

#### Selby District Council Representatives:-

Councillor Ian Chilvers.

Councillor Ann Spetch.

Councillor Rod Price.

Councillor Carol Mackman.

#### Selby District Association for Voluntary Services:-

Linda Slough.

## **18. Education Attainment in Selby District**

The Corporate Director, Children and Young People's Services, Pete Dwyer, together with the Principal Adviser for 11-19 Learners, Janet Bates, gave a presentation in relation to educational attainment and participation in Selby District. Their presentation outlined the following:-

#### Key Stage 2 – Year 6 Pupils

- Pupils take National Curriculum tests in reading: spelling: punctuation and grammar: maths and are teacher assessed in writing.
- The key indicators are:
  - The proportion of pupils reaching level 4+ in all of reading, writing and maths.
  - The proportion of pupils making expected progress in those areas.

- The key measures changed in 2013 and were not compatible with previous years.
- Selby District has 33 primary schools with year 6 pupils.

### 2013 Key Stage 2

- Selby District
  - 846 pupils.
  - 74% level 4+ reading, writing and maths.
  - expected progress.
  - reading - 87%.
  - writing - 92%.
  - maths - 87%.
- North Yorkshire
  - Pupils' - 5716.
  - Level 4+ reading, writing and maths.
  - 73%.
  - expected progress.
  - reading - 87%.
  - writing - 91%.
  - maths - 85%.
- Schools are below the DFE floor standards if they have a cohort of more than ten pupils, if their attainment and progress are below key threshold for both level 4+ reading, writing and maths and if progress in all three is below the national media.
- Two schools in Selby District are below the floor standards.
- 17 schools in North Yorkshire are below the floor standards.

### 2013 Key Stage 4 – Year 11

- The key indicators are:
  - The proportion of pupils gaining five or more GCSE at Grade A Star – C including English and maths.
  - The proportion of pupils making expected progress in English and mathematics.
- Selby District has six schools with Year 11 pupils.

- No schools in the Selby District are below the floor standards for Key Stage 4.

#### 2013 Key Stage 4

- 2012 – Selby District.
  - Pupils. - 929.
  - 5 A Star – C GCSE included English and Maths – 62.
  - expected progress.
  - English – 69.
  - Maths – 71.
- North Yorkshire.
  - Pupils. - 6882.
  - 5 A Star – C GCSE included English and Maths – 65.
  - expected progress.
  - English – 70.
  - Maths – 73.
- England average.
  - 5 A Star – C GCSE included English and Maths – 59.
- 2013.
- Selby District.
  - 954 pupils.
  - 5 A Star – C GCSE included English and Maths – 62.
  - expected progress.
  - English – 69.
  - Maths – 74.
- North Yorkshire.
  - Pupils. - 6834.
  - 5 A Star – C GCSE included English and Maths – 65.
  - expected progress.
  - English - 70.

- Maths – 75.

### 2013 Key Stage 5 – Year 13

- For students in sixth forms the key indicators have been:-
  - Average points per entry.
  - Average points per students in 'A' Level and equivalent subjects.
- At 'A' Level a Grade A Star equals 300 points, A equals 270 points, etc.
- Two schools in the Selby District have post 16 students.

### 2013 Key Stage 5

- 2012.
  - Selby District.
  - Students 175.
  - Points per student 799.
  - Points per entry 201.
  - North Yorkshire.
  - Students 2973
  - Points per student 808.
  - Points per entry 216.
- 2013.
  - Selby District.
  - Students 187.
  - Points per student 829.
  - Points per entry 209.
  - North Yorkshire.
  - Students 2899.
  - Points per student 799.
  - Points per entry 216.

Post Year 11 Destinations

- Selby 2012.
  - FE College 39.6%.
  - Sixth Form College 21.9%.
  - Schools Sixth Form College 21%.
  - Unknown 12.5%.
  - Not in education, employment or training 1.7%.
  - Training 0.4%.
  - Employment 2.4%.
  - Other education 0.4%.

Participation and NEET (Not in Education, Employment or Training)

- In July 2013 88% of 16-19 year olds in Selby were participating in education, employment or training, which is in line with the North Yorkshire figure of 88%.
- As at October 2013, 91 young people were not in education, employment or training (NEET) which represents 5.9% of the Selby 16-19 cohort. This was slightly below the North Yorkshire NEET figure of 6.2%.
- September 2013 – There were 335 (5.3%) Selby residents aged 18-24 years claiming job seekers allowance compared to 7.5% (Yorkshire and Humberside) and 5.8% (Great Britain).
- Details of the Selby NEET, in learning and not known trends for September 2011 to September 2013, in the 16-19 academic year group, were provided.
- Providers with more than ten Selby learners aged 16 to 19 were detailed.
- Details of the residency of local authority other than studying in Selby were provided.

Apprenticeships – North Yorkshire Residents

- For the academic year 2011-2012, 1317 North Yorkshire residents aged 16-18 started an apprenticeship. This represented a 1.8% increase compared to the previous year's figure. Regionally the number of starts rose by 6% and nationally by 7%.
- From August 2012 to January 2013 the number of 16-18 year olds starting an apprenticeship reached 878 which represented a slight fall of five learners compared to the same period the previous year. This

compared favourably with the regional fall of 18% and the national decrease of 13%.

- The number of 19-24 year old North Yorkshire residents commencing an apprenticeship between 1 August 2011 and 31 July 2012 totalled 1888 an increase of 9.6% on the previous year.

#### Apprenticeships – Selby Residents

- During the academic year 2011-12, 221 young people aged 16-18 years commenced an apprenticeship in the Selby District. This represented an increase of 26% compared to the previous year. The largest increases occurred in 17 and 18 year old recruitment to intermediate (Level 2) apprenticeships.
- Similarly 310 young adults aged 19-24 commenced an apprenticeship, representing an increase of 18%.
- Sectors with an increase in starters included: Construction, health and social care, management and business administration. Current vacancies included IT technician.

Following the presentation a number of issues and points were raised as follows:-

- Clarification of the 12.5% unknown post year 11 destinations in Selby 2012 was provided. It was noted that this situation had now improved.
- The significant increase in Selby residents taking up apprenticeships was noted and it was asked what reasons could be given for this. In response the Corporate Director stated that apprenticeships had now been given a higher profile and employers were more engaged with providing apprenticeships. He noted that enhanced information and guidance and higher level entry had assisted in enhancing the position of apprenticeships within local employers.
- It was noted that Selby as a District was performing well in terms of school attainment and was performing better than some of the more affluent areas in North Yorkshire.
- It was clarified that the A star – C's results provided within Selby related to year 11 attainment only and did not include those taking exams earlier.
- Members asked what interventions were being undertaken with the two schools that had fallen below the floor standards within the Selby District. In response it was stated that advisers were working closely with the schools and also other high performing schools were working alongside these, providing assistance to the leadership of the schools and providing teaching support. It was stated that it was difficult to determine why the schools had fallen below the floor standards as there were many factors that could affect that. It was also stated that many of the year 6 cohorts were very small, which meant that low attainment from a relatively small number of children could make the figures fluctuate dramatically.
- The Chairman noted that the Area Committee would be undertaking a special themed meeting for its meeting scheduled for Monday, 13

January 2014 which would consider education, employment and training. The meeting would be held at Selby College. The Corporate Director stated that work was currently taking place with the Local Enterprise Partnership to develop appropriate skills for employment and consideration should be given to inviting them to the themed event. The Corporate Director was invited to come along to the meeting to assist with the discussions.

- It was noted that the key measures for comparison of attainment for Key Stage 2 pupils had changed between 2012 and 2013 which had made comparison of the results very difficult. Going forward there would be an opportunity to compare like for like figures to determine where improvement had been made or was required.

#### **Resolved –**

That the presentation and report be noted.

#### **19. Proposed Reduction to Bus Service Subsidy**

Considered –

The report of the Corporate Director – Business and Environmental Services inviting the Committee's comments on the County Council's proposal to reduce the amount it spends on bus subsidies by £1.1m.

Richard Owens, Assistant Director – Integrated Passenger Transport, attended the meeting to present the report and answer questions raised. He outlined the report stating that the County Council had been tasked with reducing its subsidies to Passenger Transport Services by around a quarter of what it currently spent. In response a consultation exercise had commenced and participation was invited through a number of mediums, including the County Council's website, paper copies of the consultation being sent out and through availability at various locations throughout the County, including libraries. Businesses, schools, elected Members and all statutory consultees had also been provided with a copy of the consultation. The aim was to accommodate all opinions throughout the County for these to be taken account of when the spending cuts were implemented. It was noted that the consultation ran until the end of November 2013. Mr Owens outlined the provision of bus services throughout the County, with 80% being undertaken on a commercial basis, while 20% received subsidies from the County Council and the consultation related to those 20% of subsidised services. Mr Owens also stated that historically services for schools had been provided in terms of home to school transport, however, the proposal indicated that those not entitled to the service would see that removed, with those entitled to the service being provided with transport in an alternative way. Feedback from the Area Committees would be submitted into the consultation process with a similar presentation being provided at each of the Area Committee meetings.

All findings would be submitted to the Transport Scrutiny Committee on 19 December 2013, with the final proposals being submitted to the County Council's Executive for a decision on 7 January 2014.

Mr Owens stated that the proposals for consultation related to around £1.5m, with £1.1m being targeted for savings, therefore, there was an opportunity to change some of the proposals outlined and he emphasised that the consultation was a genuine opportunity for people to be involved in deciding those changes.

Following the presentation a number of issues and points were raised as follows:-

- Concerns were expressed in relation to the criteria being put in place for the provision of school transport. It was suggested that there were some inconsistencies in how school transport was provided and funded. Details of the 025S Service (Brotherton – Kellingley – Beale – Kellington – Brayton College) were discussed and it was noted that the poor performance, indicated within the reason for the withdrawal of the service to all those other than those who were entitled to free home to school transport, related to low numbers using the service. Members raised concerns that those travelling to educational facilities outside the County would still be able to obtain bus services, whereas those remaining within the County would not.
- Members sought clarification as to the operation of the transport facilities for those receiving free home to school transport and asked that it be ensured that these were not running half full, leaving behind those who would have used the facilities previously. The Assistant Director stated that when the service began operations the spare seats would be offered to anyone wishing to take those up. He noted that this practice was currently operated throughout the County and would continue after the scheme had been revised.

#### **Resolved –**

That the budgetary situation requiring the reduction in bus subsidies be acknowledged and the comments of Members in relation to the consultation be submitted as part of the consultation process.

## **20. Adult Learning**

Considered –

The report of the Corporate Director – Children and Young People’s Services, providing an update on the Adult Learning and Skills Service.

Ann Featherstone of the Adult Learning and Skills Service attended the meeting and presented the report. She provided the following details:-

- The context to the service provision.
- Funding changes and priorities.
- Service update.
  - Adult single budget.
  - Apprenticeships.
  - 24+ advance learning loans facility.
  - Learning opportunities for 16-18 year olds.
  - Community learning.
  - Ofsted Inspection.



- Area Developments.
  - Preparation for work.
  - Implementation for successful work clubs.
  - Emphasis on returning or getting in to work.
  - Examples of the types of courses delivered and the groups targeted.
  - Details of community learning projects being undertaken with hard to reach learners/groups were highlighted.

Following the presentation of the report the following issues and points were raised:-

- It was noted that there was still some funding available for non-accredited courses, however, the learner now had to pay more for these courses and some element of progression had to be demonstrated to ensure that funding for these courses continued.
- It was asked what evidence was provided to show that the service offered had a positive result on those undertaking the courses and that the service brought some benefit to the area. In response Ms Featherstone stated that achievements had to be recorded in terms of people obtaining work as a result of the adult learning and skills service, with the service being funded dependent on outcomes. Data is also provided to show how people are developing through the courses provided with feedback available on the progress made by those undertaking the relevant courses.
- It was noted that the recent OFSTED Inspection of the service had determined that it required improvement and work was ongoing to ensure that the improvements were being carried out appropriately.
- It was asked whether local Community and Village Halls were being utilised for the provision of adult learning. In response Ms Featherstone stated that this was the case if the building was appropriate for the provision of the courses required, however, many courses required internet provision and a great number of Village and Community halls did not have Wifi connections. She suggested that should Members have details of any Community halls that could be utilised for Adult Learning Services she would be happy to hear from them.
- Bradley Library and Hub was suggested as an appropriate place for the provision of Adult Learning Services.
- It was noted that data collection had only commenced from August this year in terms of monitoring the development of the service. The collection of data to monitor improvements had been a direct result of the requirements outlined following the OFSTED Inspection. It was noted that the service was paid on outcomes and that data was required to ensure funding continued to be provided.

- The Chairman noted that the next scheduled meeting of the Area Committee would consider education, employment and training and stated that it would be useful to provide data in relation to Adult Services to that meeting and to attend to assist with the discussions.

#### **Resolved –**

That the developments in the Adult Learning and Skills Service be noted.

### **21. Annual Road Casualties**

Considered –

The report of the Corporate Director – Business and Environmental Services, advising Members of the road casualty statistics for 2012 in North Yorkshire and within the Selby District. The statistics were monitored against previous years. The data report also provided details of road casualty statistics in the District for 2012 and provisional data for 2013.

Area Highways Manager, Richard Marr, presented the report to the Committee. He outlined the following:-

- Personal injury accidents and casualties up to the end of 2012.
- North Yorkshire – Overview of the County.
  - Details for the Selby District.
- Collision cluster site locations.
  - Rural collision cluster sites.
  - Urban collision cluster sites.
  - Cluster sites.
- Road Safety Engineering during 2012/13 in the Selby District.
- Road Safety Education Activities in the Selby District 2011/12.
  - Primary School.
  - Secondary School.
  - Young People.
  - Motorcyclists.
  - Older people.
  - Community engagement.
  - Local Partnership.
- Speed Management.
- Personal Injury Collision and Casualties in 2013.

Detail of the high risk sites for Selby, extracted from the main list for North Yorkshire, including their 2013/14 rank in terms of risk were provided as an appendix to the report.

It was noted that the number of fatalities had reduced in 2012 however other serious incidents had increased.

A campaign had been undertaken in an attempt to address the issue of fatalities and serious injury accidents relating to motorcyclists and that appeared to be having a positive effect as there had been less of those type of accidents.

Following the initial report issues and points were raised as follows:-

- Details of how the road safety education was delivered in the area were provided. Members noted that there were a number of road safety difficulties around schools and some specific examples were given. The issue of inappropriate parking outside Flaxen Road School was highlighted and the potential for an accident was emphasised. The Area Highways Manager stated that he would look into this matter.
- A Member noted that many of the accidents were put down to driver error but suggested that many incidents could possibly have been prevented with better highway design. He wondered how far investigations into fatal and serious injury accidents went to determine the possibility of faults in the design of the highway. He provided an example of the roundabout on the A63 at the A1 junction as being an area that could have been better designed. It was acknowledged that not every location could be attended to, without accidents having occurred there, because there was insufficient funding. Mr Marr explained the accident investigation that took place following a serious accident. He noted that the Police and the Road Safety Team would be involved and would take account of the layout of the road, etc. It was noted that in the majority of cases it was found that either driver error or the prevailing weather conditions were the likely factors for the accidents as many other people were using those roads and were not involved in such accidents. He noted that it was a County-wide policy to use the Police accident statistics to allocate available funding for the implementation of road safety measures. He emphasised that it was difficult to make priorities where people considered an area to be dangerous as that was based on opinion. The data provided by the Police in terms of an accident was factual.
- A Member suggested that, with the Tour de France coming into the area next year, there was a need for the 95 Alive campaign to concentrate on the safety of cyclists to prevent accidents. He noted the great increase in cycling throughout the district and, due to the increasing numbers, the likelihood of increasing accidents. He suggested that it would be appropriate to address issues through the organised cycling groups and through cycling shops and organised facilities within the area. The Area Highways Manager acknowledged that cycling safety would be a predominant feature in the coming year and recognised that the suggestion of the Councillor would be a good way of addressing this.

- A Member suggested that it would be helpful if details of where fatalities had occurred could be provided to Members as he considered that the majority of these could be related to vehicles overtaking. The Area Highways Manager stated that he would email the details of where fatalities had occurred to Members. He noted that some of the accidents had yet to go to Court, therefore, the information supplied to Members could have some redacted parts within it.
- A Co-opted Member referred to the provision of matrix signs to local Parish Councils in the District and noted that there had been a qualifying criteria for those which had not been met by her local Parish Council at Brayton. She stated that she heard that the provision had now been withdrawn and suspected that her Parish area would not now benefit from the provision of these signs. In response the Area Highways Manager stated that the signs had not been withdrawn and were still circulating the district. He stated he would find out the reasons as to why Brayton had not been included on the original list. The Co-opted Member stated that the Parish Council had indicated that they were willing to pay for one of these signs to be placed in their area. She noted that the Police had vetoed that. The Area Highways Manager stated that to ensure that the signs had their maximum effect a strict criteria had to be in place in terms of the placement of the signs. Unless this was rigidly imposed the effectiveness of the signs would be diminished. It was noted that an update on how the matrix signs were being deployed and the results of their deployment would be circulated to all Members of the Committee.

**Resolved –**

That the figures for collisions and casualties on the roads of North Yorkshire and the actions being taken to improve safety be noted and the information requested by Members, outlined above, be provided as indicated.

**22. Appointment to Outside Bodies**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) inviting the Area Committee to make appointments to various outside bodies.

**Resolved –**

- (a) That County Councillor Mike Jordan be appointed to serve on the Selby District Association for Voluntary services until the date of the next County Council elections in 2017;
- (b) That County Councillor Mike Jordan be appointed to serve on the Edward Atkinson Charity (Campbellsforth) and the Mary Ward Foundation (Cliff School Charity) until the date of the next County Council elections in 2017.

**23. Programme of Work for Future Meetings**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) inviting the Area Committee's comments on its programme of work for future meetings.

The Chairman outlined the proposals for the holding of Area Committee summits, an annual meeting of the Area Committee's Members to provide a "gloves off" discussion on issues emerging in the area.

Details of how the meetings would be organised and administered were provided. It was noted that the Selby Area had agreed to undertake a pilot of the summit meetings and lessons learnt from that pilot would be shared with the other six areas before they too embarked on their own summit meetings. It was envisaged that the Selby Area would undertake its pilot meeting some time during January.

Members discussed the attendance of non-County Councillors at the summit meetings. The Chairman explained that initially it was expected that Area Committee Members, District Council representatives and the Chairmen of the CEFs would be invited along to participate.

Members raised concerns that Co-opted representatives were not being invited along to these meetings and, in particular, the Voluntary Service, who could have a vital contribution to the issues being discussed.

It was suggested that summits could be thematic and could concentrate on a particular issue for the district such as the social isolation of elderly people and could consider ways of mitigating those problems. In situations such as those it was suggested it would be important that all representatives of elderly people were invited to those meetings.

It was explained that initially, the pilot summit would involve Area Committee County Councillors and representatives of the District Council, to discuss the impact of budget cuts in the area. It was emphasised that this first meeting was a pilot and further summit meetings could be undertaken with other representatives being invited along.

Members noted that the summit meeting was an annual event and, therefore, it was probably more appropriate for an ordinary meeting of the Area Committee to undertake a thematic approach to issues such as social isolation of elderly people. This would ensure that all those involved in the provision of services in respect of those matters could be represented at the meetings.

#### **Resolved –**

That the work programme be noted and arrangements be made for the first summit for the Selby Area, through consultation between the Chairman of the Area Committee and the Assistant Chief Executive (Legal and Democratic Services).

#### **24. Date, Time and Venue of Next Meeting**

#### **Resolved –**

That the next meeting of the Area Committee be a themed meeting to consider education, training and employment in the Selby area and be held at Selby College on Monday, 13 January 2014 commencing at 6.00 pm.

The meeting concluded at 8.30 pm.

JW/ALJ

## North Yorkshire County Council

### Yorkshire Coast and Moors County Area Committee

Minutes of the meeting held on Wednesday 9 October 2013 at 10.30 am at Sneaton Castle, Whitby.

**Present:-**

Members:-

County Councillor Penny Marsden (in the Chair); County Councillors David Billing, John Blackburn, Eric Broadbent, David Chance, Sam Cross, David Jeffels, Joe Plant, Tony Randerson and John Ritchie.

Non-voting Co-opted Members:-

Scarborough Borough Councillors Godfrey Allanson, Colin Challen, Mrs Dorothy Clegg and Brian Watson.

Parish Councillors Carole Gerada and Richard Thompson.

In Attendance:-

Acting Superintendent Mark Grange (North Yorkshire Police).

John Moore (Chief Executive, NYnet).

County Council Officers:- Ruth Gladstone (Principal Democratic Services Officer), Lee Humphreys (Clerical Assistant, Legal Services), Kevin Jeffrey (Service Development Manager, Adult Learning Service), Josie O'Dowd (Manager - Democratic Services) and Richard Owens (Assistant Director - Integrated Passenger Transport).

Seven members of the public.

**Apologies for Absence:-**

Apologies for absence were received from County Councillors Andrew Backhouse, Derek Bastiman, Janet Jefferson and Helen Swiers and Parish Councillor Pam Reeves.

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**Copies of all documents considered are in the Minute Book**

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**16. Minutes**

**Resolved –**

- (a) That the Minutes of the meeting held on 10 July 2013, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.
- (b) That the Minutes of the special meeting held on 19 September 2013, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

## 17. Public Questions or Statements

There were no questions or statements from members of the public, with the exception of those questions taken during the item of business "Proposed Reductions to Bus Service Subsidy" (see *Minute 22*).

## 18. Membership of the Area Committee

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) seeking the formal appointment of persons nominated by Scarborough Borough Council and Seachange to vacancies within the Committee's membership.

The Committee was advised that, subsequent to circulation of the papers for this meeting, the following nominations had been received from Seachange:-

- ◆ Mel Bonney-Kane for appointment as Seachange's Co-opted Member on the Committee.
- ◆ Richard Weightman for appointment as Mel Bonney-Kane's Substitute Co-opted Member on the Committee.

A Member suggested that the Committee's membership ought to include a Co-opted Member nominated by the North York Moors National Park Authority. Another Member commented that the Committee already comprised 22 Members/Co-opted Members and there was a danger that the Committee might become too big and unwieldy. Following discussion, it was agreed that the Committee should review its co-opted membership during July 2014, ie 12 months following the Committee's last detailed consideration of its composition, and that the comments made at today's meeting should be included in the written report submitted to the July 2014 meeting.

**Resolved –**

- (a) That Councillor Herbert Tindall be appointed as the Scarborough Borough Council non-voting Substitute Co-opted Member on this Committee, to serve until the date of the County Council elections in 2017, subject to him continuing to be eligible to represent Scarborough Borough Council.
- (b) That Mel Bonney-Kane be appointed as Seachange's non-voting Co-opted Member on this Committee, and Richard Weightman be appointed as Seachange's non-voting Substitute Co-opted Member on this Committee, each to serve until the date of the County Council elections in 2017, subject to him/her continuing to be eligible to represent Seachange.
- (c) That arrangements be made for the Committee to review its co-opted membership at its meeting to be held in July 2014 and that Members' comments, as recorded in the preamble to this Minute, be included in the written report to the July 2014 meeting.

## 19. Adult Learning and Skills Service

Notes:

- (a) Prior to debate, County Councillor Joe Plant advised that his wife was employed in the Business Support Team of Central Services which provided services to Adult Learning. The report was not about, and did not touch on,

his wife's employment within Business Support and, as such, he did not consider that his wife's employment gave rise to an interest in this case. However, if Members wished to ask questions about the future funding of the Adult Learning Service, he would declare an interest at that stage and leave the meeting. The Chairman invited any questions relating to the funding of the Adult Learning Service to be taken at the end of questions. Before questions about funding were put, County Councillor Joe Plant declared an interest and left the room.

- (b) During debate, Borough Councillor Colin Challen declared a personal interest because he was aged over 60 years.

Considered –

The report of the Principal Officer (Adult Learning and Skills Service) providing an update on the Adult Learning and Skills Service. The report outlined the context within which the Adult Learning and Skills Service operated, its funding changes and priorities, and a Service update. A paper giving examples of the types of courses delivered, and the key developments, within the Scarborough District area was circulated at the meeting and a copy is in the Minute Book.

Kevin Jeffrey (Service Development Manager, Adult Learning Service) introduced the report and the paper circulated at the meeting. Kevin Jeffrey also circulated copies of pamphlets which identified the Adult Learning courses available in Autumn 2013 in Scarborough, Whitby and Filey.

Members questioned Kevin Jeffrey, during which the following information was provided:-

- ◆ The challenge in recruiting sufficient tutors was to find people who were qualified both as a teacher and in the subject area, and willing to travel.
- ◆ Students could apply for help with transport costs. In extreme cases, where no public transport was available, funding towards taxi fares would be considered, although the learner had to submit an application.
- ◆ Some accredited courses were free to people on benefits who met certain residency and eligibility requirements. The Government would shortly be publishing further guidance relating to courses for people who were on benefits.
- ◆ The amount of funding received by the Service was dependent on the number of learners up to a pre-set contract value. However, when learner numbers increased in year and exceeded the contract value, the Service had to wait until the following year to receive any possible increase to the overall contract value.

Kevin Jeffrey advised that he would need to clarify whether the County Council employed anyone on zero hours contracts.

Members highlighted that seven learners who were NEETs (not in education, employment or training) had been recruited in the Scarborough area. Members also noted that the Service was unable to provide information about the level of need and suggested that that would be useful in order that the Committee could monitor effectiveness.

Scarborough Borough Councillor Colin Challenge referred to the discounts available to people aged over 60 years for learning for leisure courses. He highlighted that, following the change in the state retirement age, people aged 60 and above needed accredited courses to find employment. He suggested that the County Council's



charging policy in respect of the over 60s could be challenged and that the County Council needed to take legal advice.

The Chairman highlighted that Adult Learning was an important subject and suggested that a further report should be submitted to a future meeting.

**Resolved –**

- (a) That the developments in the Adult Learning and Skills Service be noted.
- (b) That a further report be submitted to a future meeting.

**20. Scarborough and Whitby District Police and Community Safety Report**

Considered –

The oral report of Acting Superintendent Mark Grange (North Yorkshire Police) reporting current performance and community safety and crime reduction partnership operations in the Scarborough district. Issues included in Acting Superintendent Mark Grange's report included the following:-

- ◆ North Yorkshire Police had been very busy with 9,000 more calls having been received during July and August 2013.
- ◆ There had been an increase in opportunist thefts from sheds and outhouses around the Whitby area especially the Rural wards.
- ◆ There had been an increase in low level public order offences in all areas, although the number of anti-social behaviour offences had decreased.
- ◆ Offences involving violence had decreased by 26%.
- ◆ 14 student officers had been taken on in Scarborough and would be included in the figures to be published later in the year.
- ◆ The Police were working with the Fire and Rescue Service to identify vulnerable people who were susceptible to fire within the Castle and Eastfield areas.

Members asked questions to which Acting Superintendent Mark Grange provided responses and clarifications, including the following:- at present there was no particular issue in respect of doorstep crime which the Police usually categorised as burglaries of dwellings; the Police welcomed people from local communities reporting, to the Police, what they were seeing in order to address travelling criminals; some Neighbourhood Watch Schemes, eg in Whitby, did an outstanding job although there were issues in some other areas; in view of the huge number of telephone calls made to the Police, the Police were unable to provide feedback to callers, although this might be done on occasion; an appointments system for members of the public was sometimes used in order to free-up officers' time for patrols; and resources were moved around to provide additional support when needed.

Members sought detection figures and Acting Superintendent Mark Grange offered to provide these as part of his report to the next meeting.

The Chairman suggested that, to enable the Committee to deal efficiently with its business, it would be helpful if North Yorkshire Police could provide a statistical report for each meeting. Acting Superintendent Mark Grange undertook to do so.

**Resolved –**

- (a) That the report be noted.

- (b) That North Yorkshire Police provide a statistical report for each of the Committee's future meetings.

## 21. **Broadband Access – Superfast North Yorkshire – Progress Update**

The Chairman announced that this item of business would be considered next for the convenience of those in attendance at this meeting.

Considered –

The report and Powerpoint presentation from John Moore (Chief Executive, NYnet) providing an update on progress to date of the project designed to improve access to Broadband in North Yorkshire by 2017. A copy of the slides used during the presentation is in the Minute Book.

Members asked questions, to which John Moore provided responses. During questions, a Member commented that no residents had approached him saying that accessing Superfast Broadband was a priority. John Moore responded that both the Government and North Yorkshire County Council had decided that providing access to Superfast Broadband was a priority. However, there would be interesting decisions ahead for politicians, both nationally and locally, about funding the remaining 10% of premises who would not have access to 25Mbps as a result of the current contract with BT.

**Resolved –**

That the report and presentation be noted.

## 22. **Proposed Reductions to Bus Service Subsidy**

Considered –

The report of the Corporate Director – Business and Environmental Services inviting the Committee's comments on the County Council's proposals to reduce the amount it spent on bus subsidies by £1.1m.

During debate, Richard Owens clarified the following:-

- ◆ The County Council was proposing the withdrawal of subsidy rather than cutting bus services.
- ◆ Detail about prices, to inform the current consultation, was available.
- ◆ Services from which the County Council was now proposing to withdraw subsidy were likely to be kept on as commercial operations if they were well used.
- ◆ The County Council was talking to bus operators and the report to a County Council Overview and Scrutiny Committee would contain more detail than was currently available.
- ◆ All Parish Councils had been involved in this consultation.

During debate, Members expressed the following comments:-

- ◆ County Councillor John Blackburn expressed grave concern at the proposal to withdraw bus subsidy from the 118 service because, as a consequence, there would be no service between Flixton/Folkton and Scarborough. He emphasised the need to look again at the 118 service with a view to providing a bus at certain times during the week. Richard Owens (Assistant Director -

- Integrated Passenger Transport) responded that there were very low passenger numbers on the 118 service which would not sustain a regular bus service and that community transport was a possible solution.
- ◆ Members asked Richard Owens to attend a separate consultation presentation in the south of the Scarborough District. Richard Owens indicated that he would do so if that was the wish of the Area Committee. County Councillor Sam Cross proposed that the Evron Centre at Filey should be the venue.
  - ◆ Various Members highlighted residents' frustration that local bus services were being cut when, at the same time, the Scarborough park and ride service was operating with very few passengers. Members emphasised the need to look at the times of the park and ride service to see if savings could be made from there instead of those set out in this consultation. Richard Owens offered to investigate that matter further, if that was the wish of the Area Committee.
  - ◆ Borough Councillor Colin Challen suggested that some services were being cut to such an extent that it would be inconvenient for potential passengers to use the few services which remained and to be able to coincide their travel with those remaining services.
  - ◆ County Councillor David Chance expressed support for maintaining services in the Esk Valley.
  - ◆ County Councillor Sam Cross expressed grave concern at the proposed loss of funding for the Olympic Service which ran around Filey and the consequent isolation of elderly people if that service was withdrawn. He added that he had prepared a written response to the consultation.
  - ◆ Borough Councillor Brian Watson highlighted that it was important that residents within villages were able to get to work and this should be taken into account in the current consultation.
  - ◆ County Councillor David Jeffels advised that older people were prepared to pay a small charge to travel on a bus but they were not allowed to do so for legal reasons. He suggested that it would be appropriate for the County Council to lobby MPs and the LGA to change that situation if people were prepared to make a contribution to keep services going.
  - ◆ Members expressed doubt that dial-a-ride would be the solution in all areas on the basis that vehicles were unlikely to be of sufficient size. It was also highlighted that Concessionary Fares could not be used on dial-a-ride services.
  - ◆ Parish Councillor Carole Gerada highlighted that withdrawal of the early morning number 7 service would mean that people would not be able to get to work. Richard Owens asked Parish Councillor Carole Gerada to contact him after the meeting to provide further detail.
  - ◆ Parish Councillor Carole Gerada highlighted that the Mental Health Team had recently moved to Eastfield and that cutting the 118 service would mean that patients would not be able to get there.
  - ◆ County Councillor Joe Plant expressed concern about the proposed withdrawal of subsidy from the early morning service from Whitby which consequently might prevent residents attending hospital appointments at Scarborough. Richard Owens undertook to send to County Councillor Joe Plant detailed usage figures in relation to the 93 service.
  - ◆ Borough Councillor Godfrey Allanson urged that subsidies should not be withdrawn from rural services to the extent that they were left without any bus service. He also expressed concern about the proposed use of community transport and dial-a-ride which relied on volunteer drivers.
  - ◆ County Councillor John Ritchie suggested that the LGA's attention should be drawn to the disproportionate effect which cuts in frontline services were having on those least likely to be able to afford them.

- ◆ County Councillor John Ritchie expressed concern about the proposed withdrawal of subsidy from the Scarborough to Eastfield early morning service which he understood was used by residents to get to work.
- ◆ Richard Owens clarified that the proposed increase in fares for pupils travelling to Graham School was not more than 10p per journey. Some Members commented that an additional 10p per journey, over time, would be a substantial amount for some families.
- ◆ Representatives from Esk Moors Active highlighted that the Heather Hopper should have been consulted before the County Council published this consultation which stated that the Heather Hopper was an alternative service. The representatives from Esk Moors Active also advised that they were unable to operate a public bus service. Richard Owens responded that he would arrange for one of his staff to contact the Heather Hopper following this meeting.

**Resolved –**

- (a) That Members' comments in relation to this consultation, as set out in the preamble to this Minute, be forwarded as a response to this consultation.
- (b) That Integrated Passenger Transport staff investigate whether reductions in subsidy can instead be made from the operation of the Scarborough Park and Ride Service.
- (c) That Richard Owens be asked to attend a consultation meeting to be held at the Evron Centre in Filey.

**23. North Yorkshire Fire and Rescue Service Community Safety Update**

Considered –

The report of Group Manager Danny Westmoreland of North Yorkshire Fire and Rescue Service advising of Community Safety activities involving North Yorkshire Fire and Rescue Service which had occurred during April to August 2013 and providing an update regarding other issues from within the Scarborough District.

Members commented that this was a very constructive and interesting report.

**Resolved –**

That the activities which have taken place be noted.

**24. Impact which Welfare Benefits Reforms are having on the work of the Scarborough Citizens Advice Bureau**

The Chairman announced that an apology for absence had been received from Scarborough Citizens Advice Bureau. She suggested that a representative from the Bureau should be invited to attend a future meeting of the Area Committee. Members expressed support for that suggestion and requested that, due to the importance of the Bureau's work, if possible, they should attend the 29 January 2014 meeting.

**Resolved –**

That Scarborough Citizens Advice Bureau be invited to provide a report at a future meeting of the Area Committee, if possible, at the meeting to be held on 29 January 2014.

**25. Application to Register Land as a Town or Village Green – The Green, Main Street, Seamer**

Considered –

The report of the Corporate Director – Business and Environmental Services advising that a report on the assessment of this application would be presented to the meeting of the Planning and Regulatory Functions Committee Sub-Committee to be held on 15 November 2013.

**Resolved –**

That the report be noted.

**26. Future Meetings -**

**(a) Work Programme**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) presenting the Committee's Work Programme and inviting Members' comments. The report also advised of the recent discussion between the Chairmen and Vice-Chairmen of the County Council's Area Committees during which it had been proposed that each Area would have an Annual Summit for all Area Committee Members plus other key Members of each District Council. County Councillor Penny Marsden advised that she had spoken to the Leader of the Borough Council who had agreed that Scarborough Town Hall would be made available as the venue for the first Annual Summit.

Members asked for the Ambulance Service to attend the Area Committee's meeting in January 2014 to talk about proposed changes relating to the Whitby area.

**Resolved –**

That the business scheduled for future meetings, as set out in the report, be agreed, subject to the inclusion of the following:-

- (i) The submission of a further report from the Adult Learning Service to a future meeting (in accordance with Minute 19).
- (ii) That Scarborough Citizens Advice Bureau be invited to report to a future meeting of the Area Committee, if possible to the meeting on 29 January 2014 (in accordance with Minute 24).
- (iii) That the Ambulance Service be invited to attend the Area Committee's meeting on 29 January 2014, in accordance with Members' request recorded in the preamble to this Minute.
- (iv) That Members contact the Chairman and Josie O'Dowd (Manager – Democratic Services) with any further suggestions for business for future meetings.
- (v) That the Assistant Chief Executive (Legal and Democratic Services) be authorised, following consultation with the Chairman of the County

Area Committee, to decide the date, time and venue of the first Annual Summit for the Yorkshire Coast and Moors area on the basis that it shall be held on a Wednesday at 10.30 am in early April/late March 2014.

**(b) Next Meeting**

That it be noted that the next ordinary meeting of the Committee shall be held on Wednesday 29 January 2014 at 10.30 am at the Oasis Family Centre, Scarborough.

The meeting concluded at 1.20 pm.

RAG/ALJ

# North Yorkshire County Council

## County Council's Ryedale Area Committee

Minutes of the meeting held at Pickering Memorial Hall, Pickering on 18 September 2013, commencing at 10.30 am.

**Present:-**

County Councillor Val Arnold in the Chair; County Councillors Lindsay Burr MBE, John Clark, Janet Sanderson, Elizabeth Sheilds and Clare Wood.

District Councillors: Linda Cowling, Eric Hope and Robert Wainwright.

Parish Councillors: Philip Chapman, Elizabeth Fairburn and David Lloyd-Williams

Invited Officers in attendance: Inspector Andy Everitt (North Yorkshire Police), Danny Westmoreland (North Yorkshire Fire and Rescue Service), Mandy Foster (Highways Agency).

Officers in attendance: Richard Marr (Highways and Transportation Area Manager), James Farrar (Chief Operating Officer LEP), Richard Owens (Assistant Director Integrated Passenger Transport), Mary Davies (Senior Democratic Services Officer).

Apologies: Parish Councillor Kenelm Storey

29 members of the public attended the meeting.

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**Copies of all documents considered are in the Minute Book**

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**16. Minutes**

County Councillor John Clark highlighted that he had still not received the design specifications for the Brambling Fields roundabout from the Highways Agency as previously requested.

**Resolved –**

That the Minutes of the meeting held on 12 June 2013 having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

**17. Public Questions or Statements**

The Chairman announced that there was one public question which would be heard during item 5 on the agenda – the proposed reduction to bus subsidy report.

**18. Area Committee Membership – Appointment of Co-opted Members**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) to invite the Area Committee formally to appoint persons nominated to serve as Co-opted Members on the Area Committee

The Chairman was asked to write to former Co-opted Members, on behalf of the Committee, to thank them for their service to the Area Committee over recent years.

**Resolved –**

- (a) That the following Co-opted Members be appointed to serve until the first meeting of the Area Committee following the County Council elections in 2017, unless terminated sooner:-

District Councillors:-

Councillor Mrs L Cowling

Councillor E Hope

Councillor CR Wainwright

Councillor G Acomb – (Substitute Member)

Councillor Mrs C Goodrick - (Substitute Member)

Parish Councillors:-

Councillor Philip Chapman

Councillor Elizabeth Fairburn

Councillor David Lloyd-Williams

Councillor Kenelm Storey

Ryedale Voluntary Action:-

Mr David Wright

- (b) That Co-opted Members agree to comply with all aspects of the County Council's Code of Conduct for Members, including registering their interests in the Register of Members' Interests where this is required under the ethical framework.
- (c) That a letter of thanks is sent to former Co-opted Members, to thank them for their service to the Area Committee.

**19. York, North Yorkshire and East Riding Local Enterprise Partnership (LEP)**

Considered –

James Farrar, the Assistant Director of the Economic Partnership Unit gave a presentation that took the Committee through the primary role of the Local Enterprise Partnership (LEP) to develop a Regional Economic Strategy for alignment with future EU Investment Funding and funding from central Government. The Strategy covered business support, innovation, low carbon, skills and social inclusion. The Strategy would also look at infrastructure, transport, and housing. James Farrar advised of a recent consultation meeting in Malton looking at priorities in regard to small businesses and the support needed to enable them to grow. James Farrar highlighted major growth opportunities particularly around potash mining in the Whitby area, the University of York and the potential of the Food & Environment Research Agency in Sand Hutton in Ryedale. James Farrar also highlighted the tourism industry and the improvements and investment that needed to be made, including improvements on the A64 for businesses in the region.

Members made the following comments:

County Councillor Clare Wood advised of years of lobbying for improvements on the A64 with little effect; she asked how the LEP could make a difference. James Farrar spoke of East/West connections; the A1 had now been upgraded and there had been improvements on the A19. Consultations were taking place between the LEP and Ryedale District Council to find solutions. Whilst he agreed it would not be easy he



gave assurances that the LEP along with its partners would keep working to find the best outcomes.

County Councillor Elizabeth Shields asked how the LEP were supporting young people through apprenticeships; she considered that apprenticeships were an important route for young people to get into training which potentially may lead to employment. James Farrar advised of structures in place within the County Council and Ryedale District Council; he also said that the LEP were working with the Youth Enterprise Service and with Universities. James Farrar considered the need to look at the quality of apprenticeships to make sure they were not being used to pay under the living wage.

Councillor Linda Cowling asked if the LEP would be consulting on the proposed reductions to the bus service subsidy. James Farrar advised that the LEP worked closely with the Business and Environmental Service Unit and that the LEP also worked with the County Council and Ryedale District Council to find solutions to rural transport needs. Councillor Linda Cowling asked if it would be possible to include some of the LEP budget for transport. James Farrar advised of European and Central Government funding rules.

County Councillor Lindsey Burr MBE highlighted the support needed for the NEATS group. James Farrar agreed for the need to support this group of young people; he advised of a local programme in place between the County Council, District Council and National Parks to build sustainable communities.

Councillor David Lloyd-Williams highlighted the need to invest in tourism; he asked during this time of austerity, whether the LEP would be able to contribute to help local projects. James Farrar gave a positive response saying that organisations needed to consult with the LEP and, if their ideas were linked to the economy they may be able to help.

County Councillor John Clark considered that the information within the report would not help the worse off in the community; he could not see any mention of the living wage in the report which he considered essential to make people less dependent on the benefits system.

County Councillor John Clark highlighted that part of the LEP funding would come from the New Homes bonus which had previously been allocated to Ryedale District Council which he observed was democratically elected. James Farrar replied that whilst the LEP was not democratically elected they were working closely with Ryedale District Council and the needs for funding in the region over the next 5 years.

A member of the public spoke of the need to support micro-businesses and connect with the community. He highlighted the reduction in the number of buses and the effect this was having on businesses. He asked for dialogue between the LEP and MEPs to get the European rule on North Yorkshire being classes as a non-assistance area to be changed. James Farrar said that this was a fair point and that the LEP would speak to the local MEP.

The Chairman thanked James Farrar for his presentation.

#### **Resolved –**

The report and Members comments be noted.

## **20. Proposed Reduction to Bus Subsidy Report**

Considered –

The report of the Corporate Director – Business and Environmental Services inviting the Committee to comment on the Council's proposals to reduce the amount it spends on bus subsidies in North Yorkshire by £1.1m. Appended to the report were details of the bus services in the Ryedale area affected by the proposals and a copy of the public consultation document.

The report was introduced by Richard Owens, Assistant Director Integrated Passenger Transport who explained the background to the proposals. He described the consultation which was due to end on 25 November 2013. Members were advised that the package of proposed savings was in excess of the £1.1M required in order to offer choice/options as part of the consultation. It was proposed that the changes to local bus services would be implemented with effect from 7 April 2014 and school transport changes as from 1 September 2014.

The following public question was raised:

**(a) Ms Sue Cowan, Town Mayor, Pickering Town Council – Proposed Reduction to Bus Subsidy**

In Pickering many people are worried about proposals which may result in the loss of the town bus service. I would like to impress upon you that this service is a lifeline to many older residents as for many it is the only way of accessing shops, banks, doctors, the library and meeting friends. So today I need to ask you for an explanation and clarification on how any other bus service could operate. I know dial a ride is being suggested but as figures I have been given suggest there are between 3,000 and 3,500 passenger journeys a month on the existing service. To be more specific on market days and pension days the usage is approximately 250 per day. How would you suggest that a dial a ride service making single door to door journeys would cope with these numbers?

Many of the users who are mainly concessionary card holders have said they are willing to pay something towards retaining the service, but I understand that is not an option available to them as they cannot be charged under the recent Transport Act. May I further point out to you that planning permission has recently been given for retirement apartments at The Avenue, Eastgate, Pickering and for a 168 unit retirement village on the outskirts of the town. I assume that some, perhaps the majority of these residents would appreciate a town bus service.

If you could give some clarification to the concerns raised in this request it would be very much appreciated.

Members made the following comments:

County Councillor Elizabeth Shields said that the changes to the bus services would affect people from the rural area of Ryedale; she considered that town and rural services needed to be maintained and that any changes must be looked at thoroughly before implementing. She asked for the savings on the bus subsidy from Malton to Norton. Richard Owens advised that £18k was paid to subsidise the bus service in Malton and Norton per year.

Councillor Philip Chapman urged the County Council to make the best use of bus services. He highlighted the need to use a limited service responsibly and to focus the service on times when it was most needed.

Councillor Linda Cowling highlighted isolation and exclusion issues in the local rural community and also the economic damage to town centres. She noted future

building for retirement housing in Pickering and asked whether this had been taken into consideration. Councillor Linda Cowling considered that a long term solution could be community transport schemes run by volunteers. She asked for the subsidy to bus services in Pickering. Richard Owens advised that £28k was paid to subsidise the bus service in Pickering per year.

Councillor Linda Cowling asked for distribution details of the consultation. Richard Owens advised that the consultation had been sent to the District and Parish Councils, buses, in a press release and in some cases local deliveries had been made.

County Councillor John Clark noted the dangers of looking at the cost of one bus service against another. He said that savings were needed because of Government cuts.

Councillor David Lloyd-Williams highlighted the public's concern at the reduction to bus services which, he said, was evident when looking at the high numbers of the public attending the meeting. He noted that local people relied on the bus service to access both social activities and essential medical appointments. The first pages of the report referred to cuts from the County Council's budget which was a Government decision. He asked what the Executive were doing to influence the Government cuts.

County Councillor Clare Wood indicated that she would not talk to the political arena in her reply but she highlighted reductions to the County Council's budget and said that savings had to be found. Whilst she sympathised with those affected by the changes she said that the County Council had to be realistic and make difficult decisions whilst making sure vulnerable people were being looked after and that they were not isolated. She considered the need to look at bus services which were most often or least used and adopt a sensible approach to these services and the dial a ride service. County Councillor Clare Wood asked Richard Owens to look at providing essential bus services to the working community and also urged members of the public to make their views known.

County Councillor Lindsay Burr MBE highlighted the importance of bus service to the rural community of Ryedale. She considered that the savings made would be minimal to a service that was a life line to towns and villages.

Councillor Elizabeth Fairburn highlighted low numbers on the buses in her area; she asked if cars had been considered instead of buses. Richard Owens said that the County Council have used car schemes in the past if it was economically viable.

Members of the public made the following comments:

The Town Mayor of Pickering Town Council said that if the Proposed Reduction to Bus Subsidy leaflets could be printed off she would ensure delivery in Pickering which would enable many more people to respond to the consultation. Richard Owens agreed to provide leaflets and said he wanted the consultation to reach as many people as possible.

People needed the bus service so that they can be independent for as long as possible; the bus service was a lifeline for people of all ages.

The County Council were making the decisions but did not use the bus service.

Many members of the public do not own a computer and were unable to download the consultation or respond to it.

Concessionary fares passengers would be willing to pay towards the bus service. Richard Owens clarified that the County Council was unable, statutorily, to charge passengers, who were entitled to concessionary fares, to travel on buses, even if such passengers would be prepared to pay.

The Chairman thanked Richard Owens for his presentation.

**Resolved –**

- (a) That the report is noted.
- (b) That the Committee's and members of the public's comments are forwarded to the Corporate Director, Business and Environmental Services for inclusion in the consultation process.

**21. Appointment to Outside Bodies**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) to identify the appointments to outside bodies which fall to be made by this Area Committee under the County Council's Constitution and to provide an opportunity for appointments to be made.

County Councillor Lindsay Burr MBE advised that she had been unable to find volunteers for this outside body. She asked the Chairman to write to Malton School Endowment and ask whether they wanted to continue representation from Ryedale Area Committee. The Chairman agreed to this request.

**Resolved –**

That a letter is sent to Malton School Endowment asking if they want to continue to make appointments, to the outside body, from the Area Committee.

**22. Update on the A64 from Mandy Foster (Highways Agency)**

County Councillor Val Arnold welcomed Mandy Foster and stated the importance of a Highways Agency Officer attendance at the Committee meeting. She hoped, in future, that someone from the Highways Agency would be able to attend every meeting of the Committee.

Considered –

The report of Mandy Foster updating Members on works on the A64 in Ryedale planned by the Highways Agency for the financial year 2013/14 and potential works in future years.

Mandy Foster advised of changes by the Government to the investment of the road network. As a result of these changes, there would be significant investment in 2014/15 to improve growth. The Highways Agency would become a public owned company and work directly to the Department for Transport providing efficiencies in maintaining the strategic road network. Mandy Foster highlighted route based strategies with a 5 year programme of future investment. The Highways Agency was in consultations with the LEP in regard to the growth agenda linked into the road network.

In regard to the A64, resurfacing work has been carried out. Mandy Foster highlighted the road safety information within the report which she hoped would be

useful to the Committee. This information related to the 2012 provisional accident figures. In 2013 serious and slight accidents had slightly increased. Mandy Foster said that over the next 2 years the Highways Agency were proposing a number of cycle improvements on the A64 and, in future it was hoped to add more strategic direction to the planning of cycle facilities on the A64.

Members made the following comments:

County Councillor Clare Wood said that she was pleased to see Highways Agency representation at the meeting; she asked if the cycle funding could be used for any other projects. Mandy Foster advised that the funding was ring fenced for cycling projects only.

County Councillor Clare Wood highlighted the Barton Hill improvements work (phase 2). She queried the public perception that work could be carried out for a cycle route but phase 2 of the improvement work still needed to be done. She highlighted that the Coroner, North Yorkshire County Council, Ryedale District Council and the Police were all in support of the Barton Hill improvements. She asked to be kept informed when this work would be implemented. County Councillor Clare Wood considered that cycleway work was necessary in many places for safety reasons but observed, in a rural community, that the preferred form of transport was by car.

County Councillor Clare Wood advised that the road surface at Barton Hill needed to be looked at; there were grooves on the road surface. Mandy Foster agreed to look into this.

County Councillor Janet Sanderson highlighted the safety improvements needed at West and East Heslerton and at Ganton, but observed that these villages could get cycle routes. County Councillor Janet Sanderson asked what ghost islands were. Mandy Foster advised these were standard markings on the road surface and not actual islands.

County Councillor Janet Sanderson asked who the Highways Agency, following the change of regime, would be responsible to. Mandy Foster advised at present this was not known.

Councillor David Lloyd-Williams whilst welcoming funding for cycle routes, had concerns that this would prevent dualling work on the A64 in future. Mandy Foster advised that she would not expect any proposed cycle works to prevent any future dualling works.

Councillor David Lloyd-Williams asked if it would be possible for the new company, following the Highways Agency, to borrow funding so that dualling work could begin when cycle routes work was being carried out and so cause minimal disruption on the road network. Mandy Foster was unable to comment on this.

Councillor Linda Cowling considered it was important to work together with the LEP to get Ryedale a fair share of funding in the future.

County Councillor John Clark disagreed with the need to dual the A64; he was not convinced it would help Ryedale. He was in support of cycle routes.

County Councillor John Clark said that he had still not received the design specifications for the Brambling Fields roundabout from the Highways Agency as he had requested at a previous meeting. Mandy Foster replied that she had brought information which she would discuss with the County Councillor following the meeting.

County Councillor Clare Wood said she would continue to lobby for the dualling of the A64 not only for safety reasons but also for the economy of the area.

The Chairman opened questions to members of the public:

Julian Rudd, Head of Economy and Infrastructure at Ryedale District Council highlighted the 2011 Jacobs Study on the A64 which recommended that full dualling on the A64 was unrealistic although it did identify individual schemes and safety improvements. He advised of a future meeting between North Yorkshire County Council, Ryedale District Council and Scarborough Borough Council to promote schemes on the A64. Julian Rudd also had concerns that a cycle route would not allow the road to be widened into a dual carriageway. Mandy Foster gave her assurances that any cycle routes would not prevent dualling work being carried out.

The Chairman thanked Mandy Foster for her presentation.

**Resolved –**

That the report and Members comments be noted.

**23. Fire and Rescue**

Considered –

The report of Group Manager Danny Westmoreland advising members of the Area Committee of community safety activities involving North Yorkshire Fire and Rescue Service (NYFRS) that have occurred in April and July 2013 and providing an update regarding other issues from within the Ryedale District.

Danny Westmoreland highlighted paragraph 3.2.3 of the report and updated on the Road Safety Initiative car. The car was now operating in the Scarborough and Ryedale area and included a hard hitting road safety video.

Danny Westmoreland referred to paragraph 4 of the report, Incidents of Note. Many of the incidents were road traffic collisions with increased fatalities during the summer months. Danny Westmoreland reported on the work currently being carried out with motorbike drivers; the Fire and Rescue Services had visited venues in Helmsley and York to advise on road safety.

Danny Westmoreland advised that the Fire Brigades Union had held a ballot of its members, and, following the ballot there would be a 4 hour strike on Wednesday 25 September 2013. He added that the Fire and Rescue Service had a duty to maintain cover and contingency arrangements were being put in place to maintain fire cover across the county. Staffs were being consulted and it appears that many stations would be maintaining fire cover through that Strike period.

Members made the following comments:

County Councillor Janet Sanderson highlighted that three of the eight 'Incidents of Note' in the report were in her division. She had concerned with safety at Butterwick Crossroads and asked if anything could be done. Danny Westmoreland advised after any incident a de-briefing process was carried out and any education or improvements highlighted would be taken forward.

Councillor David Lloyd-Williams asked how many accidents happened as a result of criminal activity. Inspector Andy Everitt advised that in many cases it was not in the public interest to prosecute.

County Councillor Clare Wood was grateful for the update on strike action and was pleased to hear that cover would be available as it was an essential service. She asked that the public be kept as up to date as possible with the situation.

A member of the public noted that there was no mention of the fatality at Ganton on the 'Incidents of Notes'. Danny Westmoreland said that this should have been included in the report.

County Councillor Val Arnold thanked the Fire and Rescue Service for coming to a recent Women's Institute meeting in Helmsley to speak to them about community safety. She said that the ladies had found the presentation to be very interesting.

#### **Resolved –**

That the report be noted.

#### **24. North Yorkshire Police – Current Issues**

Considered –

The report of Inspector Andy Everitt, North Yorkshire Police updating on initiatives currently being undertaken within the Ryedale District area by North Yorkshire Police.

Inspector Andy Everitt advised that reported crime in Ryedale had reduced by 9% and that Ryedale was currently one of the leading safe neighbourhood areas in North Yorkshire and York. Inspector Everitt noted reduced 'violence in the night time economy' figures in Market Town Centres in Ryedale and advised currently of full staffing in Ryedale.

Inspector Andy Everitt highlighted the work being carried out in regard to CCTV and joint partnership work between the Police, Ryedale District Council and Ryedale Cameras in Action. He advised of visits to Scarborough CCTV and the City of York CCTV offices.

Inspector Andy Everitt highlighted the new national fitness tests for the Police and said that no officer in Ryedale had failed their fitness test.

Members made the following comments:

Councillor David Lloyd-Williams asked for information on un-reporting crimes. Inspector Everitt said that there was no specific evidence of un-reported crimes and he considered the figures for Ryedale to be accurate.

County Councillor Janet Sanderson had concerns with safety issues at Seamer Horse Fair; she had noticed that horses were being allowed to graze at the edge of the A64 and that litter had been left. Inspector Everitt said that he had been in regular contact with the Travellers and that Street Scene had carried out rubbish clearing daily.

County Councillor Janet Sanderson highlighted that the Pickering Steam Fair was unlikely to continue next year, she had concerns that people may still turn up for the event. Inspector Everitt replied that the Fair was the responsibility of the organisers.

Councillor Elizabeth Fairburn congratulated the Police on their work during Operation Hawk; she had received no reports of poaching in her area.

Councillor Phil Chapman highlighted speeding in the villages and asked if the Police could do more to improve the perception to local people that something was being done. Inspector Everitt advised that every CAP group had identified areas and that local beat managers would be sent out to do more enforcement work; he said that this was a key issue for the community and the Police needed to respond accordingly.

County Councillor Clare Wood also highlighted her concerns in regard to speeding and she questioned any improvements being made. Inspector Everitt gave his assurances that it was being taken seriously by the Police.

A member of the public voiced his concerns on the perception that there was less cover in Ryedale which was maybe due to the low crime figures. Inspector Everitt gave his assurances this was not the case; staffing levels in Ryedale were being fully met.

**Resolved –**

That the report be noted.

**25. Future meeting dates and venues for 2013/14**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) to provide the Committee with information relating to meeting dates for 2013/14 and to ask the Committee to agree the suggested venues.

Members of the Committee gave the Clerk venue options around the Ryedale area. The Clerk advised that she would visit the venues and assess their suitability.

**Resolved –**

- (a) That the Area Committee meeting dates be noted.
- (b) That the venues for meetings in 2013/14 be agreed.

**26. Programme of Work for future meetings**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) presenting the programme of work currently scheduled for future meetings and inviting Members comments.

**Resolved –**

That the business currently scheduled for future meetings be noted

The meeting concluded at 1:30 p.m.

MD/ALJ



# North Yorkshire County Council

## County Committee for Hambleton

Minutes of the meeting held on 16 September 2013, at 2.00 pm at County Hall, Northallerton.

### **Present:-**

County Councillors:- David Blades (Chairman), Gareth Dadd, Tony Hall, Heather Moorhouse, Caroline Patmore, Peter Sowray, Tim Swales and John Weighell.

Co-opted Members:- Councillor Derek Adamson (Hambleton District Council), and Parish Council Representatives Edward Fraser (Thirsk), Roland Crook (Easingwold), Martin Jones (Bedale) and Kevin Hardisty (Northallerton).

County Council Officers:- Nigel Smith (Highways), Jane Wilkinson (Legal & Democratic Services), Catherine Price & Richard Owens (Passenger Transport), Debbie Breatcliffe and Andy Eaton (Adult Learning).

Present by Invitation: Temp Inspector Sarah Sanderson (North Yorkshire Police) and Group Manager David Pitt (North Yorkshire Fire & Rescue).

There were five members of the public present.

### **Apologies For Absence:**

Apologies for absence were submitted on behalf of County Councillors Bob Baker, Arthur Barker, Bryn Griffiths and Co-opted Members Councillors Bridget Fortune, David Smith and Andy Wake (Hambleton District Council) and Parish Council Representative Lynn Southern (Stokesley).

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### **Copies of all documents considered are in the Minute Book**

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#### **18. Minutes**

##### **Resolved –**

That the Minutes of the meetings held on 17 June 2013, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

#### **19. Public Questions or Statements**

The Chairman announced that notice had been received from two members of the public wanting to speak on agenda item 4 (Proposed Reduction to Bus Service Subsidy) and that he would invite them to speak during consideration of that item.

##### **Mr Kevin Grainger (Resident of South Otterington) – Encroachment of the Public Highway**

Mr Kevin Grainger spoke at the meeting to complain about encroachment of the public highway and in particular the use of 'A boards' on Northallerton High Street.

He highlighted the statutory position and sought an assurance that the County Council would take steps to enforce current legislation.

Nigel Smith, Area Highways Manager, responded pointing out that Mr Grainger's concerns were the subject of a live complaint to the Ombudsman. The rights of all users to have free passage on all highways were he said fully supported by the County Council. He acknowledged that in the past there had been concerns about obstructions caused by 'A Boards' and market stalls (responsibility of the district council). The County Council had in 2012 reviewed its existing policy. As part of that review the County Council had taken on board comments from both the Royal National Institute for the Blind and Guide Dogs for the Blind following site visits to Northallerton. The additional guidance included minimum desirable widths of clear passage for footways depending on their location (prestige pedestrian zones etc). The Area Manager went on to state that Northallerton High Street was regularly inspected in line with the County Council's statutory duties and as result of these regular inspections a number of 'A boards' had been removed.

In his capacity as the local Member County Councillor Tony Hall confirmed that he had participated in site meetings and confirmed that the Royal National Institute for the Blind supported the minimum width of the footpath being two metres. He pointed out that on Northallerton High Street there were a number of lighting columns located within the minimum two meter width and that 'A boards' in close proximity to these had now been removed.

County Councillor Gareth Dadd said that it was difficult to satisfy completely the competing needs and interests of businesses and users. He was satisfied that any obstructions would be dealt with and that overall the balance was correct. There was general consensus of support amongst other Members of the Committee for his comments.

## **20. Membership of the Area Committee – Appointment of Co-opted Members –**

Considered –

The report of the Assistant Chief Executive, Legal and Democratic Services inviting the Area Committee to appoint persons nominated by Hambleton District Council and Hambleton Parish Councils to serve as Co-opted Members on the Area Committee.

**Resolved –**

- (a) That the following nominees be appointed as Co-opted Members on the Area Committee to serve in a non-voting capacity until the first meeting of the Area Committee following the County Council elections in 2017, unless terminated sooner subject to each Co-opted Member continuing to be eligible to represent his/her nominating body:-

Parish Councillors

David Martin Jones – Bedale  
Edward Fraser– Thirsk  
Lynn Southern – Stokesley  
Kevin Hardisty – Northallerton  
Roland Crooke - Easingwold

- (b) That the following nominees be appointed to serve as Co-opted Members on the Area Committee in a non-voting capacity until the first meeting of the Area Committee following the Annual General Meeting of the County Council in 2014,

subject to each Co-opted Member continuing to be eligible to represent his/her nominating body:-

Hambleton District Councillors:- Derek E Adamson, Bridget E Fortune, David H Smith and Andy Wake.

## 21. Proposed Reductions to Bus Service Subsidy

Considered –

The report of the Corporate Director – Business and Environmental Services inviting the Committee to comment on the Council's proposals to reduce the amount it spends on bus subsidies in North Yorkshire by £1.1m. Appended to the report were details of the bus services in Hambleton area affected by the proposals and a copy of the public consultation document.

The report was introduced by Catherine Price, Passenger Transport Integration Manager who explained the background to the proposals. She outlined the consultation timetable which was due to end on 25 November 2013. Members were advised that the package of proposed savings was in excess of the £1.1M required in order to offer choice/options as part of the consultation. It was proposed that the changes to local bus services would be implemented with effect from 7 April 2014 and school transport changes as from 1 September 2014.

At the invitation of the Chairman the Committee was addressed by John Kettlewell, Chairman – Exelby, Leeming and Newton Parish Council. Mr Kettlewell accepted the need for cuts but argued that what was being proposed was too drastic. Within the area served by his parish council the number of bus journeys would reduce from eighteen per week to just two. Local people relied on the bus service to access both social activities and essential medical appointments. He suggested as an alternative an extended service around the Exelby area taking in additional villages to what was proposed in the consultation document.

The Democratic Services Officer then read out a statement submitted by Wing Commander John Crennell from RAF Leeming. On behalf of service families he voiced his opposition to the proposed reduction of the local bus service to two journeys per week. As an alternative to what was proposed he suggested a revised route through various villages terminating at Leeming that used the base as a turning point. He offered to work with Officers at the County Council to find a solution. A copy of his statement was handed to Catherine Price.

County Councillor Bryn Griffiths submitted a written statement expressing on behalf of his local parish councils concerns about the proposed reduction in frequency of bus services numbers 80 & 89 and in particular the removal of the loop through Romanby which provided access to Northallerton Railway Station. A copy of his statement was handed to Catherine Price.

In response County Councillor John Weighell highlighted reductions to the County Council's budget and said that savings had to be found. He sympathised with those affected by the changes but said that the County Council had to be realistic. The long term solution was he said community transport schemes run by volunteers.

District Councillor Adamson said that there was a lot of misinformation about the proposed changes and he hoped that when changes were implemented these would be properly communicated.

In response to questions from Members Catherine Price advised that the timing and connectivity of remaining services had been considered. In view of the volume of

statistical information that was available about individual services she offered to speak on an individual basis to any Member who had concerns outside of the meeting.

Members were encouraged to respond direct to the consultation and to invite parish councils and other interested parties to do the same.

The majority of members on the Committee supported the views expressed by County Councillor John Weighell and offered no additional comments.

**Resolved –**

That the comments made during the meeting and recorded in the Minutes be noted.

**22. North Yorkshire Police**

The Committee received an oral report from Temporary Inspector Sarah Sanderson (North Yorkshire Police) updating the Area Committee on performance, operations and initiatives within Hambleton District by North Yorkshire Police.

Temporary Inspector Sanderson started by saying that Supt Andy McMillan had taken up a strategic role and that consequently from now on she would be attending all future meetings of the Area Committee to report on operational matters.

Temp Insp Sanderson reported that overall there had been an 11% increase in crime in Hambleton and Richmondshire, with some crime categories such as burglary from a non-dwelling, theft from vehicles and shoplifting recording significant increases. She described initiatives designed to tackle problem areas and gave an overview of the success of these operations. She confirmed that policing plans for next summer would focus on those areas where there had been an increase in crime.

County Councillor Heather Moorhouse said that thanks to the efforts of the Police and other agencies only one incident of anti-social behaviour had been recorded in Great Ayton. This was a big improvement and on behalf of the local community commended the Police for the work they had done and continued to do.

County Councillor Tony Hall said that over the course of the summer he had witnessed police community support officers attending several community events. He welcomed their presence and increased visibility and praised their efforts to engage with local communities and in particular their attendance at youth festivals. Temp Insp Sanderson thanked Members for their comments which she said she would pass on to the officers concerned.

**Resolved –**

That the information provided at the meeting be noted.

**23. North Yorkshire Fire and Rescue Service Community Safety Update - Hambleton**

Considered –

The report of Group Manager David Pitt advising of community safety activities involving North Yorkshire Fire and Rescue Services (NYFRS) that have occurred between April and July 2013. Also appended to the report were the results of the

deployment of speed matrix equipment at various sites in Hambleton District during July 2013.

The report was presented by Group Manager David Pitt who drew Members attention to the success of the Local Safety Team Pilot between North Yorkshire Police and the Fire & Rescue Service which he was hopeful would continue.

The Chairman commented that he had attended the tactical exercise at the Friarage Hospital which he had found interesting and informative. He had been very impressed with the professionalism of the fire fighters involved and encouraged members of the committee to attend similar forthcoming exercises.

**Resolved –**

That the activities which have taken place be noted.

**24. Adult Learning & Skills Service Update**

Considered –

The report of the Corporate Director – Health and Adult Services, updating the Committee on learning opportunities within Hambleton district.

Debbie Breatcliffe introduced the report, drawing members' attention to changes in the funding position. She gave examples of the types of courses delivered within Hambleton, the groups targeted as well as highlighting key developments such as Job Clubs and Community Learning Partnership activity.

In response to a question, Debbie Breatcliffe advised that there had been no increase in course fees for community learning for the last two years a fact which some Members found surprising given the current economic climate.

**Resolved –**

That the developments in the Adult Learning and Skills Service and the information provided at the meeting be noted.

**25. Waste Spreading in the Aldwark area**

The Committee received an oral report summarising actions taken since the matter was initially brought to the attention of the County Council in January 2013.

At the January 2013 meeting of the Area Committee, Members of Aldwark Area Parish Council had given a presentation in which they had complained about the nuisance to residents arising from the operations of Coast to Coast Recycling. Specific complaints included the foul smell of the waste being spread, damage to highways and public rights of way, the excessive weight of vehicles used to transport the waste, the timing of waste spreading and alleged breaches of the terms of the operators' licence with the Environment Agency. Members of the Area Committee were sympathetic to the claims of the Parish Council and had resolved that the County Council should co-ordinate a response to the concerns raised. The Area Committee had agreed to receive a further update report in six months which was why the item had been included on the agenda that day.

The Area Highways Manager, Nigel Smith acknowledged the sensitivity of the matter. He said that many of the concerns however fell outside the County Council's remit and therefore the enforcement action it was able to take was restricted. He referred to a letter dated 27 August 2013 sent by the County Council's Chief

Executive to the Chairman of the Aldwark Area Parish Council. Nigel Smith summarised the content of the Chief Executive's letter and said that the County Council continued to monitor the road conditions and he was pleased to report that there had been no recent damage or deposits of mud. The current financial climate meant that the County Council resources were limited and whilst it would continue to do what it could its powers were limited.

On behalf of Aldwark Area Parish Council, Co-opted Member Roland Crooke said that the Parish Council was disappointed with the outcome as it had hoped that the County Council would adopt a more proactive stance. The Parish Council was very small and lacked the resources to be able to challenge the large agencies involved. The Parish Council had hoped that the County Council would arrange a meeting at which the interested parties could meet face to face and discuss solutions to the problems being encountered. The Parish Council had therefore resolved to take matters into their own hands and had arranged a meeting with Coast To Coast Recycling. As a result of that meeting a code of conduct had now been agreed and formally signed. Copies of the agreement were on display in and around the village with a request that any breaches were to be reported to the clerk to the Parish Council. The agreement had been signed the previous week and he was hopeful that it would prove successful.

Members noted the position and hoped that the signing of the agreement would mark a turning point and that the situation would now improve. Roland Crooke requested that the matter be included on the agenda of the next meeting. Following signature of the voluntary agreement, the Committee agreed to receive an oral update from the Parish Council at its next meeting.

#### **Resolved –**

That an update report on waste spreading in and around Aldwark be referred to the next meeting of the Area Committee.

#### **26. Proposed Withdrawal of the Diversion Order for Footpaths at Barkers Building, Cross Lane, Little Ayton.**

Considered –

The report of the Corporate Director, Business & Environmental Services advising that a report would be presented for determination to the meeting of the Planning and Regulatory Functions Sub-Committee on 15 November 2013 seeking withdrawal of the application to divert footpaths following the sale of the land.

The local member County Councillor Heather Moorhouse said that the matter had a long history and that she supported withdrawal of the application. She added that she was disappointed that the costs of the application would be borne by the County Council.

#### **Application to Record a Public Footpath from Mucky Lane, to Footpath No 10.39/2 Easby, Stokesley**

The report of the Corporate Director, Business & Environmental Services advising that a report would be presented for determination to the meeting of the Planning and Regulatory Functions Sub-Committee on 15 November 2013 seeking to record a public footpath from Mucky Lane, Easby, Stokesley.

The local member County Councillor Heather Moorhouse commented that the application was very contentious locally.

### **Application to Record a Public Bridleway at Chestnut Bank, Borrowby**

The report of the Corporate Director, Business & Environmental Services advising that a report would be presented for determination to the meeting of the Planning and Regulatory Functions Sub-Committee on 15 November 2013 seeking to record a public bridleway at Chestnut Bank, Borrowby.

Members of the Committee did not make any comments about the application.

### **Noted**

#### **27. Programme of Work for Future Meetings**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) presenting the programme of work scheduled for future meetings. Members were invited to comment, amend and/or suggest additional items to be included.

County Councillor Tony Hall requested an update on Civil Parking. The Executive Member for Highways, County Councillor Gareth Dadd suggested that it would be preferable for this to be referred to a meeting in the New Year as this would allow more time for the scheme to be evaluated.

It was reported that a request had been received from Richmondshire Area Committee to hold a joint special meeting to consider the consultation on Children's & Maternity Services at the Friarage Hospital in Northallerton. Members of the committee were opposed to the request on the grounds that it would duplicate the work already being done by the Scrutiny of Health Committee whose remit it fell under.

### **Resolved –**

That the business currently scheduled for future meetings be noted and approved.

#### **28. Date, Time and Venue of Next Meeting:-**

### **Resolved –**

That the next meeting take place on Monday, 9 December 2013 with the venue to be determined by the Chairman.

The meeting concluded at 3.35pm.

JW/ALJ

# North Yorkshire County Council

## Craven Area Committee

Minutes of the meeting of the Craven Area Committee held at St Peters Church Hall, Crosshills on 12 September 2013, commencing at 10.00 am.

### **Present:-**

County Councillors David Ireton (Chairman), Phillip Barrett, Polly English, Robert Heseltine, Patrick Mulligan, Shelagh Marshall and Richard Welsh.

County Councillors also in attendance:- Gareth Dadd and Carl Les.

Officers:- Mick Banks (Adult Learning and Skills Service), Bob Carter (Clover Leaf Advocacy Services), Dave Colbert (Lancashire County Council's Environment Directorate), Mark Duggleby (Department for Transport), Bryon Hunter (Scrutiny Team Leader), Lee Humphries (Business Support), Steve Loach (Legal and Democratic Services), James Malcolm (Area Highways Manager), Ken Martin (Area Highways), Ian Marr (Superfast North Yorkshire), Richard Perry (Department for Transport) and Catherine Price (Integrated Passenger Transport).

There were 12 members of the public in attendance.

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### **Copies of all documents considered are in the Minute Book**

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#### **12. Minutes**

##### **Resolved -**

That the Minutes of the meeting held on 13 June 2013, having been printed and circulated, be taken as read and confirmed and signed by the Chairman as a correct record, subject to the insertion of the Chairman (County Councillor David Ireton) into the list of Councillors present.

#### **13. Public Questions or Statements**

Local resident Margaret Nicholson raised an issue that she had brought to the Area Committee previously regarding the lack of a footway on Sutton Lane. She noted that previously she had produced photos showing how close the traffic came to pedestrians in that area and noted that the narrowness of the road made it difficult for two cars to pass on that stretch of road. She noted that the road passed into the Bradford Metropolitan District Council area and that officers had spoken with that Council previously with a view to providing a solution to the issue. She noted that the footpath would serve pedestrians accessing South Craven School and the Airedale Hospital and she asked for an update on the current position in respect of that.

In response the Area Highways Manager, James Malcolm, stated there was no funding currently available to the County Council to provide the pedestrian footway as requested. He noted that Ken Martin, who was present at the meeting, had been in communication with Bradford Metropolitan Borough Council, who had also stated that they had no funding to provide the footway. He noted there had been some



optimism that funding could be secured from the developer for this facility but this had not materialised. It was noted that an opportunity had arisen previously to make alterations to the roadway and provide pedestrian areas through developer money, however, Bradford Metropolitan District were not happy with the traffic calming in the proposals, which now left the scheme unaffordable.

Mrs Nicholson also raised the issue of podiatry that had been discussed at previous Area Committee meetings. She noted that attempts were still being made to get a podiatry provision within the GPs surgery at Crosshills, as people were still having to travel to Skipton, which required two buses, to access that service. She noted that it had been stated at the previous meeting that a response would be brought back to a subsequent meeting of the Area Committee on this matter and she wondered when that was likely to happen.

A local resident raised concerns regarding speeding traffic along the Keighley Road on the edge of Cowling. He stated that he had requested that the Police monitor this and that the speed camera was utilised to prevent speeding from taking place. He noted that there was no public footpath along this stretch of road. He suggested that parking was also a problem in Cowling and despite a request for double yellow line provision in that area nothing had been provided. He stated that he had written to the Police and Crime Commissioner to request that the mobile speeding camera be placed along that route, along with an appropriate officer and he had also written to the Area Highways Manager, receiving a response that the accident record did not warrant additional measures being taken. He contested that response.

James Malcolm, Area Highways Manager, stated that he had been working with the local Parish Council, through the local member for that area, in relation to the issues raised by the questioner. He brought in Area Highways Officer, Ken Martin, who explained that he was unaware of the situation in respect of potential double yellow lines being provided in that area. He noted that there had been some discussions regarding parking outside of the Outdoor Centre, but suggested that cars parked on the road assisted with the reduction of speeding through the village. He noted that Police enforcement would assist in preventing parking on pavements.

In terms of the issues raised regarding speeding it was noted that there was a long green area through the village, which was not conducive to keeping to 30 mph. It was noted that originally this road had been a 40 mph limit and the layout and surroundings provided a temptation for motorists to exceed the 30 mph limit in place. It was suggested that the issue of speeding was a matter for North Yorkshire Police to address.

The local County Councillor for the area stated that he had undertaken a site visit, alongside the Parish Council, in respect of the potential for double yellow lines to be provided at the location outlined. He noted that a recommendation had been put forward that double yellow lines of around two car lengths should be provided, however, a site line issue had to be overcome in order that those could be put in place. He stated that he had hoped to hear an update on this matter at this meeting. In terms of speeding along the route, he noted that the speed of vehicles had been measured on a number of occasions and he asked that the results of those monitoring exercises be provided to him. He noted that a number of Parish Councils in the Area had contributed to the purchase of a speed gun and he was interested to know when that had been used and where, in the area, from North Yorkshire Police.

Mr Roger Nicholson (local resident and nomination for Co-opted Member to the Committee) raised an issue relating to traffic controls on the A6068 at Crosshills. He outlined where traffic lights had been provided in Crosshills and also gave details of where they had not been provided, to assist both pedestrians and traffic. He referred to the junctions at Station Road and Home Lane and also to the access to the B & Q

store. He suggested that traffic lights were also required by the entrance to St Peters Church and the T junction opposite.

In terms of the B & Q access and the six to seven lanes of traffic accessing the roundabout from there, he noted that there was no traffic control in place, whilst points along the A6068 route with relatively few movements per day contained traffic controls. He suggested that the matter required consideration.

Councillor Eric Jaquin, Craven District Council, raised concerns regarding the winter maintenance operations in the area and referred to the Police previously advising bus operators not to use certain routes in difficult conditions (Shortbank Road in particular), during the previous winter as it had not been gritted as a priority 1 or 2. In terms of that, he noted that local communities were provided with an opportunity to submit suggestions in terms of where they considered winter maintenance could be delivered more effectively and he asked whether that opportunity was still available ahead of the forthcoming winter period.

In response the County Council's Executive Member for Highways issues, County Councillor Gareth Dadd, stated that the proposed gritting routes and winter maintenance would be discussed at the next meeting of Business and Environmental Services Members. Issues from local communities and elected representatives would be considered at that meeting. He emphasised that the County Council already categorised 50% of its network as priorities one and two, which was above many other areas. He stated that should bus routes be included as priority one and two then that position would move to 80% of the network which would be unaffordable. He stated that all suggestions would be considered, however, he felt it only fair to point out that the chance of redesignating a large number of routes would be limited.

Mr Jaquin also referred to the impact of the Local Transport Body, the funding being provided to that, the need for that to be delivered by 2019 and the impact that this could have on Crosshills in terms of the highway network.

He also noted that bus service subsidies would be discussed later in the meeting and that submissions to the consultation had to be in by the end of November, which would be before the next meeting of the Craven Area Committee. He wondered whether other neighbouring authorities bus services and subsidies would be taken account of in that and whether the results of the consultation would be available publically.

The Chairman of the Area Committee noted that this issue raised by Councillor Jaquin was the subject of consideration at Craven District Council Scrutiny Committee and the issues would be considered through that.

#### **14. Appointments**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) inviting the Area Committee to approve nominations for the appointment of Co-opted Members and to make appointments to any Outside Bodies deferred for consideration from the previous meeting.

It was noted that at the meeting held on 13 June 2013 Members resolved to seek nominations from the following bodies to act as Co-opted Members on the Area Committee:-

- Yorkshire Dales National Park Authority – One representative.
- Parish Councils – North Craven, South Craven and Major Service Centres – Two representatives.
- Business organisations – Service Centres’ Chamber of Trade and Commerce/National Farmers Union/Settle Networking Group – Two representatives.
- Voluntary Sector – Two representatives.
- Craven District Council – One representative.

As a result of a request for nominations from the organisations identified, the following were received:-

- Yorkshire Dales National Park Authority – Did not wish to nominate a representative.
- Parish Councils – Trevor Kent (Embsay with Eastby Parish Council).  
John Paul Waterhouse (Carlton in Craven Parish Council).  
John Kerwin-Davey and Roland Wolrapp (both Skipton Town Council).
- Business Organisations – Anthony Bradley – NFU Craven.
- Voluntary Sector – Anna Jackson – Carefree Scheme.  
Roger Nicholson – Craven CAB.  
Hazel Margaret Chatwin – North Yorkshire and Bradford Link/Craven Advocacy/Craven Voluntary Services.
- Craven District Council – Councillor Alan Sutcliffe.

Members noted that the categories relating to nominations sought from the Yorkshire Dales National Park Authority and business sector organisations had received insufficient nominations/no nominations, whereas nominations from the Parish Council sector and the voluntary sector were over subscribed. It was suggested, therefore, as those nominated had shown an interest in serving on the Area Committee as Co-opted Members that the structure for nominations be altered to enable all those nominated to be taken on as Co-opted Members to the Committee.

In view of the proposal, it was stated that the Area Committee structure for co-option would have to return to the County Council for approval, before some of those nominated could be co-opted on to the Committee. Where the appointments did not fall outside the structure previously approved by the County Council, those representatives could be appointed to the Committee with immediate effect.

Details of the nomination of the vacant position on the Hartley Educational Foundation and the clarification of representatives on the Carleton Endowed School Trust and the Boyle and Petyt Foundation were also provided.

#### **Resolved –**

- (i) That the following nominees be appointed as Co-opted Members on the Area Committee, to serve until the first meeting of the Area Committee following the County Council elections in 2017, unless terminated sooner.

Anthony Bradley – NFU Craven  
Councillor Alan Sutcliffe – Craven District Council

- (ii) That the restructuring of the nominations for the appointment of Co-opted Members to the Area Committee, allowing four Parish Council representatives and three voluntary sector representatives to serve as Co-opted Members on the Area Committee be submitted to the next County Council meeting for approval, with the appointment of the representatives named above taking place when that approval had been received;

- (iii) That Pauline Joyce be appointed to the Hartley Educational Foundation (Long Preston/Hellifield); and
- (iv) The clarification of the representatives appointed to the Carlton Endowed School Trust and the Boyle and Petyt Foundation be noted.

**15. Highways Links between North Yorkshire and Lancashire - A6068, A56/A59 Corridor – South Craven and Airedale**

Considered –

The Executive Member whose Portfolio covers Highways, Gareth Dadd, the Area Highways Manager, James Malcolm, Dave Colbert of Lancashire County Council's Environment Directorate, Mark Duggleby of the Department for Transport and Richard Perry of the Department for Transport were all present at the meeting to provide an opportunity for Members of the Committee and the public to discuss issues relating to highways links between North Yorkshire and Lancashire along the A6068, A56/A59 corridor in South Craven and Airedale.

Dave Colbert (Lancashire County Council Environment Directorate) outlined the study being undertaken by Lancashire County Council, M65: Yorkshire Corridor Study, which was the second of three studies being undertaken to determine the future needs for new Highways links in Lancashire. He noted that there had been a number of legacy highways' schemes that had not been delivered previously and following the devolution funding having to Local Transport Bodies for local major transport schemes, it was considered necessary for these legacy schemes to be reviewed. He emphasised that it was not assumed that new highways would necessarily be part of the solution to a particular problem, with all possibilities being taken into account. He conceded that in hindsight titling the study the M65 to Yorkshire Corridor Study was perhaps not a good idea as there were no proposals in place to extend the M65 beyond where it finished now. He noted that proposals had been developed jointly with NYCC in the late 1990's to bypass Colne, Foulbridge, Kelbrook and Earby together with Thornton in Craven. At the time it had been hoped that private sector contributions would allow the infrastructure to be provided however this had never materialised. The Study also gave consideration to small scale interventions to alleviate traffic problems through Colne in advance of any bypass. He noted that the study was nearly complete, however, the conclusions had yet to be discussed with Members of Lancashire County Council. He noted that the timetable for the Study was set within the wider context of the East Lancashire Highways and Transport Master Plan. He noted that there were five Master Plans within Lancashire, each with separate priorities and issues. Whilst the possibility of a restored rail link between Colne and Skipton, as had been highlighted by several interest groups over recent years was not within the scope of the study, the currently approved scheme utilised the track bed potentially impacting on future rail reinstatement.

The study was expected to be finalised over the next couple of weeks, with a public consultation on its findings commencing at the end of October 2013 as part of the wider consultation on the East Lancashire Highways and Transport Master Plan. Mr Colbert stated that a key reason the Master Plan had been produced was to provide evidence to support future transport investment in Lancashire.

It was noted that North Yorkshire County Council and Craven District Council, along with other bodies in the area would be able to submit their comments through the consultation process which was expected to take place over six weeks to early December 2013. It was hoped then to finalise the plan by early 2014. Mr Colbert stated that other pieces of work would be undertaken simultaneously with a view to improving the transport network elsewhere in East Lancashire.

The County Councillors for Airedale and South Craven highlighted the issues that were relevant to the area and why the discussion had been requested.

The Member for South Craven outlined the importance that this issue had for the area and noted the disappointment that had been felt when a bid for funding to enhance the A56 corridor had been unsuccessful. He considered the highway network in the area to be of major concern for both Lancashire and Craven. Many issues of a complex nature had been identified over the years and resolutions to those issues had diminished in recent years due to dwindling resources. There had been some changes to the infrastructure in South Craven, but some of these had caused further complications, for example the location of the roundabout at Kildwick. He noted that the siting of the roundabout had resulted in a major impact on the area which had transformed the A6068, overnight, from a relatively quiet road into a major route for traffic crossing between Yorkshire and Lancashire. The downtime of the Kildwick Level Crossing also had a major impact on the situation. The increase in heavy goods vehicles using the route had also been substantial as this had now become the main link to the M65, via the A629 to Lancashire. The route caused considerable problems to highways in both South and West Craven, particularly near to the Lancashire border. It was noted that the area also contained the largest secondary school in North Yorkshire which also generated a large amount of traffic.

He raised concerns that despite being a major service centre, Crosshills was without a railway station, which could take some of the pressure away from the road network.

The Member highlighted the traffic flow figures around Glusburn, with approximately 1,000 HGVs passing through the area in any one 24 hour period. He noted this was against a considerable number of pedestrian movements alongside the A6068. Over all vehicle movements per day were approximately 10,500, with no current prospect of changes being able to be made to that.

The Member emphasised the detrimental impact the current situation was having on the economic prosperity of the area. Recent surveys had shown that local residents saw the highways issue as a major concern, with little done to address the situation over the years.

It was recognised that the County Council faced funding issues currently, but it was emphasised that improvements would be required in the future and there was a need for all the authority's involved to work together to bring a beneficial solution to the whole of the area, both in Lancashire and in South Craven.

The Member for the Airedale Electoral District echoed the issues set out by the Member for the South Craven Electoral Division. He noted that it was intended to make a number of small scale interventions on the routes around Colne, to alleviate some of the problems at that location, but raised concerns that should that route be made easier in that vicinity it may lead to more people using the route coming into South and West Craven, where problems would be exacerbated by this.

Mr Colbert acknowledged the issues raised. He highlighted the changes that had been made to the funding of local major transport schemes and how that could be utilised to assist with improvements to the highways network in South/West Craven and Lancashire areas. He highlighted the Government's single local growth fund, from which it was hoped to secure funding for major transport schemes.

In terms of the small scale interventions he highlighted schemes such as altering traffic signals, to enhance the flow of the traffic and reduce congestion, but considered that these would not significantly alter the current traffic patterns.

Mr Richard Perry (Department for Transport – Northern Engagement Team – North Western Area) and Mr Mark Duggleby (Department for Transport – North Engagement Team – North East/Yorkshire/Humberside) addressed the Committee in respect of the issues raised.

It was stated that funding had been devolved to Local Transport Bodies for significant transport improvements from 2015 onwards.

He also explained that a mechanism was being devised through the Local Transport Board and the Local Enterprise Partnerships for them to produce strategic economic plans which would contain individual plans for investment on infrastructure and transport. These plans would form the basis of a bid into the £12bn Local Growth Fund that covers a six year period starting April 2015. This funding mechanism would potentially provide for a range of small and large scale transport initiatives to be delivered. Submissions for the funding were required by April 2014 with results on whether bids had been successful provided by July 2014.

A Member asked whether there were any plans within the upgrade to Earby to make improvements to the route through Thornton in Craven and, if not, it was suggested that a North Yorkshire plan was required to improve that part of the road. She emphasised that her query related to improvements to the route and not maintenance. In response the Area Highways Manager stated that the issues that could be addressed by North Yorkshire County Council were being considered but he noted that many of the issues could not be addressed within the timescale for funding outlined. He also noted that many of the issues raised by Lancashire County Council did not match the issues for consideration by North Yorkshire County Council.

The County Council for the Airedale Division outlined his concern that should a bypass be provided for the A56 around Colne/Earby this would have to go through to the A59, otherwise all the traffic would be diverted into Thornton-in-Craven. He emphasised the need for North Yorkshire schemes to take account of proposals coming from Lancashire County Council.

North Yorkshire County Council's Executive Member whose portfolio covers highways, present at the meeting, outlined the position of North Yorkshire County Council in terms of the Local Transport Board and the bidding process for the funding detailed earlier, from Central Government. He stated that projects receiving that funding had to be delivered by 2019. He noted that the various partners on the Local Transport Board had considered projects that could be delivered within that timescale, but there was some difficulty in identifying suitable projects. Ultimately, the Harrogate to York rail line was the only scheme that was considered to be in a position to be delivered within the constraints of the timescale set out.

The Executive Member emphasised that South Craven would not become the forgotten corner of North Yorkshire and every effort would be made to alleviate the problems outlined, however, he emphasised that resources were scarce currently.

The Chairman outlined the difficulties also facing the Bentham area and suggested that North Yorkshire County Council also should give consideration to the cross border traffic routes around that area.

The Area Highways Manager stated that issues could not be taken in isolation and a holistic solution had to be devised to take account of all concerns.

The Member for South Craven stated that he supported the holistic approach and also that he was pleased to hear that the Executive Member would not forget about South Craven and its issues. He emphasised, however, that many local people felt strongly about the difficulties being experienced on highways in South Craven, which

they felt were not replicated in other areas. He emphasised that Crosshills was a local service centre and that future plans had to take account of the difficulties being experienced there, with an equity of provision throughout the County in response to such issues.

The Chairman outlined his amazement that a service centre like Crosshills had no railway station serving it. He asked what chance there was in addressing that situation. The local Member emphasised that there was strong support for a railway station in Crosshills and that the footfall in the area supported that provision.

In response, Mr Duggleby (Department for Transport) stated there were currently no proposals for a railway station in Crosshills. He stated that generally local issues such as this had to be proposed and funded locally, although the Secretary of State would have a role in making the final decision as it would impact on the operation of the wider rail network and its cost to the Department. He considered that any such proposal would be submitted by North Yorkshire County Council in partnership with the rail provider. Any such scheme would be funded through local sources of funding. He stated that a strong business case would be required for the provision of a railway station and this would also have to be discussed with train operators and Network Rail. The Chairman suggested that it would be for the local Member to take this matter further.

#### **Resolved –**

That the issues raised be noted and the Area Committee continues to monitor the situation.

#### **16. Broadband Access – Superfast North Yorkshire – Progress Update**

Considered –

The report and Powerpoint presentation by Ian Marr (Project Manager, NYnet/North Yorkshire County Council) updating Members on progress to date of the project designed to improve access to Broadband in North Yorkshire by 2017.

The presentation highlighted the following:-

- The vision.
- Areas to be covered.
- Problems and how to overcome them.
- BT roll out.
- Demand stimulation.
- Business support.
- Communication and partnerships.
- Community broadband.
- Lessons learnt to date.
- Challenges to come.

The following issues were raised:-

A Member asked if, where the cabinets had been upgraded, residents would automatically get better broadband speeds if they were not customers of BT. In response Ian Marr indicated that this would not be the case, however, the Internet Service Providers (ISP's) of residents would know that enhanced Broadband speeds were available approximately two weeks after the cabinet had been upgraded. Customers would then be able to approach their individual ISP to determine whether

they could access the enhanced speed broadband. It would be for individual persons to contact their own ISP to order that.

It was noted that details of how the Superfast North Yorkshire roll out was being progressed were provided on the website.

A Member thanked the Nynet team for the work they were doing on Superfast North Yorkshire stating that they were doing an excellent job in ensuring that Broadband was rolled out, with sufficient speeds, into rural areas. He raised concerns in respect of the commercial agreement with BT. In terms of other providers for the community systems he noted that there was only one such provider in the area currently operating, which was LN Communications. He considered that the commercial decisions being made by BT could force LN out of the area, thereby eliminating any competition. He was concerned that this could cause problems in terms of delivery and pricing for local residents. In response Mr Marr stated that he was working closely both with LN and BT and he expected that LN would remain operational within the local communities where it had current customers, alongside the BT provision. He emphasised, however, that the system was determined by the market operation of providers, therefore he could provide advice on that, but was unable to intervene. It was asked whether the community wireless provisions would have an element of competition. In response Mr Marr stated that there was some potential for that, however, in terms of those, due to the limited number of customers, it would be more sustainable to have one operator providing these. The Member emphasised that many local people trusted LN as a provider and considered that it would be detrimental if they were ruled out due to this strong commercial availability of BT. Mr Marr agreed that there were not enough ISPs in North Yorkshire, but emphasised that further consideration could be given to that matter once the enhanced Broadband provision was in place.

#### **Resolved –**

That the report and issues raised be noted.

#### **17. Proposed Reductions to Bus Service Subsidy**

Considered –

The report of the Corporate Director – Business and Environmental Services inviting the Committee's comments on the Council's proposals to reduce the amount it spends on bus subsidies by £1.1m. Catherine Price of the County Council's Integrated Passenger Transport Service attended the meeting to outline the report and to answer any questions.

The Clerk to Cononley Parish Council, present at the meeting, stated that there had been significant cuts to bus services to Cononley, with more proposed through the reduction in subsidies. She noted that the service was useful for the local community and was used by people visiting hospital, etc from the Cononley area. She noted that there had already been reductions to services through Cononley and there was a danger that if this was accepted, more would follow. She also noted that the provision of the Little Red Bus Service had been taken over by North Yorkshire County Council, and that the service was well used, however, she acknowledged that there would be pressure on the County Council to reduce the spending on such services and she requested an update as to where future provision may come from.

A bus operator from Grassington asked how the County Council could justify spending £millions on a bike race at the same time as cutting public services for local communities. He asked how local people were to attend the Tour de France event if the bus services enabling them to get there had been removed. In response the



Executive Member for Highways stated that having the event in the area would generate £millions into the local economy before the event, during the event and for many years following. He considered that the TV exposure generated by the Tour de France would have a lasting impact on the future economy, with local businesses recouping the benefits. He considered the event, therefore, to be worthwhile. He emphasised that the money being spent was not just for the two days that the Tour de France was taking place, but was for the future benefit of the whole area. Catherine Price stated that Integrated Passenger Transport was working alongside Highways to develop a working group in relation to the arrangements for the Tour de France event. She noted that various issues were being considered to co-ordinate the event and the potential for park and ride services was being investigated. The questioner emphasised that the Tour de France was a short term event, whereas businesses were there for the long term and should receive more support. The Executive Member emphasised that the issues relating to the County Council's finances were long term revenue issues which required addressing and that the short term spending on the provision of the Tour de France would not have a major impact on that.

Catherine Price acknowledged that the Little Red Bus Service was now operated by the County Council and further consideration would be given to how that operated in future.

Mrs Price outlined the report, providing details of the consultation that was taking place in respect of a potential £1.1m saving on the public transport subsidy. She highlighted that all appropriate partners, representatives and communities were being engaged in the consultation and noted that all the details were also available on the County Council's website. The consultation would end on 25 November 2013, with the results then subject to discussion at the County Council's Scrutiny Committee on the 19 December 2013, with a final decision made on the proposals at the Executive meeting being held on 7 January 2014.

Mrs Price explained that 80% of the County's bus services were provided on a commercial basis, whereas 20% were subsidised by the County Council and the consultation related to a reduction in the amount of money that was spent on subsidising services. She noted that the proposals put forward in the consultation provided approximately £1.5m of savings, therefore, the consultation was genuine as changes could be made to those proposals with a view to ultimately saving at least £1.1m.

She highlighted some of the proposals that were within the consultation and explained that, in some areas, town services could be operated on a dial a ride basis and some may be provided by commercial operators who had outlined their desire to operate these services.

It was noted that, in terms of school transport, those entitled to Home to School Transport would still receive that provision, however, this would not be provided for those not entitled to free transport. A minimum charge of £1 per journey may also be introduced on some services.

The Chairman referred to the dial a ride Services outlined by Mrs Price and wondered whether these were the community transport scheme being operated by North Yorkshire County Council. He noted that on many of these services there was a £4 minimum charge for wherever the passenger was travelling. He considered for some of the journeys made this charge may be too much and was preventing people from using that service. He considered that by reducing the minimum charge the service may be used more extensively. Mrs Price explained that the dial a ride Service providers were registered with Integrated Passenger Transport. She noted that since the Little Red Bus had not been operating, bookings were carried out

through County Hall for those services. She acknowledged that it was important that the right balance between charges and the use of the service were found and she stated that this was being explored currently. She noted that the service could not be operated at any cost to the County Council, highlighting the demise of the Little Red Bus Service, which had operated at very low, or in some cases no fares, basis. She also noted that people had stated that they were glad to have these services in place and that they had to be changed, in terms of fares charged, for them to remain operational. The Chairman emphasised that he had no problem with the pricing structure, just the minimum charge. He considered that the services could be utilised by a number of elderly people taking relatively short journeys but felt excluded from using this services because of the high minimum charge. Mrs Price again emphasised the need to balance the continuation of the service against the charges imposed.

A Member referred to the withdrawal of Home to School Transport and the particular effect that would have on the Upper Wharfedale School. She noted that currently around 80 children from Skipton and 30 children from Gargrave attended the Upper Wharfedale School, but were not entitled to free Home to School Transport and, therefore, would not be provided with any transport to their school of choice. She suggested that parents were willing to pay for the service, but, should this be withdrawn, as was proposed, then alternative methods of travel would have to be found or children would have to move schools. She noted that if it was decided that children would move schools then this would leave the Upper Wharfedale School vulnerable due to lack of numbers and would leave Airedale School struggling to accommodate additional numbers. She requested details of the numbers of pupils that were eligible for free Home to School Transport to show the viability of this proposal. Mrs Price explained that the proposals had been discussed with Children and Young People's Services and it had been emphasised that these could not affect the viability of schools, therefore, that issue would have to be taken account of. Another Member noted that there would be an additional cost of having to provide Home to School Transport free of charge to the pupils displaced from Upper Wharfedale School with them having to travel to Airedale School. She asked for details of those figures to determine the true costs of the removal of paid for services to Upper Wharfedale School.

A Member referred to the Health and Wellbeing Strategy and the prevention of isolation and loneliness within vulnerable groups as that was detrimental to health. She noted that the provision of public transport was a major factor in preventing isolation and loneliness and noted that at a recent Older Person's Conference in North Yorkshire a number of people had indicated that they would prefer to pay for the provision of public transport rather than lose services. She emphasised the need for the provision of the dial a ride Services even if these could only be provided 2/3 days per week. She also suggested that the question of fares should be raised with older people, as many were willing to pay an additional sum to ensure that services remained in place. She stated that she would seek feedback from older people in relation to that matter. She considered that where older people were unable to drive they could become isolated in their own homes which could have serious repercussions on their health. She suggested that it was appropriate to give consideration to having a pooled budget for dial a ride services and asked for the Executive Members for Transport and Public Health to look at this. The Executive Member for Highways indicated that every effort was being made to try and protect isolation and stated that he would give serious consideration to the pooling of budgets, with public health, to assist this position.

It was asked whether the Home to School Transport issue was to have been the subject of a separate review. In response Mrs Price stated that the separate review referred to related to a review being undertaken in respect of transport for Post 16 pupils and not the subsidy reduction transport issue.

A Co-opted Member emphasised that the proposals in terms of Home to School Transport would affect the viability of Upper Wharfedale School and therefore needed to be taken account of. The Chairman stated that the consultation process would take account of those issues.

A Member referred to the question from the Clerk to Cononley Parish Council relating to the cuts in service that had already taken place and proposals for further cuts in that area. He suggested that there was a need for the consultation to be transparent and reflect the situation throughout the County in respect of the potential savings that could be made through these cuts and of costs per service in other areas. He noted that the proposals for cuts in the 78A service and the withdrawal of the 71 service resulted in savings of £1.79 per journey. He noted that in some other areas, for example Selby to Sherburn in Elmet, the subsidy for journeys was £10.22 and although that service was under threat, it was not to be cut. He noted that the 78A and 71 bus services were well used, with a comparatively low subsidy, but were in line for being cut. In response Mrs Price stated that the information obtained in relation to the services indicated that some of these were operating with less than three passengers per journey which was why they were being considered for reduction. She noted that she did not have the Selby papers available, in terms of the examples provided, but noted the issues raised. She stated that the comments made by the Member would be taken account of in the consultation process and should be sent to the team as part of that. The Chairman considered the issues raised to be valid and suggested that where bus services were receiving very large subsidies then these should be considered for removal rather than being under threat.

A Member whilst welcoming the consultation suggested that the time period given was fairly short and, in particular, the time period between the end of the consultation and the implementation of the resulting decisions appeared inadequate. The Chairman noted that all Area Committees were being included in the consultation on this, with further consideration through the scrutiny process and that comments received would all feed in to the consultation process. Mrs Price emphasised that all issues put forward during the consultation would be taken account of, with a great amount of feedback being submitted on line. She considered that the timescales were appropriate and there would be sufficient time to take account of the full consultation.

#### **Resolved –**

- (i) That the report be noted and the issues raised be fed into the consultation process;
- (ii) That details of the figures relating to the additional cost of having to provide Home to School Transport free of charge to the pupils displaced from Upper Wharfedale School for them to travel to Airedale School be provided to determine the true costs of the removal of paid for services to Upper Wharfedale School.
- (iii) That the Executive Members for Public Transport and Public Health give consideration to having a pooled budget for the provision of dial a ride services

#### **18. Public and Community Transport Service Issues – Harrogate to Skipton Bus Service/Community Transport Update**

Considered –

The report of the Corporate Director – Business and Environmental Services providing Members with an update in relation to the provision of a bus service

between Harrogate and Skipton and the position with regard to community transport services in Craven.

The report provided details of discussions held in relation to issues raised at previous Area Committees in relation to the Harrogate to Skipton local bus service and the provision of community transport and the reallocated funding in relation to that.

Catherine Price, Integrated Passenger Transport, presented the report.

Ms Price provided details of passenger numbers for the Skipton to Harrogate service and the subsidy per passenger journey that had been in place prior to this becoming a commercial operation. She outlined the number of passengers that had utilised the service during its final year of operation. She noted that it was difficult to say which services could be provided, at this time, as the consultation process in terms of subsidised services was currently underway. The Chairman acknowledged the situation in terms of services having to be reduced.

The Member who had raised this matter at a recent meeting of the County Council emphasised the need to ensure that transport between the main service centres within North Yorkshire remained in place. She noted that currently she could access the majority of major towns in the surrounding area, outside of North Yorkshire, but was unable to obtain public transport to major centres within North Yorkshire. She stated that she understood the situation in terms of the reduction and subsidies but considered this to be an important service that required consideration for continuation. The Chairman noted that access to the major service centres was also unavailable from other parts of Craven and the issue was not just a Skipton to Harrogate concern.

In the second part of the report Ms Price outlined the continued development of community transport in Craven, including the current arrangements in place and how proposals were being prepared for how best to allocate the £30,000 returned to the area as an unused grant following the demise of the Little Red Bus in Bentham.

A Member queried the community car schemes detailed within the report and was unsure where these operated in the Craven Area. In response Catherine Price stated that she would obtain those details for the Member.

**Resolved –**

That the position with regard to bus services between Harrogate and Skipton and the position with regard to community transport in the area be noted.

**19. North Yorkshire Police – Current Issues**

It was noted that Chief Inspector Simon Lovell, North Yorkshire Police had been unable to attend the meeting due to other commitments and, therefore, the item would be deferred for consideration to the next meeting.

**Resolved –**

That this item be deferred to the next meeting of the Area Committee.

**20. Adult Learning –**

Considered –

The report of the Corporate Director – Children and Young People Services providing an update on the Adult Learning and Skills Service.

Mick Banks of the Adult Learning and Skills Service attended the meeting to present the report. He provided the following details:-

- The context to the service provision.
- Funding changes and priorities.
- Service update.
  - Adult single budget.
  - Apprenticeships.
  - 24 Plus Advance Learning Loans Facility.
  - Learning opportunities for 16 to 18 year olds.
  - Community Learning.
  - OFSTED Inspection.
- Area Developments.
  - Preparation for Work.
  - Implementation of successful workclubs.
  - Emphasis on returning or getting into work.

A Member referred to predicament of one of her local residents who had been a few days late applying for funding for the second year of a foundation degree course at Craven College and had found themselves eliminated from that course. She had been informed that there was no right for appeal and it was wondered why that was the case. In response Mr Banks stated that this matter did not relate to services provided by Adult Learning and Skills Services and, therefore, he was unable to answer that query. The Chairman suggested that information be sought as to who should be contacted in relation to this matter to ensure that this could be addressed.

#### **Resolved –**

That the report be noted and the information requested be sought and supplied for the Member accordingly.

#### **21. Healthwatch - Update**

Considered –

The report of the Scrutiny Team Leader providing the Committee with a summary of progress achieved to date in establishing Healthwatch in North Yorkshire.

Local resident, Roger Nicholson, highlighted the issues relating to a campaign to have podiatry services returned to the Crosshills GP Surgery, which had been taking place over the last few years. He noted that the matter had been discussed at a previous meeting of the Area Committee, with representatives of the local CCG stating that they would investigate the matter and return to the Committee with details in relation to that. He noted that there had been no response to date. He stated that developments at the Crosshills surgery appeared to be ruling out the possibility of podiatry services returning there and he emphasised the difficulties that not having those services located in the area caused to local people.

The Scrutiny Team Leader, Bryon Hunter, noted that the issue had been under discussion in Craven for a while and that representations had been made to the local GPs with a view to influencing the provision of that service. He emphasised, however, that the local GPs were independent providers and that only influence could be given in relation to the provision of this service and could not be demanded. He stated that every effort was being made to try and influence the local GPs to

reinstate this service for South Craven residents. The Chairman noted that the issue had been discussed by several Local Authority Committees, both at County Council and District Council level but it appeared that the local GPs were not willing to provide this service. It was emphasised that the matter was now for the local GPs to decide whether they wished to provide podiatry services. The local Member noted that, at the previous meeting of the Area Committee where this matter had been discussed, the CCG representative had stated that he would respond on this issue and that that response was still awaited.

The Scrutiny Team Leader, Bryon Hunter, presented the report relating to the setting up of Healthwatch and stated that under the Health and Social Care Act 2012 Healthwatch replaced Local Involvement Networks from 1 April 2013 as the independent consumer champion for service users, citizens, carers and patients. He outlined the aims of Healthwatch and how it operated both nationally and locally. He noted that locally each upper tier local authority was given a duty to procure an effective and efficient Healthwatch in their area with three broad functions:-

- Influencing and co-ordinating the work of individuals and community groups.
- Signposting – helping people make choices and access personalised care.
- Advocacy – supporting individuals to make complaints about NHS care.

He outlined that, after a competitive tendering process, contracts were awarded to North Bank Forum to deliver the influencing and signposting functions and Clover Leaf Advocacy 2000 Limited to deliver the NHS complaints advocacy service.

Bob Carter of Clover Leaf Advocacy introduced himself to Members and provided details of the advocacy services that would be provided for local people, to support them in any complaints they may have against the NHS. He circulated a leaflet giving details of what the service could do and what the service could not do for local people.

Mr Hunter circulated details of the up coming activities and events in relation to Healthwatch and the achievements to date since its introduction.

Noting the achievements outlined on the circulated document a Member sought details of the local library that had been included as the venue for the local drop in sessions. Mr Hunter stated that he would obtain that information and provide it to the Member.

A Member highlighted the complicated nature of the NHS complaints system and the number of older people that found difficulty in getting representatives from the NHS to talk to them once they had submitted a complaint. Mr Carter recognised the difficulties outlined and suggested that, on a number of occasions, direct contact with a local health professional could satisfy the complaint rather than having to undertake the formal NHS complaints' process. He stated that the advocacy service would provide support to people where that was required and where possible would enable them to obtain an appropriate resolution to their complaint.

It was noted that there was work being undertaken by the government to provide a better structure to the NHS complaints review process. It was noted that each Acute Trust also had a patient advice service, which provided assistance to members of the public experiencing difficulties.

A Member referred to the partnership between Patient and Participation Groups and NHS providers and wondered how these would include Healthwatch. In response Bryon Hunter indicated that Healthwatch would introduce an extra level of challenge to enhance the public's involvement with the NHS. He noted that the most appropriate

ways of co-ordinating the various bodies that represented patients within the NHS, alongside Health Watch was being considered.

**Resolved –**

That the progress that had been made in establishing Health Watch and an NHS complaints advocacy service across the County be noted.

**22. Application to add a restricted byway to the definitive map and statement, from the A65 at Thorlby to Thorlby swing bridge at the Leeds & Liverpool canal**

The Clerk advised the Committee that the item had been withdrawn as the objections to the application had not been formalised, therefore, a decision could now be made by officers under delegated authority.

**Resolved –**

That the withdrawal of this item be noted and details of the final decision on the application be provided to County Councillor Shelagh Marshall.

**23. Future Meetings:-**

**(a) Programme of Work for Future Meetings**

A Member suggested that the following updates requested by Members be removed from the report:-

- Podiatry service.
- Harrogate to Skipton bus service.

He suggested that other issues should be included on the programme of work for future meetings such as the fair access to care and access to service consultation and further suggested that other consultation processes, similar to the proposed reductions to bus service subsidy submitted to today's meeting would be appropriate items to consider at Area Committee meetings.

**Resolved –**

That the report be noted, and the issues referred to above be addressed accordingly.

**(b) Agenda for next ordinary meeting**

**Resolved –**

That the next ordinary meeting take place on Thursday, 12 December 2013 at 10.00 am at Grassington.

The meeting concluded at 2.15 pm.

SL/ALJ

# North Yorkshire County Council

## Richmondshire Area Committee

Minutes of the meeting held on 11 September 2013, commencing at 10.00 am at Middleham Key Centre, Middleham

### Present:

Members:-

County Councillors Stuart Parsons (Chairman), John Blackie, Helen Grant, Michael Heseltine, Carl Les and Roger Harrison-Topham.

Officers:-

Debbie Breatcliffe (Adult Learning), Lee Humphreys (Business Support), Bryon Hunter (Scrutiny Team Leader), Steve Loach (Legal and Democratic Services), Ian Marr (Superfast North Yorkshire), Barrie Mason (Assistant Director, Highways and Transportation), Superintendent Andy McMillan (North Yorkshire Police), Catherine Price (Integrated Passenger Transport), Bob Carter (Cloverleaf), Chief Inspector Sarah Sanderson (North Yorkshire Police) and Nigel Smith (Area Highways Manager).

There were seven members of the public present.

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### Copies of all documents considered are in the Minute Book

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#### 18. Minutes

##### Resolved -

That the Minutes of the meeting held on 28 August 2013, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

#### 19. Public Questions or Statements

The Chairman noted that he had received a statement from a member of the public who wished to attend today's meeting in respect of the bus services consultation. He outlined how difficult it was for people using passenger transport to access today's meeting because of the bus timetable. He considered that there was a need for meetings to be fully accessible to people who could only use public transport to enable proper engagement to take place. He noted that on occasions he had found it difficult to get to venues, as he did not have his own transport, and had to rely on a lift to attend this morning's meeting.

County Councillor Les considered it was a matter for the Area Committee to make appropriate arrangements, enabling those without personal transport to be able to attend meetings. County Councillor Heseltine suggested that when venues were set that these be a suitably accessible building, with bus services operating in a fashion that made the venue accessible to those using bus services. He also suggested that the timings of meetings be set in such a way that bus service arrivals and departures coincided with those timings.



County Councillor Harrison-Topham considered that a compromise was required and it had to be taken account that having meetings in some of the less accessible localities allowed the people who resided there to have access to the meetings. Should the meetings be moved to where only bus services operated, then those people would be disenfranchised.

The Chairman acknowledged that a compromise was required in relation to the issues raised by County Councillor Harrison-Topham, but also emphasised the need to ensure that people without personal transport could access venues where possible. He suggested that the alteration of the start time for meetings to coincide with bus timetables could be a solution to this matter. Members agreed that the issues raised should be taken account of when the venue and the time of meetings were set.

## **20. Appointments**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) inviting the Area Committee to approve nominations for the appointment of Co-opted Members to the Area Committee, to appoint an Older Peoples' Champion for the Committee and to make an appointment to an Outside Body deferred for consideration from the previous Meeting.

**Resolved –**

- (i) That the following nominees be appointed as Co-opted Members to the Area Committee, to serve until the first meeting of the Area Committee following the County Council Elections in 2017, unless terminated sooner:-

Catterick Bridge – Derek Sankey (Catterick Village Parish Council)

Central Richmondshire – Kevin McGready (Colburn Parish Council)

Richmond – Clive World (Richmond Town Council)

Upper Dales – Thomas William Harold Brown (Grinton Parish Council)

Richmondshire North – Alan Simpson (Eppleby Parish Council)

- (ii) That the following nominees be appointed as Co-opted Members to the Area Committee as representatives of the voluntary, social and community enterprise sector, to serve until the first meeting of the Area Committee following the County Council Elections in 2017, unless terminated sooner:-

Central Richmondshire - Pat Whelan

Middle Dales - Ian Hainsworth

Richmond - Linda Curran DL

Upper Dales - Jane Ritchie OBE

Richmondshire North - Maureen Howarth

Catterick Bridge - a nomination would be submitted to a subsequent meeting

- (iii) That the Area Committee re-advertises the vacant Co-opted Member position of the Parish Council representative for Middle Dales.
- (iv) That Maureen Howarth be appointed as the Area Committee's Older People's Champion.
- (v) That Christine Cooper be appointed to the vacant category 3, local body, position on Richmond School Trust.

**21. Issue to be raised orally by Members of the Committee – County Councillor Stuart Parsons (Chairman)**

It was noted, and agreed by the Committee, that County Councillor Blackie also wished to raise an issue under this item, entitled "Road Closures in the Upper Dales".

(i) Communications with NYCC Richmond Highways Office

The Chairman, County Councillor Parsons, stated that he wished this matter to be a standing item on the agenda until it had been dealt with appropriately. He stated that he had held discussions with the Area Highways Manager following the item having been raised at a previous meeting and he had also met with the Corporate Director - Business and Environmental Services and the Executive Member whose portfolio covers highways. He stated that he did not feel that communication with the Area Highways Office was improving, despite the concerns raised previously. He outlined the process that was currently in place and suggested that issues were not being addressed appropriately within the ten working day response time for County Councillors, therefore, Members were having to return to the system to complain that the matter had not been addressed, which put them back a further ten working days, for a response to be provided in relation to that. He noted that issues could be telephoned in and he had utilised that service, but raised concerns regarding the email system. He noted an issue that had arisen in April this year and was still waiting for an answer. He stated that he was finding the new process frustrating.

County Councillor Blackie noted that some progress had been made since the previous meeting and he welcomed those improvements, which he had brought to the attention of officers. He noted that, in discussions with the Corporate Director - Business and Environmental Services, it was recognised that the service had been required to move on, but also recognised that the management style of the recently retired Area Highways Manager had provided very personal attention in response to issues raised within the Richmondshire District. Councillor Blackie noted that the people in the Upper Dales had tremendous respect for how the service had been operated at that time. Day to day issues had been dealt with superbly. Councillor Blackie recognised that the incoming Area Highways Manager had enhanced the service in terms of performance but engagement with local communities and local elected representatives had diminished. He stated that he did not consider the Area Highways Manager was to blame for the matter and acknowledged that he was "trapped in the system", which Councillor Blackie suggested was moving to the bottom in terms of communication. He stated that the Corporate Director was moving towards a "one size fits all" strategy, and away from an excellent service to a poor service. He noted that there had been no large scale changes in personnel within the Area Highways Office and considered that there appeared to be more people now answering e-mails. He considered that the move towards the bottom, in terms of communications, was making life more difficult for the new Area Highways Manager. He suggested that it was unacceptable to have a poorer standard

of service, when, previously, an excellent service had been provided. He stated that the good performance of the Area Highways Manager was being undermined by poor communications.

County Councillor Blackie provided an example of responses that he, the local MP, the local community and several elected representatives had received in relation to questions raised in respect of the work taking place on the road between Reeth and Richmond. He outlined the replies that had been received and noted that when he had brought these to the attention of the Corporate Director - Business and Environmental Services, he too had acknowledged that the replies were not sufficient or appropriate.

County Councillor Blackie considered that the hierarchy within North Yorkshire County Council Highways was responsible for the downturn in communication with local communities and emphasised the need to move back to the position that existed previously.

County Councillor Harrison-Topham outlined a major issue relating to flooding in Spennithorne which urgently needed addressing and asked for Highways Offices to address the matter as a matter of urgency.

County Councillor Harrison-Topham also referred to an issue that had arisen within his electoral division following the moving of a number of bollards a section of fence had collapsed, which had been reported to Area Highways in April. He noted that there was a question mark surrounding the responsibility for the fence being put back in place, however, he raised concerns regarding contact having been made back in April both by phone and email, with no known replies having been received since then. He acknowledged that the matter was not of huge importance, but that issues still had to be dealt with. He considered that local communities considered that the quality of service provided by the local Highways Office had gone down due to the communications issue.

County Councillor Les stated that he had a contrary view to those expressed so far in the meeting. He suggested that the new communications system was working appropriately for him and the local Parish Councils in his division. He provided examples of 11 issues that had been raised through the new communications system and each one had been addressed appropriately. He emphasised the need to ensure that the new communications system was working for local Parish Councils when they telephoned in or emailed in directly, but noted the need to use the generic email address, otherwise issues may not be addressed as quickly as they could be.

Co-opted Member Pat Whelan endorsed the issue raised by County Councillor Blackie in respect of the Reeth to Richmond road. She noted that £1.3m had been allocated to address the subsidence occurring on that route but emphasised the need for that to be done quickly, otherwise the winter weather would exacerbate the situation. She stated that she did not envy the task faced by the new Area Highways Manager in taking the place of the previous officer.

County Councillor Helen Grant outlined the problems that had been occurring for Parish Councils and elected representatives within her electoral division. She emphasised the need to ensure that all Parish Councils knew of the generic Area 1 email address as she considered this was not currently the case. She noted that on her way to the meeting today she had encountered a blockage at the end of Gough Road and if she had emailed the problem in it

would take 10 working days to get a response to the matter. She emphasised the need for, on some occasions, a speedier process to be in place. She stated that the process for reporting was adequate if everyone was able to have the information allowed to access the system, however, information was not being provided as to when jobs would be completed. She emphasised the need for that information to be provided.

Co-opted Member, Harold Brown, highlighted the problem that the restrictions on the Richmond to Reeth road were causing to local farmers. He noted that weight restrictions on other routes that could be used added to those difficulties and asked whether these could be lifted temporarily to alleviate the problems for traffic having to wait on the Richmond to Reeth road.

Co-opted Member Alan Simpson noted that Highways Officers had undertaken some works to address a number of highways issues in Eppleby, however, some of the issues that it had been agreed to take action on remained incomplete, with no feedback provided as to when these were to be addressed. He emphasised the need for Highways to provide feedback to local communities to give details of when matters would be addressed, otherwise they felt as though they were left in limbo.

County Councillor Michael Heseltine emphasised that those wishing to raise issues with Highways had the right the ring up, which would provide a speedier response, noting that not every matter had to be raised by email. He considered that the matters being raised related to the new system of management and communications that had been put in place since the previous Area Highways Manager had retired. He noted that in relation to his communications with the Area Highways Office he had sent a number of messages and had received a response on each of them. He was, however, waiting for action to be taken on those matters. In terms of responses to his emails he noted that some replies were received on the same day as they were being sent, therefore, he considered that the new system was beginning to settle in. He noted that he had sent out a newsletter to each of his Parish Councils which included details of how to contact the Highways Office, including the generic email address. He stated that he would be repeating the information to Parish Councils when attending their meetings.

County Councillor Parsons referred to an issue regarding civil parking enforcement which he had raised with Assistant Director, Highways and Transportation, Barrie Mason. He received a letter of response in relation to those matters that stated that if the issues had not been addressed then he should contact Mr Mason. County Councillor Parsons had done this, as the measures had not been put in place, and had received a "kickback" email stating that Mr Mason was on holiday. He noted that the alternative contact given was also not available at the time. He stated that this had resulted in a three weeks' delay to him receiving a response in respect of this matter. He considered that it would be better to get a response that indicated who was actually dealing with the matter, so that the Member could contact that officer directly rather than being faced with the situation that had arisen. He considered the delays in the new communications system to be unacceptable. He also emphasised that the matter raised by County Councillor Harrison-Topham, whereby no response had been received on a matter raised back in April, should be addressed as soon as possible. He emphasised that there were underlying issues with the whole process that required addressing in line with Members' concerns.

Assistant Director, Highways and Transportation, Barrie Mason, stated that he would provide an explanation as to the reasons for the changes to the

communications process. He emphasised that clear and effective communications were central to the delivery of a service and were an important part of the infrastructure for the provision of the highways' service. He saw links with local Members as being key to strengthening communications with local communities and noted that this service relied on that. He noted that resources for the delivery of services by North Yorkshire County Council had diminished in recent years and difficult choices had been required in prioritising what could be delivered. The management arrangements for highways had been developed in line with those diminishing resources, and in response to the "One Council" approach, to ensure that there was a correct balance between levels of management and frontline delivery. As a result the number of Area Highways Managers had been reduced from seven to four and Nigel Smith had come in as Area Highways Manager for both Hambleton and Richmondshire areas. Additional savings had also been realised in terms of management within Highways to protect frontline delivery. As a result of these changes the method of communication had also been required to change. The process provided gave an appropriate balance in respect of resources available and necessary communications. He provided details of the systems that had been put in place including the Members' hotline and the generic email address. In an attempt to balance the resources response times had been developed to reflect those, with Members expected to be responded to within ten days and the remainder of the community expected to be responded to within 20 working days. Mr Mason emphasised that responses were predominantly delivered within those deadlines.

Mr Mason stated that he took account of the issues raised by Members and every effort was being made to try and improve the systems where problems had occurred. He highlighted how the arrangements, in terms of communications for Richmondshire and Hambleton Area Offices, reflected those that had been implemented across the County. He stated that the communications process had been in place for a number of other areas for much longer.

In terms of liaison with Parish Councils Mr Mason noted that the previous Area Highways Manager undertook direct contact with local Parish Councils, but unfortunately, that was unsustainable and, therefore, the new communications system, including the generic email address, had been introduced. He stated that he would send out a reminder to local Parish Councils in respect of the email address to advise them how contact with the Highways Section should be made. He noted that contact through the Customer Services Centre and the County Council's website would also assist with liaison for local Parish Councils.

He noted that further initiatives were being investigated to try and develop communications and highlighted a weekly work update which it was hoped to provide to Members, giving them updates on the weekly work plan, in the near future. The Area Highways Manager was also available for 'face to face' discussions with Members to discuss work related matters on an appointments basis. Mr Mason emphasised that all initiatives to improve communications with Members and Parish Councils would be considered. He noted that direct contact with the officer dealing with any particular issue was available and progress updates could be provided through this method.

In terms of the e-mail "kickback" outlined earlier in the meeting, Mr Mason apologised but noted that alternative contacts were provided within that "kickback". County Councillor Parsons stated that the alternative contacts were not available at his time of calling. Mr Mason emphasised that when an

instant response was required then the Members' hotline was available. He apologised, however, that the alternative contacts provided had not been available at the time of the call.

He again emphasised that the changes to the communications process within Richmondshire mirrored those that were in place across the county and had been undertaken to protect the delivery of frontline services.

Area Highways Manager, Nigel Smith, present at the Committee, emphasised that the protocols in place for communication were in line with the standard set by the County Council. He acknowledged the level of appreciation that was in place for the former Area Highways Manager, Mike Woodford, and recognised that he would be a hard act to follow. He emphasised that he also had the challenge of having to operate two Area Offices in line with the new structure and was providing the best available service with the resources available to him. He noted the response times in place, but emphasised that the Richmondshire Area Office would not wait until the final time was due before responding and would make every effort to provide a response to issues raised as quickly as possible, with many responses provided within the ten working day period.

Mr Smith noted the issue raised by County Councillor Harrison-Topham and stated that he would challenge responses that he felt were not appropriate or were inadequate. He outlined the benefit of having the generic e-mail address as a contact point as this enabled the Service to balance its resources and as a result there had been a significant positive impact on the delivery of the Capital Programme. He recognised there were a number of significant challenges such as the Richmond to Reeth road and outlined the response in relation to that particular route. He noted that an appropriate long lasting response was required for the Richmond to Reeth road, with significant geological issues to overcome, which was why the issue was taken time to address. He stated that it was expected that the matter would be appropriately responded to and would provide a long lasting solution for the road.

Mr Smith emphasised that when an instant response was required by Members then they should use the hotline. He stated that should there be a significant highway problem outside of office hours then the emergency services should be contacted who would in turn contact Highways Officers to respond to the problem.

In response to the issues raised by County Councillor Harrison-Topham, regarding the replacement fence, Mr Smith stated that efforts had been made to try and establish land ownership, that these were continuing and it was hoped that the matter would be attended to shortly.

The Chairman, County Councillor Parsons, stated that he had attended many Area Committees during his service to the County Council but had never had to hold discussions of this type before. He emphasised that this was a core matter of importance and it had to be recognised that there were issues to address. He felt that the communications system had allowed the Service to sink to the bottom and there was no attempt to get back up by returning to the good practice that was in place before. He emphasised the need to have good communication processes in place as this was letting down the Highways' Service. He emphasised that many Parish Councils did not understand why a generic e-mail contact system was required rather than them being able to pick up the telephone and contact officers directly. He asked for an explanation as to how communications between the Highways'

Office and Parish Councils were to improve and he would pass the message on to local Parish Councils. He hoped that this improvement would have been implemented in time to be considered at the next meeting of the Area Committee. He suggested that the resources available to the Area Highways Office had not changed significantly, with the only major change being that of the Area Highways Manager. He noted that a communications system had existed that everyone appreciated; however, their confidence in that system had now disappeared. He suggested that there was a need to aspire to get back to that level.

County Councillor Harrison-Topham considered that it would be more appropriate for simple matters to be telephoned in and responded to immediately, rather than the e-mail system which led to delays in a response. He felt it more appropriate for more complex matters to be dealt with through the e-mail process. He suggested that the earlier issues were dealt with, through a speedier process, the less of a backlog that would face the Highways' Office.

Barrie Mason stated that he was writing to all Parish Councils over the next few weeks to explain the overall approach to Highways and communications with Highways. He would be including the generic e-mail address within that communication and would be explaining the reason for the change in process. He emphasised that personal contact was more difficult with reducing budgets because of the pressures on existing officers and the need to protect frontline resources. He noted that some of the officers that previously would have been contacted by local representatives were now being utilised to undertake engineering and design work, rather than using contractors to undertake these duties, which assisted in delivering the Capital Programme. He emphasised the need to balance service delivery with expectations on communications. He stated that the balancing of systems, processes and people was in place to ensure that the Service provided the "best fit" in line with the resources available. He stated he had listened to the concerns that had been raised and would respond accordingly. He emphasised that the aim was to provide clear effective communications alongside an efficient service delivery for the area.

It was noted that the letter to local Parish Councils would be copied to County Councillors and Members emphasised the need for the letter to go out as soon as possible.

In a related matter the Chairman, County Councillor Parsons, raised concerns regarding the works being undertaken by the County Council's contractor, Ringways, to replace cobblestones in Richmond. He noted that he had raised issues in respect of the quality of work previously and noted that there had been a positive response in respect of the work undertaken outside of the Market Hall, however, the current work being undertaken he considered to be of a very poor quality, with 22 individual faults having been found. He also noted that there was long grass growing out of some of the areas of work. He emphasised that he was unhappy with the work being undertaken and suggested that the issues should be rectified at a cost to the contractor. He asked that the issues raised be taken back to the appropriate Executive Member and the Corporate Director - Business and Environmental Services and that the poor quality of work being undertaken by the contractor should be addressed as a matter of urgency.

Barrie Mason explained that how the Ringways' contract operated, and how the County Council could impose penalties on the contractor should they be dissatisfied with performance. As the contract only commenced in the

previous year the contract could not yet be altered, however, that position would change from May 2014. After that time the contract would be evaluated and marked in terms of performance. It was noted that the winter maintenance service would also be part of that evaluation. In terms of Richmond Market Place, Mr Mason said he would discuss the matter with the Area Highways Manager and would speak to Ringways about the quality of the service provided. The Chairman stated that he was not happy for the current contractor to continue with the work being carried out in Richmond Market Place because of the poor quality provided.

(ii) Road Closures

The Committee agreed to County Councillor Blackie discussing this matter as an urgent item.

County Councillor Blackie outlined the problems that had been occurring over recent weeks in the Upper Dales area, but probably in other areas also, relating to roads being closed to undertake appropriate repairs in line with the Tour de France coming into the area in the following year. He provided details of the road closures that had taken place over the last few weeks. Councillor Blackie explained how these road closures had caused extensive inconvenience to the local communities that they surrounded and had led to economic losses for local businesses, etc as people were unable to come into local towns and areas. He noted that many of the routes closed were well used by tourists who had been unable to get into the local towns, which had been detrimental to the local economy. He also noted that the signage that had been put in place to warn of the road closures had been totally inadequate and in some cases had been shambolic causing utter confusion. He noted that the signage had been put in place by contractors rather than people who knew the local areas. He noted that only five days' notice had been given in respect of the next set of road closures and that the alternative routes provided could not be negotiated by larger vehicles. He suggested that the closures has been uncoordinated and poorly planned and noted that when access to Hawes had been closed for four days, local businesses had found their takings down by around 20% to 30%. He emphasised that the closures could have been handled much better than they had been. He stated that on one occasion he had been required to arrange for local volunteers to put out cones, indicating the road closures, himself, as it appeared that no one was in control of the matter. He emphasised the need for co-ordinated community cohesion when road closures were to take place that would have a major impact on those local communities. He referred to the moving of a "business as usual" sign, which he had discussed with Mr Mason earlier in the week, outlining the need for that to be in another place, but noted that this had not taken place despite reassurances that this was going to happen. He emphasised the need for a Highways Officer to be in the area co-ordinating the closures when these were taking place. He suggested that this would allow appropriate decisions to be taken, at the time, by someone who had local knowledge.

County Councillor Harrison-Topham noted that his area would be facing road closures, in line with the improvements required for the Tour de France, shortly and sought reassurances that appropriate procedures would be in place so as not to cause similar problems to those encountered by County Councillor Blackie. He also noted that local farming communities relied on appropriate routes being open and would require extensive advanced notice for appropriate alternative arrangements to be made.



Barrie Mason outlined the work programme that was required for the Tour de France to take place in the area next year. He noted that an accelerated work programme was being carried out in respect of that with many routes affected in the area. He noted that the work had to be undertaken in a short period of time and acknowledged that this had an impact on local communities. He stated that both the Craven and Harrogate areas would be similarly affected. He noted that these were significant works and every effort was being made to ensure that they were done ahead of the winter period and that they were fit for purpose. He noted that the work being undertaken would normally have been implemented during a five year period, therefore, there would be no additional impact on the local roads in that intervening period. He emphasised that every effort was being made to ensure that the works taking place were fully co-ordinated and as little impact as possible was placed on local communities.

The Area Highways Manager, Nigel Smith, stated that he was surprised to hear of the difficulties from County Councillor Blackie as he was under the impression that the works and closures around Hawes had gone well. He suggested, therefore, that he meet with County Councillor Blackie to discuss the problems encountered. He also stated that the "business as usual" signs had been relocated in accordance with the County Councillor's wishes. He stated that the messages he had been receiving did not reflect what had been stated by the member. County Councillor Blackie reiterated that the "business as usual" sign had not been relocated as requested and this had yet to take place. He again called for a dedicated officer to be in place when the road closures were taking place so that the impacts on local communities could be monitored and instant action undertaken to mitigate the issues that arose.

#### **Resolved -**

That the issues raised in (i) and (ii) above be noted and any action outlined be undertaken where appropriate.

## **22. North Yorkshire Police – Current Issues**

Superintendent Andy McMillan, North Yorkshire Police, updated the Area Committee on initiatives currently being undertaken within the Richmondshire District by North Yorkshire Police.

Superintendent McMillan outlined the following:-

- ◆ Crime was up in the Hambleton and Richmondshire areas by 11%.
- ◆ Burglary non-dwelling had been a major factor on these figures.
- ◆ Burglary non-dwelling had increased by 18 crimes in Richmond and four crimes in the Dales in comparison to the figures provided this time last year.
- ◆ A number of arrests had taken place recently in respect of a spate of crimes around the A66 route area. It was noted that the arrests had led to a significant decrease in crime around that area.
- ◆ Similarly an arrest in Richmond had led to crimes decreasing. The release of the arrestee had seen an increase in those crimes, which in turn had again decreased following that person's re-arrest. Superintendent McMillan stated that this showed that North Yorkshire Police were confident that they were arresting the correct people.
- ◆ Superintendent McMillan reiterated that around 33% of burglary or theft crimes would be eliminated if people locked doors and windows appropriately. He emphasised that work was taking place to ensure that this message was being circulated around communities. He stated that a number of shed

alarms had been provided in local areas to try and prevent this crime from increasing further.

- ◆ Cross border initiatives were continuing, with a variety of methods being utilised to try and prevent criminals coming over the border to commit their crimes, including leafleting and social media.
- ◆ Shoplifting had increased by 23 crimes in Richmond in comparison to the same time last year - targeting the selling on of the stolen goods was one method of addressing this crime which was being utilised.
- ◆ Theft of or from motor vehicles had increased by 18% in Richmond in comparison to this time last year. An arrest had been made of a criminal from Leeds who had been responsible for 17 such crimes in the area. Again Superintendent McMillan outlined how the correct people were being arrested in connection to these crimes.
- ◆ Thefts of Land Rovers had been a significant issue in the area and a number of arrests seemed to have addressed this problem.
- ◆ Superintendent McMillan emphasised that the Police were focusing on key areas for Richmondshire in an attempt to cut down on the crime increases outlined.
- ◆ Operation Hawk continued to concentrate resources on tackling crime in rural areas and on issues relating to criminals travelling into the area. The Superintendent noted that additional resources from the centre had been made available to assist in tackling that crime. Additional resources were in place to help address cross border crime. Additional action days would see those extra resources being utilised.
- ◆ In terms of the Tour de France Superintendent McMillan stated that a meeting would be taking place shortly, involving all the major agencies that would be involved in providing services for the Tour coming into the area, to share their plans. Following that Superintendent McMillan would be meeting with County Councillor Blackie to focus on the impact the Tour would bring to the Upper Dales area. He noted that even now there were extra cyclists on the roads and he emphasised that there would be significant impacts on very small local communities. The Police, therefore, would be stepping up local community policing to provide reassurance in terms of the large scale impact that the Tour de France would bring.
- ◆ The Safety Partnership with the Fire Service continued with Fire/Police Safety Officers continuing to visit vulnerable people and address a number of issues. The project would continue until November and would then be evaluated.

Superintendent McMillan introduced temporary Chief Inspector Sarah Sanderson and explained that she would be assisting the Divisional Command for around six months. Chief Inspector Sanderson explained that her appointment would enable the Superintendent to undertake a more strategic role while she would focus on the expansion of neighbourhood policing and addressing rural issues.

County Councillor Blackie stated that Superintendent McMillan's visit to Hawes would be welcomed and would enable him to take account of the rurality of the location. He welcomed the Superintendent's approach to policing in the area and the progress that was being made on a number of issues.

County Councillor Blackie asked for his thanks to Sergeant Stuart Grainger to be recorded in relation to his work undertaken in respect of safer motorcycling in the Upper Dales. He stated that his continued work in relation to this had succeeded in effectively mitigating the problems that were occurring.

County Councillor Blackie raised a number of concerns that had been outlined to him from residents in the Upper Dales in relation to the precept paid for police services and the services provided. He noted that Police did not deal with lost property any

more. He noted that when illegal parking took place the Police were no longer able to issue tickets, only if the vehicle was seen to be causing an obstruction. He noted that when sales were taking place at the Auction Mart the provision of traffic control and parking cones now had to be paid for. He also noted that when the roads were closed around Hawes recently there were no Police Officers available to help direct traffic. He stated that the new custody suite provision in Thirsk would see extra distance having to be covered by officers making arrests in Hawes to transfer those arrested from the area and wondered whether that would affect the potential for arrests being made.

He raised concerns regarding the policing of the Tour de France event and whether the Police would be able to manage the numbers that were expected to come into the area.

Councillor Blackie noted that a recent meeting that had taken place in terms of planning an event within Hawes had seen five Police Officers turn up to discuss those issues. He stated that he had difficulty explaining to the local community why so many Police Officers turned up to that event when a number of every day issues appeared to be being ignored.

The Chairman also raised concerns regarding what he described as the Police undertaking "selective" duties. He referred to the introduction of civil parking enforcement and how people had now noticed a difference in terms of them having being able to park in certain locations for a number of years without fear of enforcement action being taken, but that was not now the case. He suggested that this was due to the Police not carrying their duties out effectively in the past. He noted that the Police did not appear to be taking action in respect of vehicle obstructions and stated that the issue related to a dispute between the Police and the Crown Prosecution Service. He stated that issues relating to drug dealing in the area had been reported on numerous occasions with no apparent action being taken as a result. He also raised concerns regarding the location of the new custody suite and the extra distance for those arrested in Richmondshire to be taken. He also raised concerns that if the Courts were not dealing effectively with people how could the Police provide an effective service.

County Councillor Helen Grant emphasised that not everywhere in Richmondshire was rural and her own Division, Central Richmondshire, suffered many of the effects that related to urban crime. She noted that there was shared ownership of the Police Station at Catterick Garrison with the Military Police and she sought assurances that the staffing gap that had occurred there would be filled as soon as possible. She noted that there had been reports of disturbances in Catterick Garrison Town Centre recently and she wondered whether the current position in respect of a reduced Police presence in the area had resulted in these.

County Councillor Michael Heseltine referred to the motorcycling issue, and that having been addressed by Sergeant Stuart Grainger, raised earlier in the meeting by County Councillor Blackie. He noted that the same officer had been dealing with similar issues throughout Richmondshire and not just in the Wensleydale area. He also noted that Sergeant Grainger was one of the main contributors to the Hambleton and Richmondshire Community Safety Partnership and he also paid tribute to the work that he carried out in the Richmondshire District.

Superintendent McMillan responded to the issues raised by Members, highlighting the following:-

- ◆ Following the implementation of Civil Parking Enforcement the Police still had the powers to remove vehicles that were causing an unnecessary obstruction.

The Superintendent stated emphatically that he could not order Police Officers not to make arrests in situations where this was warranted. He considered the suggestion that the Police had not being taken action in relation to parking over a 12 year period was unfair. He emphasised that any unnecessary obstruction caused by vehicles would be dealt with using discretion and judgement and in accordance with the powers available to the Police. He asked that Members provided specific examples to him of occasions where this action had not been taken.

- ◆ In terms of the relocation of the custody suite, the Superintendent stated that this had been decided by the Police and Crime Commissioner and an evaluation undertaken had determined that travelling time from Richmond would be an additional five minutes and he envisaged that this would be the case for all other areas in Richmondshire. He emphasised that the additional five minutes would not influence officers' decision as to whether to make an arrest and considered their integrity to be impeccable.
- ◆ In terms of the Tour de France the Superintendent stated that road closures would be taking place and the Police would be working alongside Highways Officers in respect of these. He noted that the Police alone had not undertaken road closures for around four years now and emphasised that they were not stepping back from the duties expected of them as these arrangements had been in place for some time.
- ◆ In terms of the accusations that Police Officers were being selective in their duties he considered if that was the case that they would be failing in their service to local communities. He noted that the service delivered was monitored and challenged by Senior Police Officers and the Police and Crime Committee and he was confident that the service provided in Richmondshire was being carried out both appropriately and effectively.
- ◆ In respect of the action taken by the Courts Superintendent McMillan emphasised that the Police could only report into the Courts and provide evidence, the punishment was then decided based on that.
- ◆ The Superintendent stated that the performance statistics did not reflect that Richmondshire Police were not making arrests as they should do and emphasised that they were operating in accordance with what was required of them.
- ◆ In response to the issue raised regarding the PCSO position at Catterick Garrison, the Superintendent noted that the former post holder brought a lot of skill and knowledge to that area and had been effective. He stated he could not comment on a specific vacancy but felt that this would be filled as recruitment continued to take place and he would provide the Member with information as to when that position was expected to be filled.
- ◆ Details regarding the use of military and civil Police Officers in the Catterick Garrison area, with them sharing services and operating from the local Police Station, with some joint practices and tasks being undertaken, were discussed. The Superintendent stated that it would have been recognised that proposed developments in the area could see a greater military presence which could have an additional impact on the local community. County Councillor Grant emphasised the need for issues to be addressed by civil Police Officers in the Catterick Garrison area, as opposed to using Military Police in civil matters and she sought assurances that this would be the case. The Superintendent emphasised that civil matters would continue to be policed by civilian Police Officers in that area and would not be influenced by the Military Police presence.

County Councillor Blackie stated that there was a public perception in many local communities that the Police were not carrying out the duties that they are required and considered that that situation required addressing by North Yorkshire Police. He considered the situation regarding road closures that had taken place in the area

recently should have had some Police involvement and asked that the Police intervene when problems such as this occurred. He called for more co-operation from the Police in issues such as the recent road closures. The Superintendent acknowledged that the issue could have been dealt with better from their perspective and that he would submit those views to the Operational Inspector in that area.

#### **Resolved –**

That the report and issues raised be noted.

### **23. Broadband Access – Superfast North Yorkshire – Progress Update**

Considered -

The report and presentation by Ian Marr (Project Manager, NYnet/North Yorkshire County Council) updating Members on progress to date of the project designed to improve access to broadband in North Yorkshire by 2017.

The presentation highlighted the following:-

- ◆ The Vision.
- ◆ Areas to be covered.
- ◆ Problems and how to overcome them.
- ◆ BT rollout.
- ◆ Demand stimulation.
- ◆ Business support.
- ◆ Communication and partnerships.
- ◆ Community broadband.
- ◆ Lessons learnt to date.
- ◆ Challenges to come.

Following the presentation the following issues were raised:-

County Councillor Carl Les, Chairman of the Superfast North Yorkshire Board, emphasised that the main effort currently was concentrating on providing a better connection for the 10% that could not have access to the minimum of 25mbps through the scheme. He stated that there was growing confidence that BDUK would provide additional funding for this to take place within the timeframe of the scheme being operated by Superfast North Yorkshire. He emphasised that every effort was being made to ensure that the minimum 2mbps coverage would only prevail for 5% of the population in North Yorkshire and every effort would be made to reduce that figure in the intervening period.

County Councillor Roger Harrison-Topham stated that he had received a number of complaints from the Redmire area regarding the provision of a broadband service there. He noted that there appeared to be an inadequate service to a number of businesses in rural areas and asked whether there was to be a priority to addressing their needs.

In response Ian Marr stated that every effort was being made to get the highest quality broadband service to everyone and 100% 25mbps minimum service was being strived for. He noted that the delivery of that position was expected to be by 2017 and recognised that there were some issues in respect of the extreme outlying areas in the county, but existing technology could be utilised to provide the broadband to those locations and, in particular, to assist those outlying businesses.

In terms of Redmire the mapping indicated that this was one of the communities that would be updated during 2014 with a new cabinet provided, however, he noted that the final decision on the matters lay with BT in terms of their commercial interests in respect of where cabinets were placed. He stated that Superfast North Yorkshire would be working closely with the BT on this issue.

Co-opted Member Ian Hainsworth noted that previous discussions on this issue had outlined that a special meeting would be arranged in Redmire to discuss the provision of broadband to that area and he wondered whether that had taken place. Mr Marr stated that a number of special meetings had been held and representatives of Superfast North Yorkshire would go out and speak to local communities on this issue, however, he emphasised that meetings of this nature would not take place until plans for a provision had been finalised, to ensure that action was being taken soon after the meetings. He noted that there had been no meetings in Redmire as of yet, but stated he would follow this matter up and let the Co-opted Member know of when this was to take place.

County Councillor John Blackie congratulated the officers of Superfast North Yorkshire on their commitment to local communities in terms of providing information, both good news and bad news. He highlighted the issues related to obtaining any kind of connection, of any sort, in Arkengarthdale. He stated that BT's Openreach had provided a very poor service to the Arkengarthdale area with a local business waiting five months for telephone lines to be restored and other residents of the area waiting three months. He noted that Ian Marr and John Moore had come out to the community, had brought along representatives of BT and had outlined what could be and could not be provided, which had satisfied the local community. Councillor Blackie noted there were still problems in the area but recognised that improvements were being made to the basic infrastructure. He emphasised, however, that the infrastructure put in place would have to be in good condition to ensure that it worked and it needed to be appropriate to support the peculiarities of that particular area.

County Councillor Les stated that it was important to remember that the contract for the delivery of Superfast Broadband was with BT and unless the infrastructure was delivered correctly to achieve that contract BT would not receive the funding being given to them to deliver the contract.

#### **Resolved –**

That the update be noted.

#### **24. Proposed Reductions to Bus Service Subsidy**

Considered –

The report of the Corporate Director - Business and Environmental Services inviting the Committee to comment on the Council's proposals to reduce the amount it spends on bus subsidies by £1.1m. Catherine Price of Integrated Passenger Transport attended the meeting to present the report and answer questions raised.

A resident of Askrigg attended the meeting to outline a number of issues in relation to the proposed reductions, including the following:-

- ◆ Following a recent injury she had been using public transport more extensively and she outlined the difficulty that she faced in getting to medical appointments due to this.
- ◆ She indicated that on many occasions the consultation document stated that the buses were operating empty however, altering the current situation would

ensure that the buses were better used. She provided an example of altering the concessionary pass scheme by around half an hour in some areas to ensure people could use the buses at times they wished to.

- ◆ She paid tribute to the drivers who had many challenges to accommodating passengers on various journeys.
- ◆ She noted that to attend today's meeting she would have had to leave particularly early in the morning then would not be able to get back to Askrigg until 4.30 pm and emphasised the need to take account of bus access when setting venues for meetings and start times for meetings.
- ◆ She suggested that for immediate improvements to increase passenger numbers some services could be diverted to go to additional villages along the bus routes allowing more passengers to have access to services.
- ◆ She suggested that any cuts that were made should provide "value for money".
- ◆ Passenger needs' surveys should be ended as these appeared unnecessary.
- ◆ Better use had to be made of community transport to ensure that this delivered where it was required and was appropriate.
- ◆ Proposed changes to service 156/157 would lead to one side of the Dales receiving less service than the other.

The Chairman stated that he recognised the issues raised by the questioner and the difficulties created for public transport users within the current operating system.

County Councillor Les stated that he had discussed the concessionary fares scheme with County Council officers and noted that exemptions to the commencement time were in place in some areas, therefore, exemptions to the scheme could be added in where this was felt to be appropriate.

The questioner noted that exemptions were not in place in Hawes or Bainbridge and asked if consideration could be given to extending the exemption to the starting and finishing times for those areas.

In terms of operating alternative services through community transport schemes it was acknowledged that these took a lot of organising and operating and that careful planning would be required to ensure that these could operate in place existing services.

Catherine Price outlined the report stating that the County Council had been tasked with reducing its subsidies to passenger transport services by around a quarter of what it currently spent. In response a consultation exercise had commenced and participation was invited through a number of mediums including the County Council's website, paper copies of the consultation being sent out and it was available at various locations throughout the county, including libraries, etc. Businesses, schools, Elected Members and all statutory consultees had been provided with a copy of the consultation. The aim was to accommodate all opinions from throughout the county on the consultation for these to be taken account of when the spending cuts were implemented. It was noted that the consultation ran until the end of November 2013. Ms Price outlined the provision of bus services throughout the county, with 80% being undertaken on a commercial basis, while 20% received subsidies from the County Council. She emphasised that the consultation related to the 20% of subsidised services.

She also stated that historically services for schools had been provided in terms of home to school transport, however, the proposal indicated that those not entitled to the service would see that removed, with those entitled to the service being provided with transport in an alternative way.

Feedback from the Area Committees would be submitted into the consultation process, with a similar presentation being provided at each of the Area Committee meetings.

All findings would be submitted to the appropriate Scrutiny Committee on 19 December 2013, with the final proposals being submitted to the County Council's Executive, for a decision, on 7 January 2014.

Ms Price stated that the proposals being put forward for consultation related to about £1.5m, with £1.1m looking to be saved, therefore, there was an opportunity to change some of the proposals outlined and she emphasised that the consultation was a genuine opportunity for people to be involved in deciding those changes.

The Committee's comments on the consultation were invited and the following issues were outlined:-

Co-opted Member, Clive World, raised concerns regarding the removal of the Richmond Town bus outlining his disappointment that this was to be removed. He wondered how senior citizens and young people were to travel into the town without this bus. In response Catherine Price stated that several commercial operators had expressed an interest in providing the town services that had been outlined for removal, through the proposals. She emphasised, therefore, that there was every chance that these would remain in operation, but without the subsidy. Councillor World welcomed the news and asked which other bodies in the Richmondshire district would be consulted. Catherine Price stated that this would involve all the main bodies within Richmondshire include District, Parish and Town Councils. She noted that commercial providers would be consulted, but later in the process. She was asked whether this would be before or after the Executive meeting in January 2014. Ms Price stated that the decisions of the Executive would be awaited in January 2014 ready for implementation in April of that year and details of what would be provided following that would be considered during the consultation process.

The Chairman emphasised the need to ensure that the public could decide on what services they wished to see being cut rather than being provided with options for cuts in particular services. He emphasised the need for a passenger transport service for the whole of Richmondshire and not just particular places. In terms of the town service in Richmond he asked whether it would be possible for Richmond Town Council to provide a subsidy to ensure that that service continued. He considered that a true choice would be to give people a chance to determine which services they would like to see cuts taking place in, rather than consulting on cuts within particular services.

County Councillor Grant highlighted the potential cuts to services 32/73 within her electoral division. She suggested that service 32 was suffering due to the provision of free buses by local supermarkets and considered that these had an adverse effect on public transport services as, often, the free buses were travelling through the area full whilst the public service buses had few passengers on them. She emphasised that this caused problems for those areas only served by the public transport buses, which faced being cut due to the free services being operated.

She also raised concerns regarding the removal of the home to school transport service and the potential cost that could have for already "cash strapped" families, particularly in view of the minimum £1 fare being imposed for children.

County Councillor John Blackie emphasised that the Integrated Passenger Transport service did a good job for the County Council, but unfortunately the service was faced with having to reduce costs due to Central Government grants being reduced. He



noted that timetables had been put together that may not necessarily be appreciated by the public but did take account of all local communities, as far as was possible.

He outlined the service provision through the Upper Dales via Wensleydale and Swaledale. He noted that in many rural areas there could be occasions where three or less passengers were using the service at any one time, but the service was still necessary. He considered that the issue raised by the questioner earlier in the meeting was not quite correct as there were two services on one side of the Dales and three services on the other that passed through the various major service centres.

He noted that many of the services connected with the Little White Bus service operating in the area, which allowed people to connect with appropriate public passenger transport services at appropriate times.

County Councillor Blackie highlighted the success of the Little White Bus service, which carried 8,500 passengers and had taken £25,000 in fares since it was introduced which was way beyond what was expected. He highlighted how the scheme had been developed using volunteer drivers and how such services needed the interest of locals to ensure that those schemes continued to progress. He noted that the Little White Bus service now had 24 volunteer drivers and two buses and was well used. He emphasised that with the same level of commitment in other areas similar schemes would work elsewhere.

County Councillor Les highlighted the savings that had to be made by the County Council over the next two to four years and emphasised the need to find new ways of working in all areas. He considered the Little White Bus to be a good example of how public transport could be provided at less expense to the County Council.

A member of the public emphasised the need to get the best out of existing services to ensure that any cuts did not have a detrimental effect on the provision of public transport services to local communities. In response it was emphasised that Integrated Passenger Transport were trying to ensure that the most efficient use of the services were provided where possible. Catherine Price stated that the consultation resulted from the need to find savings within the County Council and emphasised that efforts would be made to replace any services discontinued through community and commercial operations.

#### **Resolved –**

That the issues raised be submitted as the Area Committee's comments as part of the consultation process.

#### **25. North Yorkshire Fire and Rescue Service Community Safety Update - Richmondshire**

Considered –

The report of Group Manager Dave Pitt advising the Area Committee of community safety activities involving North Yorkshire Fire and Rescue Service which had occurred in the last financial year and providing an update regarding other issues from within Richmondshire District.

#### **Resolved –**

That the report be noted.

**26. Minimum Practice Income Guarantee for GPs**

Considered -

The report of the Scrutiny Team Leader updating Members on recent developments on the proposed withdrawal of the GP Minimum Practice Income Guarantee (MPIG). He explained how MPIG was used to top-up GPs' core funding to match their basic income levels. It was noted that the Department of Health had announced it was phasing out MPIG from next year, until 2021, although it was understood that the change was part of a new funding scheme being introduced for Primary Care. Concern had been expressed by rural GP practices over the loss of income from the withdrawal of MPIG and how this could lead to the closure of GP practices. Mr Hunter noted that the Scrutiny of Health Committee had received a briefing on the issue and that since then there appeared to be a more optimistic view of how this would be developed by NHS England, with less impact expected on the rural GP practices.

County Councillor John Blackie supported the moves being sought to lessen the impact of the removal of MPIG and noted that a more detailed examination of the issue was to take place at the meeting of the Scrutiny of Health Committee on 8 November 2013. He outlined the effect that the implementation of the removal of MPIG would have had on rural GPs and considered this to be totally unacceptable. He welcomed the further discussions that were taking place with regards to this matter.

County Councillor Blackie also noted that a consultation document relating to changes in the provision of children's and maternity services at the Friarage Hospital had been circulated at the meeting. He proposed that a special meeting of the Area Committee, prior to the end of the consultation on 25 November 2013, be held to further discuss this issue.

**Resolved –**

- (i) That the report on MPIG be noted; and
- (ii) That a special meeting of the Area Committee be organised to discuss the consultation on the provision of children's and maternity services at the Friarage Hospital, Northallerton.

**27. Healthwatch - Update**

Considered –

The report of the Scrutiny Team Leader providing the Committee with a summary of progress achieved to date in establishing Healthwatch in North Yorkshire. The Scrutiny Team Leader, Bryon Hunter, presented the report.

Mr Hunter stated that under the Health and Social Care Act 2012, Healthwatch replaced Local Involvement Networks from 1 April 2013 as the independent consumer champion for service users, citizens, carers and patients. He outlined the aims of Healthwatch and how it operated both nationally and locally. He noted that, locally, each upper tier local authority was given a duty to procure an effective and efficient Healthwatch in their area with three broad functions:-

- ◆ Influencing and co-ordinating the work of individuals and community groups.
- ◆ Signposting - helping people make choices and access personalised care.
- ◆ Advocacy - supporting individuals to make complaints about NHS care.

He outlined how, after a competitive tendering process, contracts were awarded to Northbank Forum to deliver an influencing and signposting function and Cloverleaf Advocacy 2000 Limited to deliver the NHS Complaints Advocacy Service.

Bob Carter of Cloverleaf Advocacy introduced himself to Members and provided brief highlights of what the service would provide for local people.

### **Resolved –**

That the progress that had been made in establishing Healthwatch, including an NHS Complaints Advocacy service, across the county be noted.

## **28. Adult Learning**

Considered -

The report the Corporate Director - Children and Young People's Service providing an update on the Adult Learning Skills Service. Debbie Breatcliffe of the Service attended the meeting and presented the report.

She provided details as follows:-

- ◆ The context of the provision of the Adult Learning and Skills Service.
- ◆ Funding changes and priorities.
- ◆ Service updates:
  - Adult single budget.
  - Apprenticeships.
  - 24+ advance learning loan facility.
  - Learning opportunities for 16-18 year olds.
  - Community learning.
  - Ofsted inspection.
- ◆ Area developments.

Ms Breatcliffe emphasised that a lot of the work undertaken by the Adult Learning and Skills Service was focused on ensuring people could get in to work or return to work, with a large amount of service provision being undertaken in conjunction with Job Centre Plus. She noted that vocational courses and life enhancing courses continued to be delivered.

Following the presentation Members raised issues and points as follows:-

- ◆ The Chairman suggested that having recruitment only online for North Yorkshire County Council could be seen as discriminatory for those who did not have access to online facilities. County Councillor Carl Les stated that everyone had access to a library in North Yorkshire and, therefore, had access to appropriate facilities to enable them to apply for jobs with the County Council. Debbie Breatcliffe emphasised that online facilities were a major factor in many people's lives and a major focus for the Adult Learning service was to support and provide training and skills to enable people to access these.
- ◆ Ms Breatcliffe outlined the non-vocational partnership in terms of the provision of learning courses within the Hambleton and Richmondshire areas which was being delivered alongside the voluntary sector and gave contact details for the lead officer in relation to that.
- ◆ The Chairman asked what the Community Learning Partnership did and what it delivered. In response Ms Breatcliffe stated that the partnership had been

together for around six to eight months and ensured that there was no duplication of provision, while at the same time ensured that gaps in provision were filled. Surveys were undertaken within local communities to determine what was required from the partnership, with service delivery based on the feedback received.

- ◆ The Chairman noted that the main aim of the Adult Learning service was to ensure that people got back into work and he wondered how those without transport could accomplish that. Ms Breatcliffe stated that the responsibility for that provision came from Job Centre Plus, whereas the Adult Learning Service provided the skills to enable people to return to, or obtain, work. The Chairman asked for an update and details of the issues related to transport being a barrier to obtaining employment to be provided to the next meeting.
- ◆ The Chairman noted the recent OFSTED inspection of the Adult Learning service had obtained grade 3. He considered this to be low and asked why this was the case. Ms Breatcliffe acknowledged the result of the inspection and stated that the service was aware of what was required to ensure that improvements were made. She stated the service was working closely with the inspectors to develop appropriately and at a much speedier pace than previously. The Chairman again asked for more detail in relation to this matter showing how the service was improving and how improvements were being monitored.
- ◆ County Councillor Helen Grant referred to the work being undertaken by A1 Community Works in the Catterick Garrison area and noted that £50,000 had been granted to that organisation to deliver similar aspects of work as the Adult Learning Skills service. She asked how the two services integrated and how the £50,000 grant was being utilised. It was suggested that the two service deliveries should be working in partnership or should be engaged at the very least to ensure a co-ordinated delivery of service in that area. It was again asked that further feedback be provided to a subsequent meeting of the Area Committee.

#### **Resolved –**

That the developments in Adult Learning and Skills Service be noted and the further information requested be submitted to a subsequent meeting of the Area Committee.

### **29. Committee Update**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) informing the Committee on progress of items previously considered by the Area Committee in respect of which there was no formal report on the current agenda:-

- ◆ Appointment of Co-opted Members - speeding up of the nomination process.
- ◆ Proposal to introduce waiting restrictions outside Penny Garth Café, Hawes - complaint in respect of the process undertaken relating to the publication of the Order.

#### **Resolved –**

That the report be noted.

**30. Future Meetings:-**

**(a) Work Programme**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) presenting the current Work Programme and invite Members' comments.

It was noted that further to the meeting regarding the A1 upgrade and issues in relation to traffic passing through Tunstall, a further meeting of the Area Committee would be required to discuss the publication of the traffic modelling information.

**Resolved –**

That the report be noted and a further meeting of the Area Committee be organised to discuss the matter outlined above.

**(b) Agenda for next ordinary meeting**

**Resolved –**

The next ordinary meeting would be held on Wednesday 18 December 2013 at a venue to be determined in the Richmond Electoral Division.

The meeting concluded at 1.45pm

SL/ALJ/JR

## North Yorkshire County Council

### County Area Committee for the Harrogate District

Minutes of the meeting held on 5 September 2013 at 9.30 am at The Cairn Hotel, Harrogate.

**Present:-**

**Members:-**

County Councillor Michael Harrison (in the Chair); County Councillors Margaret Atkinson, Jim Clark, Richard Cooper, Margaret-Ann de Courcey-Bayley, John Fort BEM, Andrew Goss, Peter Horton, Bill Hault, Anne Jones, Don Mackenzie, John Savage and David Simister.

**Co-opted Members:-**

Brian Dunsby (Harrogate Chamber of Trade and Commerce).

Karen Weaver (Harrogate and Ripon Centres for Voluntary Service).

**In Attendance:-**

NYnet/Superfast North Yorkshire:- County Councillor Carl Les (Chair of the Superfast North Yorkshire Board), Ian Marr (Community Broadband Project Manager, NYnet/NYCC) and Patrick Robertson (from the Community Project Executives within the Superfast North Yorkshire Demand Stimulation Team).

County Council officers: Ruth Gladstone (Principal Democratic Services Officer), Donna Hodgson (Improvement Manager, Highways and Transportation), James Malcolm (Acting Area Highways Manager), Catherine Price (Passenger Transport Integration Manager) and Emma Talman (Clerical Assistant, Legal Services).

6 members of the public.

**Apologies for Absence:-**

Apologies for absence were received from County Councillors Bernard Bateman MBE, Jean Butterfield, John Ennis, Cliff Trotter and Robert Windass.

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**Copies of all documents considered are in the Minute Book**

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#### 19. Chairman's Opening Announcements

In opening the meeting, the Chairman welcomed, in particular, Brian Dunsby and Karen Weaver and advised that both had now been formally re-appointed as Co-opted Members of the Area Committee as a consequence of the full County Council, on 24 July 2013, approving the Committee's recommendation from its previous meeting.

The Chairman advised that he had written, on behalf of the Committee, to former Co-opted Members to thank them for their service to the Area Committee over recent years.

The Chairman also advised that Gia Margolis, on behalf of Harrogate Cycle Action, had submitted a statement, expressing thanks to, and complimenting, the officers leading on the designs and implementation of the Local Sustainable Transport Fund, namely, Donna Hodgson, John White and Mark Kibblewhite.

## 20. Minutes

### Resolved –

That the Minutes of the meeting held on 6 June 2013, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record, subject to “Harewood Hill” being replaced with “Harlow Hill”.

## 21. Public Questions or Statements

There were no questions or statements from members of the public.

## 22. Proposed Reductions to Bus Service Subsidy

### Considered –

The report of the Corporate Director – Business and Environmental Services inviting the Committee’s comments on the Council’s proposals to reduce the amount it spent on bus subsidies by £1.1m.

Catherine Price (Passenger Transport Integration Manager) introduced the report and responded to Members’ questions. She also undertook to contact County Councillor Bill Houlton after the meeting with a response to his question about whether any estimates had been produced of the sums of money involved for the Harrogate district following the delegation, to the County Council during January 2013, of grant for service buses.

Members discussed and asked questions about the proposals. During discussion:-

- County Councillor Peter Horton advised that there was shock within Ripon to the proposal to withdraw subsidy for the Ripon Town Services 131, 132 and 134. He advised of the unanimous decision of Ripon City Council to object and that a petition had been signed by many local people. He queried whether there was scope to reduce the frequency of these services rather than to withdraw the subsidy. Catherine Price advised that the officers were hopeful that these services would be taken on as a commercial operation.
- A Member asked whether elderly people would be able to continue to use Service 683H (Huby to North Rigton). Catherine Price advised that the County Council was unaware of such passengers as such usage had not been registered by the Operator. She undertook to look into the matter but clarified that the proposals would affect such people because it was proposed that the bus service would be provided only for pupils entitled to free home to school transport.
- County Councillor Don Mackenzie (Executive Member for Public Health and Prevention) highlighted that there was a genuine element of choice in this consultation because the total amount of the proposed savings was greater than the £1.1m saving which needed to be made.

- Co-opted Member Brian Dunsby reported the concerns of Rudding Park concerning the 770 bus service. Rudding Park employed 250 people, had a holiday park whose guests visited Harrogate, and had live-in staff who used local facilities. Rudding Park's concerns were as follows:- As a major employer in the area, and a major attraction for revenue coming into the district, Rudding Park relied on a frequent bus service. Sixty of Rudding Park's staff used the 770 bus service to get to and from work. Rudding Park was already paying Transdev directly for a night time and weekend service. There was another operator on the Wetherby to Harrogate route, namely, Connexions. The easy answer was for the Council was to make the Connexions bus and the Transdev bus run along the Wetherby-Follifoot-Harrogate route alternate hours. This would not cost the Council any more money, the service would be improved, and the bus companies would save money. Brian Dunsby asked that the 770 service be retained. Catherine Price advised that Rudding Park's comments needed to be fed into the consultation.
- County Councillor Margaret-Ann de Courcey-Bayley asked for the Council not to "abandon" elderly residents in the Fairways loop and at the bottom of Claro Road for whom there might not be a connecting bus service.
- A Member highlighted that many County Councillors had attended a recent Members' Seminar at County Hall when one of the slides had listed the prioritisation of journey purposes, as set out in the Bus Strategy. The priorities were access to:- work; education; health services; shopping facilities; and leisure services. He advised that he had sympathy with that list of priorities.

Catherine Price clarified that the County Council was unable, statutorily, to charge passengers, who were entitled to Concessionary Fares, to travel on buses, even if such passengers would be prepared to pay.

Co-opted Member Brian Dunsby criticised Government policy towards Concessionary Fares which was resulting in Councils having to reduce rural bus services to cut costs. Meanwhile, many people who were eligible for Concessionary Fares would prefer to pay a small charge instead of having a Concession but no bus service on which to use it. He asked the County Council to take this up politically. A Member described the situation as "crazy" and suggested that cross-subsidy should be permitted. Members acknowledged that the issue raised by Brian Dunsby was not in front of the Committee for discussion at this meeting but asked for it to be included on the Work Programme for discussion at a future meeting.

#### **Resolved –**

- (a) That the following be agreed as the Committee's response to the consultation:-
- (i) This Committee supports the prioritisation of journey purposes, as set out in the Bus Strategy, with the consequence, for example, that this Committee wishes the current frequency of Service 770 to be retained.
  - (ii) This Committee does not wish the viability of any school to be jeopardised by the withdrawal of any service to fare-paying school children.



- (iii) That local Members and Parish Councils be advised of the bus services which are underperforming so that Members can promote the increased usage of such services.
- (b) That an item be included in the Committee's Work Programme requesting a report to a future meeting concerning the national requirements regarding Concessionary Fare Schemes so that the Committee can consider making representations about the implications of such requirements on the funding available for bus services in rural areas.

**23. Application to Register Land as a Town or Village Green – Staveley Village Green, Staveley**

Note: Prior to consideration of this item of business, County Councillor Bill Hoult advised that he was a Member of the Planning and Regulatory Functions Sub-Committee and County Councillor Andrew Goss advised that he was a Substitute Member of that Sub-Committee. They each announced that they would not participate in the debate or vote by the Area Committee.

Considered –

The report of the Corporate Director – Business and Environmental Services advising that an assessment of this application would be reported to the meeting of the Planning and Regulatory Functions Sub-Committee on 20 September 2013.

**Resolved –**

That the report be noted.

**24. Highways Act 1980 Bridleway No 15.96/42 and Footpath No 15.96/36, Fisher Fountain Ford to West Hall Farm, Nesfield Diversion Order 2005**

Note: Prior to consideration of this item of business, County Councillor Bill Hoult advised that he was a Member of the Planning and Regulatory Functions Sub-Committee and County Councillor Andrew Goss advised that he was a Substitute Member of that Sub-Committee. They each announced that they would not participate in the debate or vote by the Area Committee.

Considered –

The report of the Corporate Director – Business and Environmental Services advising that a report would be presented to the meeting of the Planning and Regulatory Functions Sub-Committee on 20 September 2013 concerning this Diversion Order.

County Councillor John Fort BEM advised that local views had now been reconciled and that hopefully the change, as shown on Plan 2 to the report, would now be approved without further difficulty.

**Resolved –**

That the report be noted.

**25. Order of Business**

The Chairman advised that the items of business relating to the Nidderdale AONB Joint Advisory Committee and the Work Programme would be considered next for the convenience of those in attendance at this meeting.

**26. Nidderdale AONB Joint Advisory Committee****Resolved –**

That the Minutes of the meeting of Nidderdale AONB Joint Advisory Committee held on 28 March 2013 be noted.

**27. Work Programme**

Considered –

The report of the Assistant Chief Executive (Legal and Democratic Services) presenting the Committee's Work Programme and inviting Members' comments.

**Resolved –**

That the Work Programme be approved, subject the following:-

- ◆ the inclusion of a report about national concessionary fares, as agreed during an earlier debate (see Minute 22);
- ◆ consideration by the Chairman of a suggestion from Co-opted Member Brian Dunsby that the Police and Fire Services should each report to alternate meetings;
- ◆ any decision which the Committee makes at a later stage during this meeting concerning the Air Quality Action Plan for Harrogate Borough Council;
- ◆ the inclusion of any consultations which have a direct impact on the Harrogate District (with any countywide issues being discussed at Member Seminars rather than this Committee); and
- ◆ any decision of the Chairman to remove, or organise less frequent reports for, recurring business for meetings of this Committee, as set out in the Appendix to the report.

**28. Air Quality Action Plan for Harrogate Borough Council**

Considered –

The report of the Corporate Director – Business and Environmental Services providing information on the Borough Council's Air Quality Action Plan and the potential impacts of a HGV ban on the levels of nitrogen dioxide (NO<sub>2</sub>) at both Bond End and Ripon Air Quality Management Areas. The conclusions within the report were as follows:-

- If weight restrictions were introduced at the Ripon and Knaresborough AQMAs, there was estimated to be a 14.4% reduction in NO<sub>x</sub> at Bond End and an estimated 9.2% and 4.7% reduction in NO<sub>x</sub> at High Skellgate and Low Skellgate respectively. Whilst these reductions might improve the air quality at the AQMAs, they were unlikely to reduce traffic emissions of NO<sub>x</sub> sufficiently to meet the necessary NO<sub>2</sub> annual mean air quality objective.
- If a weight restriction was introduced at Bond End, there would remain a number of HGVs requiring access to make deliveries or collections in Knaresborough town centre and the alternative routes for HGVs banned from Bond End would increase journey times and the distances travelled. The

alternative route was not considered suitable as it would result in greater numbers of HGVs travelling on the A661 through Woodlands Corner and have a subsequent impact on NO<sub>2</sub> levels at that junction.

- There were difficulties introducing a weight restriction at Bond End. Roads on the Primary Route Network (PRN) had to provide unrestricted access to 40 tonne vehicles and, as the A59 was part of the PRN, a weight restriction could not be implemented. To enable the application of a weight restriction at Bond End for air quality reasons, the County Council would need to remove the PRN designation. It would not be recommended to remove the A59 from the PRN for purely environmental reasons unless there was a suitable alternative route.
- In Ripon, many HGVs making deliveries to the centre of the city would be re-routed on local roads or via the bypass thereby increasing fuel consumption and journey times and potentially impacting on local businesses in Ripon which relied on regular deliveries.
- A significant number of buses passed through both AQMAs, particularly Bond End. These buses would be unaffected by a weight restriction. Similarly there were a number of Heavy Duty Vehicles that would remain unaffected by a 7.5 tonne weight restriction and would continue to pass through the AQMAs emitting oxides of nitrogen.
- The Air Quality Action Plan included a number of objectives to improve air quality, including traffic signal improvements, and officers would continue to work with Harrogate Borough Council to investigate measures which could reduce traffic emissions at both AQMAs. The Borough Council had submitted its Air Quality Action Plan to DEFRA.

County Councillor Anne Jones (local Member) thanked officers for attending the local meeting in Knaresborough which she had facilitated earlier that year. She went on to highlight that, whereas measures to address air pollution in the Plan submitted to DEFRA were welcome, the addition of 'green planting' would create a challenge for the Council at Bond End due to restrictions of the area. She added that positive solutions were required and that traffic flow was paramount to easing the problem of standing traffic in the 'canyon' effect of the junction. She also referred to her previous suggestion to 'trial' a mini-roundabout scheme, plus only allowing low-carbon buses along the route, as ways to help to resolve the problems at the Bond End junction. County Councillor Anne Jones thanked other Members for their support.

County Councillor Richard Cooper criticised talk about measures, such as tree planting, as "tinkering at the edges". He added that Members should not campaign for more affordable homes, whilst at the same time saying that buses were a problem.

County Councillor Bill Houlton (local Member) commented that a mini-roundabout scheme would reduce, but not eliminate, the problem. He agreed that low-carbon buses would help, although the County Council did not have power to enforce routes or the use of certain buses. He highlighted that school buses were, however, contributing to the problem. He acknowledged that the situation regarding HGVs was difficult and that Woodlands Corner was on the cusp of the same problem. He agreed that a solution must be found, and that stopping the traffic was not the solution.

Donna Hodgson (Improvement Manager) advised that there were junctions which needed to be assessed. Other junctions had already been assessed and works had been planned. She also advised that a planning application had been submitted for the Manse Farm site in Knaresborough and that officers would wish to see the results of modelling before commenting on whether the various suggestions would work. She advised that she could understand comments about “tinkering at the edges” but expressed the view that all contributions would assist the problem, for example:- some haulage companies did not need to travel through Bond End; attitudes to personal travel could be changed.

With regard to cycling routes and facilities, County Councillor Anne Jones reminded the Committee that she had addressed the meeting of the full County Council earlier in 2013 to request a review of the decision to reduce the repair scheme of the Beryl Burton Cycleway to just 500m. She advised that the area had been ‘scarified’ in readiness for the works and that, as the district prepared to embrace the largest sporting event in Europe with the Tour de France in 2014, there had never been a more appropriate time for the cycleways of the County to be ‘fit for purpose’ as the Legacy from Le Tour was expected to be unprecedented. Donna Hodgson responded that that funding had now been secured for a full resurfacing of the route. County Councillor Anne Jones advised that she was delighted by that situation.

The Chairman suggested, and County Councillor Anne Jones expressed support for, the submission of reports to future meetings of the Committee as the Action Plan was progressed, rather than to every meeting.

#### **Resolved –**

- (a) That the report be noted.
- (b) That officers continue to work with Harrogate Borough Council officers towards the objectives outlined in the Action Plan to attempt to bring emissions back within the permitted standard.
- (c) That reports be submitted to future meetings of the Committee as the Action Plan progresses.

#### **29. Broadband Access – Superfast North Yorkshire – Progress Update**

Considered –

The report and presentation by Ian Marr (Community Broadband Project Manager, NYnet/North Yorkshire County Council) advising of progress to date of the project designed to improve access to Broadband in North Yorkshire by 2017. Copies of the slides used during the presentation were circulated to Members at the meeting. A copy is also in the Minute Book.

During debate, Ian Marr clarified the following:- those parts of Harrogate already on Virgin Cable had had to be excluded from this project; “horror stories” from other parts of the country, about introducing high quality broadband, did not apply to North Yorkshire where a different approach had been taken; further work would be undertaken to identify how to provide access to high quality broadband for the remaining 10% of premises by 2017; and that the new cabinets needed to be located close to existing cabinets and their size and location was generally dictated by technical requirements.

#### **Resolved –**

That the report and presentation be noted.

**30. Next Meeting**

**Resolved –**

That it be noted that the next meeting shall be held on Thursday 28 November 2013 at 9.30am at the Ripon Spa Hotel and that Members and Co-opted Members should contact Ruth Gladstone (Principal Democratic Services Officer) by 7 November 2013 if they have any issues on which they wish to report orally at that meeting.

The meeting concluded at 11.50 am.

RAG/ALJ

## Working for you

Richard Owens  
Assistant Director For Integrated  
Passenger Transport  
North Yorkshire County Council  
County Hall  
Northallerton  
North Yorkshire  
DL7 8AD

Our Ref OSC/BS/MC  
Your Ref  
Date 25 November 2013

Dear Richard,

### **Response to Consultation on Proposed Reductions to Bus Service Subsidy.**

I would like to thank you for your attendance at Harrogate Borough Council's Overview and Scrutiny Commission meeting on 20 November 2013 regarding the consultation to proposed reductions to bus service subsidy. I considered that your attendance provided valuable insight to the proposed reductions and also gave the opportunity for Members to ask questions of specific detail. I would also like to thank you for your agreement to receive the formal comments from the Commission after the original deadline.

As a response from Harrogate Borough Council to the consultation the Commission made the following comments:

- There was a view that it was difficult to consider the issue without detailed information on the potential savings for routes particularly rural areas and the numbers of affected residents. In this regard you agreed to provide further information to Mark Codman (details below)

Mark Codman Corporate Improvement Officer

Address - see later

[mark.codman@harrogate.gov.uk](mailto:mark.codman@harrogate.gov.uk)

01423 556153

- There was concern about the ability of Dial-A-Ride services to pick up /cope with additional demand where this was indicated
- There was concern that it was known from the proposed reductions that some communities would not have bus services at all therefore contributing to rural isolation
- There was concern that changes to bus services generally would lead to additional traffic on the road network particularly from parents transporting schoolchildren
- The Commission was concerned that Dial-A-Ride users would be required to make a payment even if they were entitled to an older person's bus pass and considered that this was a particular issue to be considered

The Commission also agreed the following formal response to Consultation questions:

- Q2a To what extent do you agree with the overall strategy? - **Agree**
- Q2b Withdraw subsidy from contract services where the subsidy per passenger subsidy per journey is more than £6 - **Agree**
- Withdraw subsidy from contract services where the number of passengers using a particular journey is 3 or fewer - **Agree**
- Not provide contract services with more than one journey every two hours - **Disagree**
- Withdraw subsidy from "Town Services" in urban areas - **Disagree**

As an overall comment the Commission noted that once a bus service had been reduced in frequency then it was very difficult to build usage up to previous levels should this be required. It was therefore considered that this should be taken into account when implementing any potential service reductions.

Once again thank you for your attendance at the meeting and I look forward to receiving the additional information as agreed.

Yours sincerely

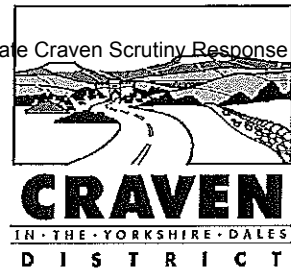
**Councillor J Fox**  
Chairman of the Overview and Scrutiny Commission.

**Department of Corporate Policy & Improvement**

Council Offices, Crescent Gardens, HARROGATE HG1 2SG  
T: 01423 500600 F: 01423 556140 TXT: 01423 556543  
[www.harrogate.gov.uk](http://www.harrogate.gov.uk)

1 Belle Vue Square  
Broughton Road  
SKIPTON  
North Yorkshire  
BD23 1FJ

Appendix B - Harrogate Craven Scrutiny Response



NORTH YORKSHIRE

28 OCT 2013

COUNTY COUNCIL

Mr Richard Flinton,  
Chief Executive,  
North Yorkshire County Council  
County Hall  
Northallerton  
North Yorkshire  
DL7 8AD

Cllr John Roberts  
01756 760355  
[j-roberts@supanet.com](mailto:j-roberts@supanet.com)

Telephone: 01756 760335

21<sup>st</sup> October 2013

Dear Mr Flinton,

**Ref: NYCC Consultation on Public Transport Proposals**

This letter is the Council's response as a statutory consultee to North Yorkshire County Council proposals to cut the subsidy on public transport and school transport arrangements

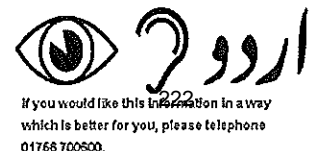
The Council's Select Committee was charged with the task of scrutinising NYCC's proposals to cut the subsidy on certain bus routes in Craven, and to cease transporting children to school from outside drawing areas who are not entitled to free transport.

To this end, the Select Committee has held two meetings, one with a bus operator present, and another with the Assistant Director (Integrated Passenger Transport) Mr Richard Owens present, to advise the Committee on North Yorkshire County Council's proposals and to answer any questions. The Committee was very grateful for Mr Owen's attendance and for his contribution which assisted in formulating our response to the consultation documents.

It is appreciated that North Yorkshire County Council is experiencing financial pressures, but as a result of their scrutiny, the Select Committee was not convinced that certain of the proposals were in the best interests of the residents of Craven.



Paul Shevlin, Chief Executive  
Calls may be recorded for training and monitoring purposes  
For general enquiries telephone 01756 700600  
[www.cravencd.gov.uk](http://www.cravencd.gov.uk)



If you would like this information in a way which is better for you, please telephone 01756 700600.



- 2 -

**You will be aware of the County's duty to provide a public transport service for residents appropriate to meet the requirement within the County which would otherwise not be met.**

The Committee heard that in order to reduce costs the following proposals were under consideration:-

- Withdraw the subsidy from contracted services that were not well used i.e. where there were 3 or fewer passengers and the subsidy was more than £6 per person per journey.
- Stop supporting contract services of more than one journey every two hours.
- Withdraw the subsidy for 'town services' in urban areas.
- Withdraw services which take pupils to a 'preferred school'.
- Limit the subsidy to £1.50 per journey for non-entitled fare paying pupils to their normal school.

The Committee accepts that minor changes to the timetable have to be made resulting in a reduction in the subsidy paid to the bus companies but not to the extent of the extra cuts proposed.

The Committee's comments are as follows:-

1. District Councillors, as you are aware, are responsible for the social, economic and environmental wellbeing of the residents of the district. The age profile of our residents is increasing. In rural areas, in particular, the need for good public transport is essential and you will be aware of the studies into isolationism not only for the elderly but also for teenagers.
2. The question of ceasing transporting children to school from outside the catchment area, who are not entitled to free transport, was seen by the Committee as a proposal with unacceptable consequences on schools, particularly in the case of Upper Wharfedale School. The particular circumstances concerning the school would seriously affect its sustainability.
3. The Committee considers it very disturbing that serious discussions between Transport and Education at North Yorkshire County Council appear not to have taken place. This move should not go ahead until a satisfactory solution to the problem has been established. This could be perhaps through separate commercial arrangements being made by the PTA or the school making necessary arrangements.
4. The separate question of school transport is considered a little strange because parents pay £6 per day. If this North Yorkshire County Council scheme stops, there must be alternative arrangements in place before this occurs at any of the schools.

5. There is need for social housing in rural areas and the families that qualify may have a need for public transport.

6. The Select Committee looked at Community Transport in parallel to the proposals from North Yorkshire County Council .

7. The introduction of a Dial-a-Ride service covering Skipton town service was seen as viable, and the Committee agreed that there are other locations where this might apply.

8. It was also reported to the Committee that bus pass holders were offering to pay £1 or £2 everytime they use their passes. This was seen as a matter which Yorkshire County Council could pursue further with the Government.

9. We noted the proposed reliance once again on community transport something which has time and again failed leaving nothing but ill feeling and a poorer transport map behind. . Recently we have lost the services of the Little Red Bus.. During our meetings we did ask if there was a way of working with existing private operators to encourage them to perhaps develop a Community Transport element to their business model.

10. The withdrawal of the Grassington – Ilkley service is viewed with concern by the Committee who were aware of its importance in providing access to the Dales and the National Park . The Metroline at Ilkley links Leeds and Bradford to the Yorkshire Dales.

11. On the question of any effect on sustainable tourism, it is seen as being unacceptable to the area, particularly the Yorkshire Dales. The Yorkshire Dales National Park Authority is committed under the 2nd purpose of the National Park to encourage and enable visitors to the National Park – the termination of the Ilkley to Grassington bus would be unacceptable, and the other rural bus routes outside of National Park will be similarly affected e.g. Lothersdale and Cowling..

In conclusion, the Craven District Council Select Committee was satisfied that some cuts to subsidies could be absorbed, but not at the level proposed. A reduction by 1/3 of the proposed cuts would, in our view, be acceptable:

Yours sincerely 

**Cllr John Roberts,**  
**Chair**  
**Craven District Council Select Committee**

c.c. Hon Julian Smith MP  
David Butterworth, Chief Executive Officer, YDNPA  
Shelagh Marshall  
North Yorkshire County Council Education Department  
Headmaster, Upper Wharfedale School  
John Weighell Leader NYCC

## Appendix C

Summary of petitions received			
Ref:	Service No.	Petition	No. Signatories
P001	Ripon Town	Save our bus - Ripon local town bus service.	2,155
P002	72/72R, 73, 74	Opposing reductions in the following bus services 72/72R Buckden, Hebden, Grassington - Skipton; 73 Skipton - Greenacres Circular; 74 Grassington - Ilkley.	574
P003	Filey Town	We wish to register our protest at North Yorkshire County Council plans to reduce/cease the operations of Olympic Coaches town centre service in Filey.	550
P004	Malton Town	Save our bus service in Norton and Malton no 193.	491
P005	31X	Opposing subsidy cuts to the 31X bus service between Easingwold and Helmsley without a viable and affordable alternative for those who depend on public transport to access work, school, tourism and health services. Action Required: Continuation of at least one peak-time service (0745) from Easingwold through to Helmsley and continuation of the 1550 service from Helmsley to Easingwold, with remaining non-peak services to be negotiated with NYCC.	356
P006	Richmond Town	We, the undersigned, wish to keep our local Richmond Town Bus Service and are strongly opposed to any other cuts to our bus services in Richmond.	354
P007	159	Petitioning for the 159 Ripon-Richmond bus service to remain running at its present times. The proposed change will mean vital connections to other bus services will be lost and waits of up to 4.5 hours will be necessary for a return bus.	264
P008	4	We call on NYCC to rethink the planned cuts and save the number 4 bus from the axe.	257
P009	Pickering Town	Threat to local bus service - Pickering. Our local bus service in Pickering is vital to residents, many of whom are elderly and/or disabled. Without our bus many residents would be unable to access the local shops. There are many ways in which the County Council could save money other than remove this essential service. Therefore, we, the undersigned would rather pay bus fares than lose our bus totally.	245

Summary of petitions received			
Ref:	Service No.	Petition	No. Signatories
P010	74	Petitioning to request the County Council to reconsider proposed removal of Subsidy to Scheduled Bus Service 74 Grassington to Ilkley and replacement with a dial-a-ride scheme.	243
P011	93/X93	Opposing reductions in bus service subsidies to/from Robin Hood's Bay, Whitby.	185
P012	412/3	Opposing reductions in bus service subsidies for the 412/413 through Bilton in Ainsty.	109
P013	194	Opposing a reduction in the 194 Malton-Hovingham bus service.	42
P014	156/7	Petitioning for the 156/7 Gayle-Hawes-Leyburn-Bedale bus service to remain running at its present times. The proposed change will mean vital connections to other bus services will be lost and waits of up to 4.5 hours will be necessary for a return bus.	40
P015	General	Opposing proposed reduction to bus services by North Yorkshire County Council.	15



North

Yorkshire County Council

Appendix D

# Template for Equality Impact Assessment (EIA): evidencing paying due regard to protected characteristics December 2013

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email [communications@northyorks.gov.uk](mailto:communications@northyorks.gov.uk).

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔



Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Business and Environmental Services, Integrated Passenger Transport
Lead Officer and contact details	Richard Owens: Assistant Director (IPT)
Names and roles of other people involved in carrying out the EIA	John Laking – Policy Development Manager Catherine Price – Integration Manager Chris Roberts – Passenger Transport Team Leader Joanne Chapman – Performance and Project Support Officer
How will you pay due regard? e.g. working group, individual officer	Working Group
When did the due regard process start?	February 2013: An initial EqIA was undertaken on proposals to reduce expenditure on subsidised local bus services
Sign off by Assistant Director (or equivalent) and date	

**Section 1. Please describe briefly what this EIA is about.** (e.g. are you starting a new service, changing how you do something, stopping doing something?)

In July 2013 the council's Executive considered a report on proposals to reduce expenditure on subsidy for local bus and resolved to consult on these with a view to taking a decision early in January 2014.

The proposals were:-

- to withdraw subsidy on performance grounds if a journey on average carried fewer than 3 passengers or where the subsidy cost per passenger exceeded £6;
- to withdraw subsidy on town services;
- to reduce service frequency to not more frequent than 2 hrly or fewer days per week, and
- measures to reduce subsidy on non-statutory home to school transport services

In preparation of the report, an extensive Equality Impact Assessment was undertaken into the local bus service network. This is available as a background paper on the on the councils website.

The consultation was open from 9 August 2013 to 25 November 2013 and was

available on our website or by paper copy. Notification was sent to all parish councils, county councillors, bus operators with notices on the bus, and to all businesses in the county. It was widely reported in the press and discussed at some local transport groups and some older peoples forums and was an agenda item for discussion at each of the Area Committees across the county.

2138 completed questionnaires were received, 221 letters and emails from citizens or their representatives and 15 separate petitions with a total of ## signatures. A summary of the consultation responses and correspondence is attached as appendix 1

This assessment looks at the impact of reducing expenditure on local bus services, with particular reference to the impact on people with protected characteristics.

**Section 2. Why is this being proposed?** (e.g. to save money, meet increased demand, do things in a better way.)

The proposals are part of the council's requirement to reduce expenditure by £94m

**Section 3. What will change? What will be different for customers and/or staff?**

The council will not provide a subsidy to operate services at better than 2 hourly frequency or will reduce the number of days a service is provided; will not subsidise town services; and will not subsidise services that perform below performance thresholds in terms of numbers of passengers traveling or subsidy cost per passenger. The council may withdraw school services or introduce or increase the fare.

**Section 4. What impact will this proposal have on council resources (budgets)?**

**Cost neutral?**  /

**Increased cost?**  /

**Reduced cost?**  /

Please explain briefly why this will be the result.

Contracts for services in the above category will be withdrawn or modified.

--

<b>Section 5. Will this proposal affect people with protected characteristics?</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? State any evidence you have for your thinking.</b>
Age			✓	We have seen that older people are proportionally more likely to use buses than younger people. Analysis of the results of the consultation found that 53.9% of the responders were age 65+ Older people are less likely to make alternative arrangements. Young people of school age will be affected by the decisions taken on home to school transport.
Disability			✓	A slightly higher proportion than in the population as a whole, of disabled people use buses. Analysis of the results of the consultation found that 29.8% of the responders were disabled or suffered with long term limiting illness. Disabled people may be less able to make alternative arrangements. It was also seen in responses that some young people with disabilities would be affected by the proposals.
Sex (Gender)			✓	In general women are more likely to use bus services than men
Race	✓			We have no evidence of an impact in relation to Race
Gender reassignment	✓			We have no evidence of an impact in relation to Gender reassignment



Sexual orientation	✓			We have no evidence of an impact in relation to sexual orientation
Religion or belief	✓			We have no evidence of an impact in relation to religion or belief.
Pregnancy or maternity			✓	Potentially if the pregnancy or maternity makes driving not possible
Marriage or civil partnership	✓			We have no evidence of an impact in relation to marriage or civil partnership
<b>Section 6. Would this proposal affect people for the following reasons?</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Give any evidence you have.</b>
Live in a rural area			✓	There are fewer facilities within walking distance and so the need to travel is greater. Fewer local bus services will mean less opportunity to travel. The cost of travel for young people is generally higher in rural areas than urban
Have a low income			✓	People with lower income are less likely to private transport and less able to make alternative arrangements. Lower income families, particularly where there is more than one child of school age could be affected by the increases in home to school transport costs.

**Section 7. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men?) State where this is likely to happen and explain what you think the effect will be and why giving any evidence you have.**

Potentially young people with a disability who attend Enhanced Mainstream School may be affected by the combination of age and disability.

The combination of low income and or living in a rural area with one of the protected characteristics would make the impact greater.

**Section 8. Only complete this section if the proposal will make things worse for some people. Remember that we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us.**

**Can we change our proposal to reduce or remove these adverse impacts?**

In general our proposals will maintain an adequate level of service to enable people to travel at least to the nearest market town and normal school for their area. In some cases, where a service is withdrawn because it does not achieve the minimum value for money criteria, communities may not have any public transport provision. In the case of town services being withdrawn, people may need to find alternative more costly transport arrangements.

We have seen through consultation comments that some of the proposals for reductions in school transport may have broader impacts, and that a number of young people were attending EMS which would not be the normal school for their home area, because of its specialism in relation to their specific disability, eg Upper Wharfedale School. It is recognised that changes for some people with some disabilities can be very distressing. We have considered all these factors and have identified alternative funding to enable some schools to provide transport if they wish. See also Summary of Consultation and Correspondences attached.

**Can we achieve our aim in another way which will not make things worse for people?**

The council could choose not to make a contribution to funding shortfall from support for local bus services budget; however this would mean greater reductions for other council services.

We can encourage operators to provide services commercially or with a lower subsidy and this has been achieved in some cases. We have received assurance from current operators of the town services that they will be continued on a commercial basis, and we have reduced service level and subsidy on a number of larger contracts

We could generate more revenue to lower the cost of the subsidy, however the majority of passengers (70% over 70\*) using subsidised services have a concessionary bus pass and therefore are entitled to travel free. Whilst a notable proportion of respondents indicated a willingness to pay, current legislation prevents us charging concessionary pass holders a fare on registered local bus services. A number of comments regarding the schools transport also mentioned withdrawing

the free transport for entitled students with all students paying a smaller amount for transport. Again this is not possible under current legislation. We will continue to promote local bus services and market these with a view to increasing revenue.

Where communities or individuals will have no access to public transport we will endeavour to ensure community transport is available and we will work to achieve this in three ways:

1. We will aim to provide a vehicle to be based in a Community Hub to be available for local demand responsive transport subject to available budget
2. We will encourage existing formal community transport organisations to provide demand responsive or dial a ride services for those communities
3. We will aim to expand the provision and availability of volunteer car schemes to ensure that across the whole of the county access to volunteer car trip is possible

Where children receive free school meals or parents receive the maximum level of Working Tax Credit, transport will be provided for Secondary school pupils in years 7 to 11 who go to: one of their three nearest qualifying schools, if that school is more than two but less than six miles from the home address; or the nearest suitable school preferred because of parents' religion or belief, where that school is more than two but less than 15 miles from home.

**If we need to achieve our aim and can't remove or reduce the adverse impacts get advice from legal services. Summarise the advice here. Make sure the advice is passed on to decision makers if the proposal proceeds.**

Legal and democratic services advice is that whilst the council must consider the provision of public transport, it has a duty only to secure the provision it considers it appropriate to secure. The council would therefore be acting legally in taking the proposed action. Changes to the home to school services would not affect the council's statutory duty to provide transport in certain circumstances. Whilst there will be an impact, the proposals are reasoned, transparent and fair, and therefore the adverse impact is justifiable.

**Section 9. If the proposal is implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)**

We will monitor correspondence and complaints following the introduction of the change;

We will monitor the usage of mitigation measures that are put in place;

Where a service frequency has been reduced we will monitor passenger loading data on the remaining service to ensure the service is able to cope with demand

Where subsidised services are now being delivered on a commercial basis we will

work with the operator and provide whatever support we can to ensure the service is well used and remains viable

We will monitor school attendance and role numbers at schools where home to school transport services have changed

**Section 10. List any actions you need to take which have been identified in this EIA**

<b>Action</b>	<b>Lead</b>	<b>By when</b>	<b>Progress</b>
Confirm arrangements with operators for the continuation of town services			
Modify / terminate contracts as applicable and publicise the new arrangements			
Review arrangements for supporting volunteer car schemes and confirm funding arrangements			
Notify consultees of the outcome or the consultation			

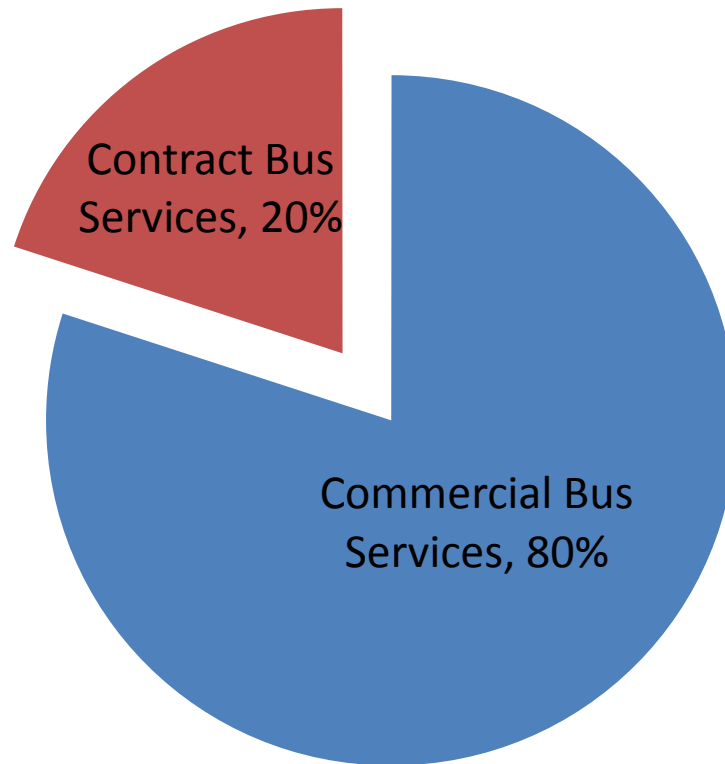
# Proposed Reduction in Bus Subsidy

# Corporate Context – How much of the savings requirement is addressed?

Savings	2011/ 12 £m	2012/ 13 £m	2013/ 14 £m	2014/ 15 £m	2015/ 16 £m	2016/ 17 £m	2017/ 18 £m	2018/ 19 £m	On- going £m
MTFS from Feb 2011 to County Council 24 July 2013	36.9	15.4	19.5	19.9	2.4	0.1			<b>94.2</b>
Projected shortfall still to address					27.3	18.1	16.7	15.1	<b>77.2</b>
<b>Total Savings Requirement</b>	<b>36.9</b>	<b>15.4</b>	<b>19.5</b>	<b>19.9</b>	<b>29.7</b>	<b>18.2</b>	<b>16.7</b>	<b>15.1</b>	<b>171.4</b>

# How the Bus Network is Made Up

**% age of Passenger Journeys**



# Commercial Services

- Run for profit
- No obligation to provide
- No need to consult about changes, service withdrawal or fares increases
- Services can be started, changed and stopped with 56 days notice to the Traffic Commissioner, a copy must be sent to us.
- Funding is from
  - Fares from passengers
  - Concessionary reimbursement from the County Council
  - Bus service Operators Grant
  - Special Ad Hoc Grants



# The Council's Role

- Transport Act 1985
  - the Council has a duty to:
    - “secure the provision of such public passenger transport services as the council considers it appropriate to meet any public transport requirements within the county which would not, in their view, be met apart from any action taken by them for that purpose.”
  - This means we have to identify public transport requirements which would not otherwise be met and then provide what is needed.
  - The Council is entitled to take account of the funding available when deciding what is needed and where.
  - As part of our LTP we have a Bus Strategy and a Bus Information Strategy.

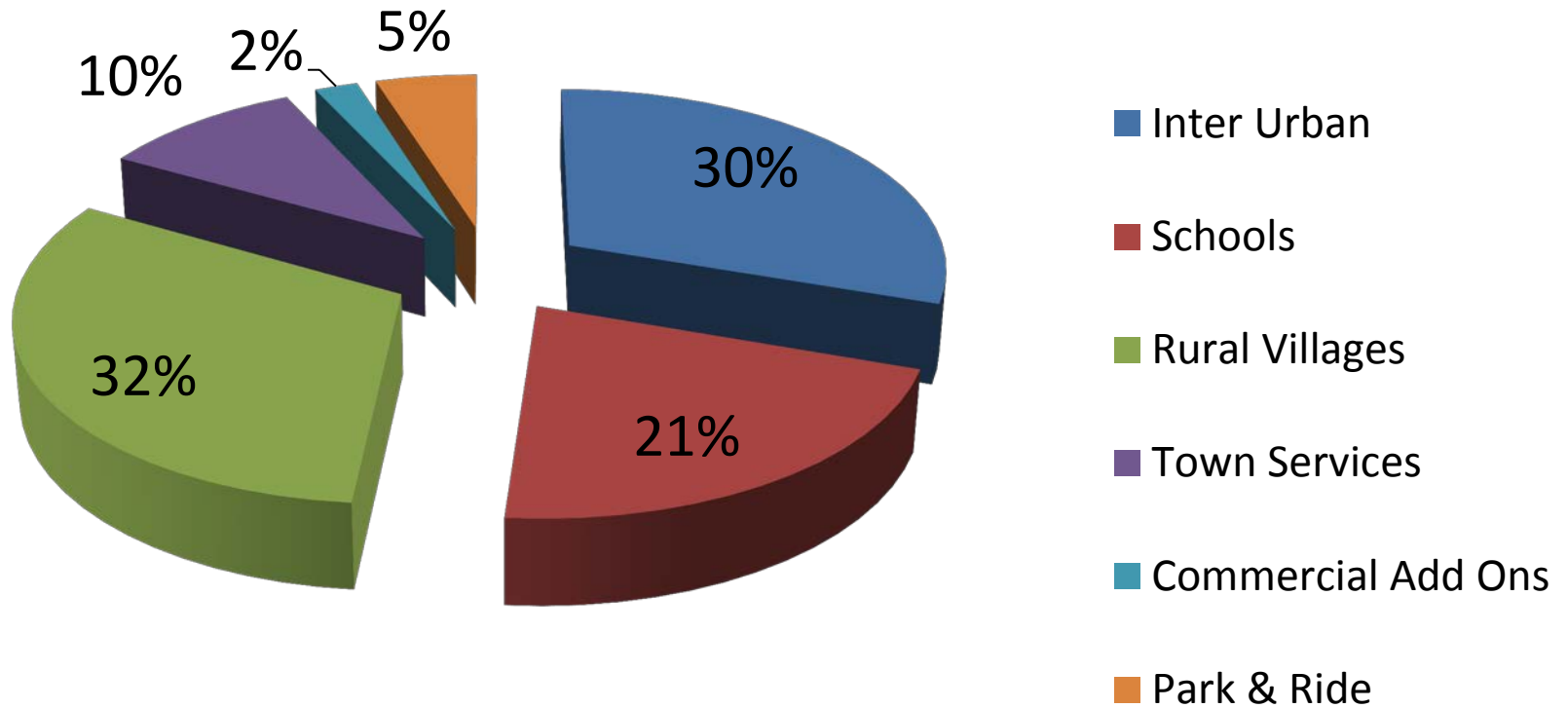
# Bus Strategy

- Describes the circumstances in which we will “buy” additional bus service.
- Prioritises by journey purpose:
  - Access to work.
  - Access to education.
  - Access to health services.
  - Access to shopping facilities.
  - Access to leisure services
- We also consider performance in terms of subsidy per passenger journey and average passengers per trip.

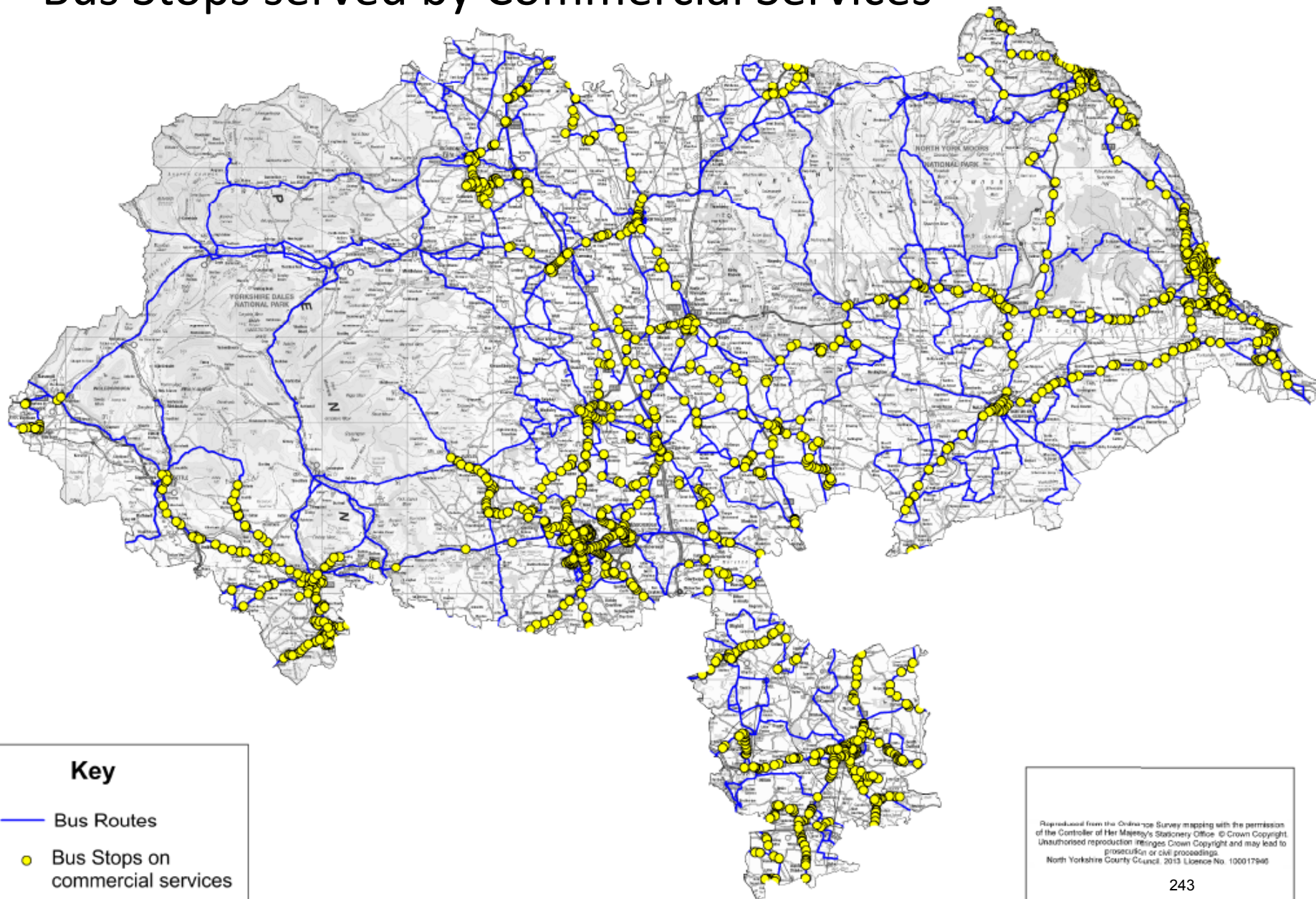
# Buying Services

- We procure all our contracts in accordance with Financial Procedure Rules.
- We have an “Area Review” programme through which we renew all local bus and mainstream school contracts in a particular area at the same time.
- A similar approach is taken for Special Education Transport
- HAS social care transport is mainly provided by our in house fleet of minibuses.

# How Our Subsidy is Spent - Service Type



# Bus Stops served by Commercial Services



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# Contracts over £100k

Contract	Annual Value
CR12909 Buckden/Hebden - Grassington - Skipton	335,598
SY14029 Tadcaster - Pontefract	284,407
RY12123 Ryedale Area Combination Contract - Various Services	262,179
780H Harrogate Schools Network	214,840
RI11491 Bedale - Leyburn - Hawes - Gayle	162,691
HN11820 Northallerton Town Services/Northallerton Area Combination	155,256
HA11614 Ripon - Boroughbridge - York	124,624
HN11831 Thirsk Town Services/Area Combination	117,949
HA11620 Harrogate - Knaresborough - Ripon/Boroughbridge	113,192
HN11821 Northallerton - Stokesley	108,248
385S Combination Contract To Raincliffe School	106,896
Total	1,985,880

# Funding

- This years budget is £4.4m for bus services and £8.7m for concessionary fares.
- Consultation to reduce the amount of subsidy for bus services by £1.1m.

# Overall Strategy

Our overall strategy is to ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money. Our first priority is to provide services which meet the day-to-day transport needs of local communities.



# Savings – subsidy reductions

Savings Area	Detail	Indicative Saving £000
Performance	Subsidy per passenger journey; passengers per journey.	200
Frequency	Reduced frequency to no more than 2 journeys per hour.	800
Town Services	Withdraw subsidy for Town Services	300
School Services	Withdraw subsidy for “preferred school”; set performance standards; set a minimum fare of £1 per journey	400
Total		1,700

# Consultation

- We prepared a consultation pack :
  - Overview of our proposals
  - Detailed information by District Council Area of the services which would be affected.
  - Information about the school services which would be affected.
  - Information about the cost and use of each of our contracts showing the current amount of subsidy per passenger journey.

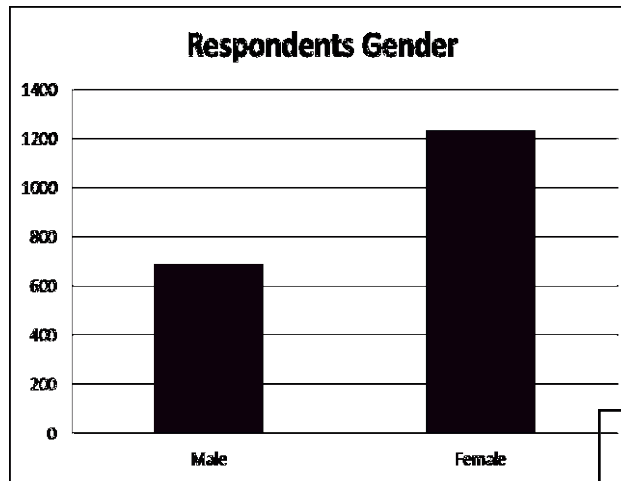
# Consultation Process

- The consultation documents were made available online through the Council's website and available by post on request through the Customer Service Centre. The following actions were designed to ensure maximum coverage and awareness:
- Details were sent by email to those 130 individuals and organisations and by post to a further 245 organisations. These included all County Councillors, District and Parish councils and representatives from special interest groups.
- Details were also sent to 18,000 businesses in the county.
- A press release was issued. This received good coverage in local papers as well as the BBC website.
- Posters were displayed on buses, in libraries and other public places. Library staff were available to provide assistance if required.
- Schools were asked to make information available to all parents.
- A report on the proposals was considered by each of the Area Committees, an officer was available at each meeting to deal with queries.
- An online questionnaire was designed to allow people to submit comments in a structured way; a printed copy (with a return envelope) was available on request. We sent out 698 paper copies.

# Consultation Response

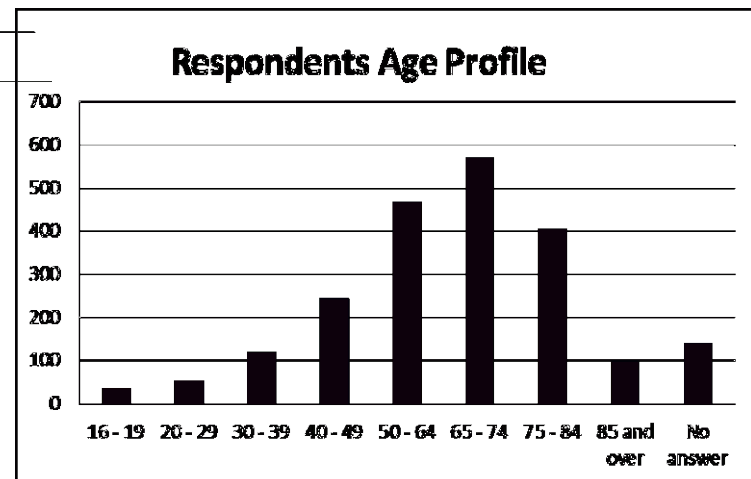
- 2138 submissions through the consultation form
- 29 Letters from MP's (usually enclosing correspondence)
- 6 Letters from local members
- 187 Written submissions from members of the public and organisations
- 15 Petitions which are listed in Appendix C.

# Who responded



66% are  
concessionary  
pass holders

81% are regular  
bus users



# Petitions

- We have received 15 petitions – these are listed in Appendix C.

# What did they say?

## Disagree

Consultation proposal – Local Bus Services	Agree and strongly agree	Disagree and strongly disagree
Withdraw subsidy from "Town Services" in urban areas	19.2%	65.1%
Withdraw subsidy from contract services where the subsidy per passenger journey is more than £6	26.1%	57.0%
Not provide contract services with more than one journey every two hours	26.0%	56.8%
Withdraw subsidy from contract services where the number of passengers using a particular journey is 3 or fewer	34.2%	50.8%

# Other things people said

Nature of Response	Comment	%age of total comments
<b>Impact</b>		
Access / Isolation	People made reference to the fact that implementing our proposals will leave them isolated	42
Withdrawal of Town Services	This was particularly the case for Town services where people don't see dial a ride as a viable alternative	21
Withdrawal of school services	General comments about the impact of our proposals on access to Education	11
<b>Alternatives</b>		
Operational Changes	Improved connections, use of community transport	35
Concessionary Fare Contribution	Two arguments – concessionary pass holders saying they will make a contribution and non pass holders saying that pass holders should make a contribution.	33
Corporate / Government issues	Various things but really saving money elsewhere – reduce salaries, reduce members expenses etc.	14



# School Services

Consultation Proposal – School Services	Agree and strongly agree	Disagree and strongly disagree
Not provide services for non-entitled fare paying pupils to the normal school where the subsidy per passenger journey is more than £1.50	27.0%	43.8%
Do not provide services to schools which take pupils to a school which is not the normal school for their home address.	43.1%	37.0%
Where we are able to provide fare paying services to a school introduce a minimum child fare of £1 per journey.	51.8%	27.7%

# School Services

- We have had detailed discussions with colleagues in CYPS about the potential impact of our proposals on schools in the county.
  - The council will be able to use the “Sparsity Factor” which is included in the DfES funding formula to allow schools to fund transport services if they wish.
  - The schools which currently qualify as being sparse are:
    - Upper Wharfedale School
    - Nidderdale High School
    - The Wensleydale School & Sixth Form

# Some Changes

- We would make some changes to our original proposals – these are listed in Appendix A – in most cases these changes retain services rather than withdraw additional services.
  - Most of the Town Services are likely to be retained on a commercial basis - we are still in discussions with operators about the rest (see para 4.2 main report)
  - Where we have proposed to reduce the frequency of services we are still working with our contractors to finalise a viable timetable – that is one which ensures that people from the communities served can make journeys which are timed to meet essential services and allow time to complete shopping and personal business.

# Changes continued

- We have re-procured a significant part of our network of services for fare paying children and this has reduced our costs.
- In some cases there is no additional cost to us in retaining services for fare paying children.

# Financial Implications - updated

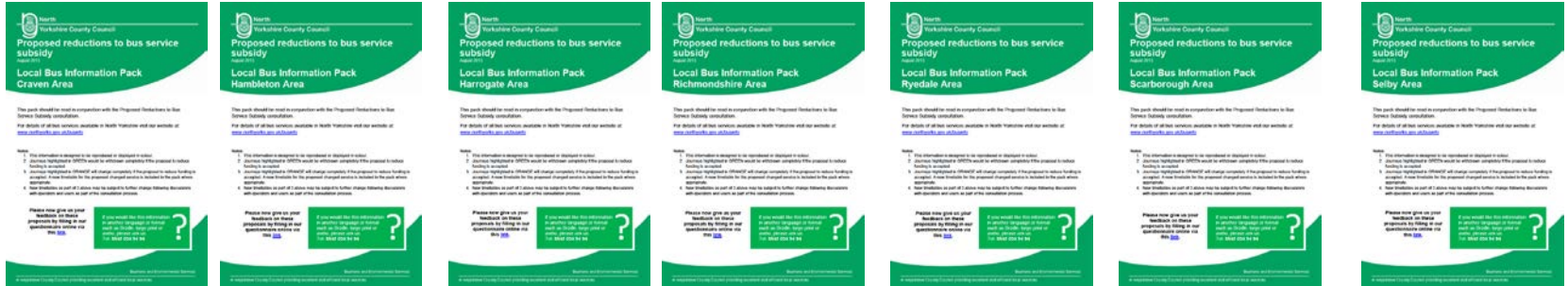
- As a result of the changes since we issued consultation our financial position is:

General Policy Area	Expected Saving (BES) £k pa
Performance (including commercial additions)	196
Town Services	357
School Transport Changes	800
Frequency Reductions	647
Total	2000

# Next Steps

- Recommendations from this Scrutiny Committee.
- Report to Executive on 7<sup>th</sup> January 2014 to decide
  - What action to take
  - Timetable for implementation, but
    - No service reductions before 1 April 2014
    - No school transport reductions before 1 September 2014.

# Links



Subsidised local bus contracts including annual value and passenger usage

This table shows local bus services which are contracted by the County Council and gives detailed information relating to the number of passengers using each service and the cost of providing the service. Information on passenger usage has been supplied by the contractor providing the service.

Contract Ref.	District	Service No.	Service Description	Contracted Service Provider	Cost (£ per annum)	Passengers per annum 2012/13	Subsidy per Passenger Journey (Apr-May, Jan 2013)
CR12919	Craven	DR06	North Craven Taxibus	Previously operated by Harrogate District Community Transport	19,299	5,921	3.44
CR12916	Craven	DR07	South Craven Demand Responsive	Previously operated by Harrogate District Community Transport	19,235	4,402	4.02
CR13912	Craven	71, 70A	Low Bradley - Sileston & Sildon Rail Station / Skipton - Airedale Hospital	Previously operated by Harrogate District Community Transport	40,234	New Contract	1.97
CR12909	Craven	72, 72R	Buckden/Hebden - Grassington	Horseshoe Carriage Services Ltd	335,598	112,924	2.51
	Craven	73	Skipton - Greenacres Circular	Horseshoe Carriage Services Ltd			
902C	Craven	74	Grassington - Ilkley	Horseshoe Carriage Services Ltd	10,706	3,565	2.75
	Craven	211	Skipton - Malham (Mon, Wed, Fri)	Previously operated by Harrogate District Community Transport			
CR12922	Craven	210	Skipton - Malham (Sat only)	Previously operated by Harrogate District Community Transport	10,705	2,437	4.57
CR12921	Craven	501	Settle - Ingletown - Kirkby Lonsdale	Kirkby Lonsdale Coach Hire	60,063	19,413	2.71

**Proposed reductions to bus service subsidy**  
August 2013

North Yorkshire County Council is already committed to saving £30m over the four years ending on 31 March 2015. Following recent announcements by the Government over future funding it now needs to find a further estimated £69m between 2015 and 2019.

Members of the Council have agreed to start a number of public consultations on our proposals for saving this money. Earlier this year the Council did a public general consultation to gauge public support for reducing expenditure in particular areas. Reduced spending on discretionary items and public transport were ranked high at that time. Whilst the Council is still committed to investing in public transport we have to look at reducing the amount of money we spend to support bus services in the county by £1. However, no decision to withdraw bus subsidies will be taken without careful consideration of the results of this consultation exercise. This consultation document sets out our proposals to achieve this reduction and includes:

1. background information about bus services in North Yorkshire;
2. information about the regulatory impact assessment (RIA);
3. information about the bus service changes we are proposing;
4. proposed alternatives and how you can find out more about the proposals;
5. glossary of terms;
6. a consultation questionnaire to complete.

This consultation paper does not include any arrangements for the future review of local bus transport arrangements, as agreed by the County Council in July. Next review will take place in due course.

Read more and Environmental Services  
Responsive County Council providing excellent and efficient local services

## ITEM 3

**NORTH YORKSHIRE COUNTY COUNCIL**  
**ENVIRONMENTAL SERVICES**  
**TRANSPORT, ECONOMY AND ENVIRONMENTAL OUTCOMES AND SUSTAINABILITY COMMITTEE**  
**21 JULY 2013**  
**21 JULY 2013**

**REPORT OF THE COUNCIL DIRECTOR - BUSINESS AND ENVIRONMENTAL SERVICES**

**14. ENVIRONMENTAL SERVICES**

14.1 To advise members of the Committee to consent to the Council's proposal to reduce bus subsidies by £1.50M.

14.2 **BACKGROUND**

14.3 To be resolved on 21 July 2013 the Council decided:

14.4 That the Council Director, Business and Environmental Services be authorised to begin a consultation exercise on public transport subsidy as set out in the report, which would primarily involve working with £1.50M.

14.5 **CONCLUSION**

14.6 In accordance with the decision detailed proposals were drafted and a consultation exercise was instigated on 8 August 2013 with a closing date of 27 November 2013.

14.7 The consultation documents were made available online through the Council's website and available by post on request through the Customer Service Centre. The following actions were proposed to ensure maximum coverage and awareness:

14.8 Leaflets were sent by email to 110 individuals and organisations and by post to a further 243 organisations. These included all County Councillors, District and Parish Councils and representatives from social interest groups.

14.9 Details were also sent to 8000 households in the county.

14.10 A press release was issued. This received good coverage in local papers as well as the BBC website.

14.11 10 November 2013, 700 010 0100  
Report of the Council Director - Business and Environmental Services



**Report Reference Number: SC/13/14**

**Agenda Item No: 8**

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**To:** Scrutiny Committee  
**Date:** 21<sup>st</sup> January 2014  
**Author:** Helen McNeil, Lead Officer Debt Control and Enforcement  
**Lead Officer:** Dean Richardson, Business Manager

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**Title: The work of the Enforcement team detailing activity, performance and workload.**

### **Summary**

The Enforcement team monitor and manage a range of regulatory functions and activities for the community which includes the following areas: licensing, planning, benefit fraud, private and social housing and environmental health.

Enforcement is also responsible for managing the liaison with NYCC Social and Adult Services and Selby Home Improvement Agency to deliver the Disabled Facilities Grant's and Repair Assistance Loans.

In addition, the Enforcement team manages SDC's relationship with the Yorkshire Energy Partnership and represents SDC involvement with Leeds City Council Green Deal Scheme.

### **Recommendations**

To consider the information contained in the report.

### **Reasons for recommendation**

To provide a breakdown of the work undertaken by the Enforcement team which details workloads and performance.



## **Introduction and background**

The Enforcement team was created as a result of the restructure in 2011. The aim was to create a generic team to ensure compliance and deal with all enforcement issues the Authority is responsible for. These functions are in accordance with The Department for Communities and Local Government guidance following a review of all statutory functions and permissive powers placed upon Local Authority's in England and Wales in June 2011.

The team initially comprised: 2 Senior Enforcement Officers, 1 Supervisory Officer and 3 Enforcement Officers. In January 2012 the decision was taken to appoint a Lead Officer to the team at which time the Lead Officer for Debt Control took on this responsibility.

The team now consists of a Lead Officer, 2 Senior Enforcement Officers and 3 Enforcement Officers. The Supervisory post is currently vacant and we are looking to replace this supervisory post with an Enforcement Officer making 4 Enforcement Officers in total.

The report details how services are delivered and the resources available to undertake this. It is broken down into specific work areas in which key roles and activities are identified.

## **2. The Report**

The following functions have been identified as core SDC enforcement work streams and have been classified as either statutory or non-statutory activities. The following list is not exhaustive.

### **Benefit Fraud – Housing & Council Tax benefit investigations & enforcement**

The Council has a statutory duty, under section 151 of the Local Government Act 1972, to make arrangements for the proper administration of its financial affairs. It is Access Selby's policy to deter, prevent and detect all forms of benefit fraud and will pursue all proportionate, reasonable and appropriate means of punishment for those who commit an offence contrary to the Social Security Administration Act 1992, The Fraud Act 2006 or The Theft Act 1968.

Each case is investigated and considered on its individual merit and a decision is taken on the most appropriate course of action which includes prosecution or a lesser sanction when it is seen that this will be an adequate deterrent to future offences. Cases can be investigated and prosecuted in conjunction with DWP.

## **Private Sector Housing Inspections & Enforcement (including Houses in Multiple Occupation)**

The Housing Acts 1985, 1989, 1996 & 2004 place statutory duties on Local Authority's to inspect the condition of the housing stock within their district, investigate reported defects and take enforcement action where necessary to ensure privately owned dwellings are maintained to a satisfactory standard. LAs are also required to inspect HMOs and license them where appropriate.

The Authority must arrange for an inspection to take place in the following circumstances: in the light of a review of housing conditions; following a complaint/request for assistance from a member of the public; for any other reason where the authority considers it appropriate to inspect premises to assess conditions.

The first step in formal action is usually to serve a Statutory Notice. Failure to comply with a statutory notice will normally lead to Court proceedings.

When investigating potential breaches of legislation, there is the potential that other departments or bodies may be involved in the same issue. In this case the investigation becomes shared enforcement and joint visits are arranged.

Areas where shared enforcement must be considered are:

- Houses in Multiple Occupation & Private Sector Housing – HSE jointly involved in gas safety, the Fire officer involved in fire safety.
- Privately rented accommodation – NYCC Trading Standards enforce Fire and Furnishings Regulations.

## **Licensing (Taxis, Alcohol & Other) – Administration & Enforcement**

The Council has a statutory duty to administer/inspect and issue licenses with regard to the provision of Hackney Carriages and Private Hire Vehicles, Alcohol, Late Night refreshment, Dancing, Live music, Recorded music, Boxing/wrestling events, Street Trading, Riding Establishments, Kennels, Catteries, Sex Shops, Tattooists, Acupuncturists, Pet Shops, Scrap Metal Dealers, Motor Salvage operators and dangerous wild animals

The investigation and subsequent enforcement of licensing breaches is a permissive power and not a statutory duty. Failure to conduct investigations and undertake licensing enforcement action may result in increased crime and disorder, private and public nuisance, substance abuse and underage drinking. It may also negatively impact upon animal welfare, the environment and public health. By failing to conduct licensing enforcement the authority may face civil action (sued for negligence/nuisance), accusations of maladministration (Local Government Ombudsman) and such action may result in financial penalties and/or reputational damage therefore Enforcement Officers investigate requests for service from the public and the police regarding potential breaches of legislation.

There is the potential that other departments or external bodies may be involved in the same issue. In this case the investigation becomes shared enforcement. Areas where shared enforcement must be considered are:

- Breaches of the Licensing Act 2003 regarding Licensed Premises – police.
- Breaches of hackney carriage/private hire legislation – police, NYCC Passenger Transport.
- Breaches of trading licences – police, NYCC Highways, Environment Agency, NYCC Planning.
- Breaches of local byelaws – police, town and parish councils.

Following an investigation the appropriate course of action is considered and these include: no further action is required, issue of a caution, referral to the licensing committee or court proceedings.

## **Planning Enforcement**

Planning enforcement action is deemed a permissive power and not a statutory duty. Whilst a number of statutory offences exist under development control legislation the Authority is not statutorily obliged to act against such digressions and the decision whether to take enforcement action is discretionary.

The consequences of not taking enforcement action include: Financial harm (including loss of 106 monies), reputational harm, loss of trust in the Authority and the planning system, loss of heritage assets, degraded townscapes and landscapes and unsafe developments and highways. It may also result in claims of negligence against the Council, judicial review and complaints to the Ombudsman concerning maladministration (especially where the decision not to take enforcement action cannot be demonstrated to have been properly considered).

Planning enforcement concerns the regulation of breaches of planning control: unauthorised changes of use, failure to comply with plans or conditions of a planning permission, unauthorised works to trees or listed buildings, illegal advertisements and untidy land or buildings.

Access Selby will act to control unauthorised and harmful development, to assist in the conservation of the natural and built environment, to maintain the integrity of the planning control process and to protect the quality of people's lives.

Where information has been received concerning a breach of planning control the Enforcement Officers will assess whether the breach of planning control unacceptably affects public amenity or causes harm to land and buildings. The site will usually be visited and the site history considered. Action will be prioritised according to the harm caused and immediate action will be considered if the breach is causing irrevocable harm; where there are

immediate and significant safety implications; or where a harmful breach is likely to be consolidated without prompt action.

Access Selby will not condone wilful breaches of planning law; however, enforcement is a discretionary activity and when considering whether it is expedient to take enforcement action, Access Selby will take into account National Planning Policy Framework (NPPF), DOE Circular 10/97 "Enforcing Planning Control" and all other material considerations. Formal enforcement action will not normally be taken where a trivial or technical breach of planning control causes no harm to the local environment.

Officers will attempt to persuade the owner to voluntarily put right the breach. However, negotiations will not be allowed to delay formal enforcement action if a breach is sufficiently serious to justify immediate action.

There are a number of different planning enforcement tools available to apprehend or remedy a breach of planning control and officers will consider which is most appropriate for each instance and these include: request for retrospective planning application, service of notice, prosecution, works in default,

### **Enforcement of Council House Tenancies.**

The enforcement of Council House Tenancy Agreements is a contractual (civil) matter between the Authority & the Tenant. The authority is not under a statutory duty to enforce the terms of its tenancy agreement but failure to conduct investigations and undertake tenancy enforcement may result in increased crime & disorder, private & public nuisance and/or a negative impact on public health. By failing to conduct tenancy enforcement the Authority may face civil action (sued for negligence/nuisance) and accusations of maladministration (Local Government Ombudsman). Such action may result in financial penalties and/or reputational damage.

Potential breaches of tenancy are investigated and where required the relevant action, dependant on the severity of the breach, is taken. These actions include: Notice Seeking Possession, Notice to Quit, County Court Injunction, Suspended Possession Order, Immediate Possession Order, Warrant of Eviction to regain the property.

Gas safety inspections are a statutory duty and procedures are in place to deal with access issues when required.

### **Anti-Social Behaviour**

Enforcement of the Anti-Social Behaviour is undertaken in respect of our Local Authority statutory obligations and, in our Housing Management role as a landlord. The objective is to address anti-social behaviour (ASB) across the district, whether personal, nuisance or environmental, wherever it occurs and where early intervention methods have failed. We address Anti-Social

behaviour using a holistic approach that includes enforcement, prevention and supported intervention.

Selby District Council is a member of the Selby District Community Safety Partnership which recognises that finding effective solutions to ASB is not the responsibility of a single agency or organisation and that an integrated approach is the most successful. When taking enforcement action in relation to ASB consideration will be given to the most appropriate tool available to us either as a Local Authority or as a Landlord to ensure the outcome is a considered and proportionate response and in accordance with legislation.

### **Fly Tipping**

Whilst fly tipping and depositing litter are strict offences the council is not statutorily required to investigate & prosecute offences, therefore it is termed a permissive power.

Failing to tackle fly tipping would lead to an increased offending rate and additional costs to the authority. SDC is statutory obliged to remove all fly tipped waste within 2 meters of the public highway.

### **Fixed Penalty Notices**

A large number of offences (litter, dog fouling, graffiti, unlawful sale of vehicles on the road etc.) may be dealt with using FPNs. In each instance this is a permissive power and not a statutory requirement.

The risk of not using FPN's is an increase in offending rates, nuisance offences and reputational damage to the authority.

### **Abandoned Vehicles (removal & destruction)**

The Refuse, Disposal & Amenity Act 1978 places a statutory duty on LAs to remove, administer and destroy abandoned vehicles.

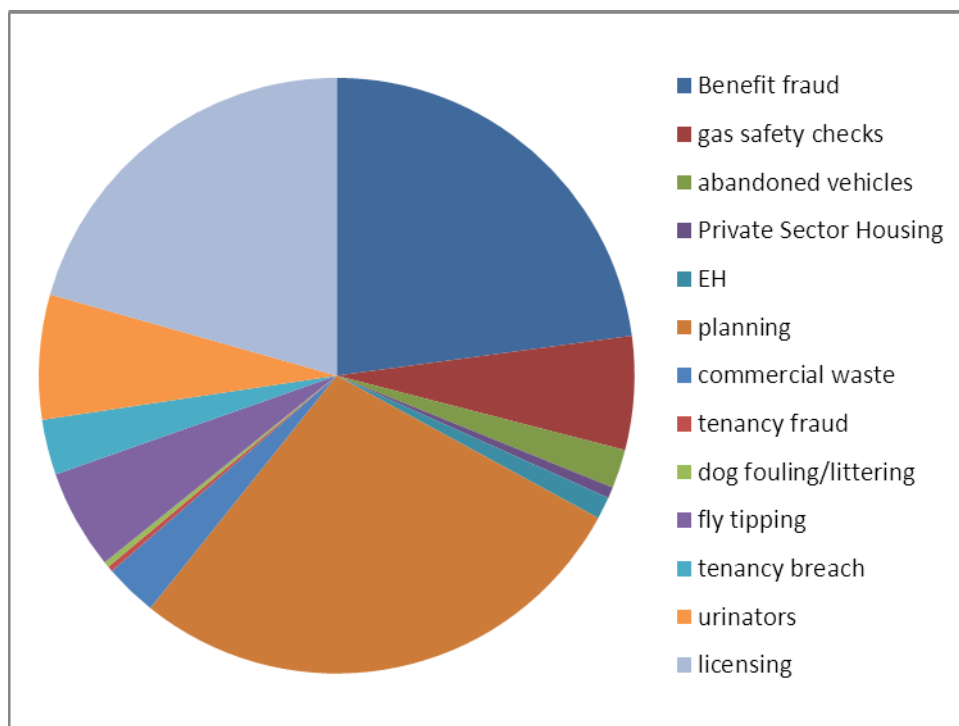
### **Environmental Protection, Food Safety and Health and Safety,**

The following have been identified as statutory 'enforcement functions' that are primarily performed by Environmental Health. The Enforcement Section assists them in conducting investigations, evidence collection, interviewing suspects & preparing cases for prosecution.

- Inspection of food businesses throughout the district to ensure compliance with food hygiene regulations.
- Inspection of relevant businesses to ensure compliance with health and safety regulations.

- Investigation of food premises and food complaints.
- Inspection of permitted installations to ensure effective pollution prevention and control.
- Investigation of prescribed work-related accidents.
- Investigation of Health and Safety at Work complaints.
- Investigation of public health nuisance complaints relating to domestic and commercial premises.
- Inspection of properties in the private rented sector to ensure acceptable physical and management standards are achieved.
- Inspection and sampling of private water supplies to ensure compliance with private water supply
- Inspection of registered caravan sites
- Statutory Nuisance, which includes noise nuisance, smoke etc.
- Destruction/control of vermin & removal of harbourage
- Private drainage, defective private sewers & drains

Below is a breakdown of the enforcement functions completed to date for 2013/14



## **Other**

### **Disabled Facilities grant**

Enforcement is responsible for administering and delivering Disabled Facilities grants in conjunction with NYCC Social and Adult services and the Home Improvement Agency (HIA) The grants provide disabled facilities to ensure residents can remain in their own homes.

### **Repair Assistance Scheme (RAS) loans**

Responsible for the administration of RAS loans with assistance from the HIA.

### **Leeds City Region Green Deal**

Enforcement is the lead for SDC involvement with the LCR (Leeds City Region) Green Deal scheme. This involves monthly meeting with other LA representative from the LCR as the scheme progresses.

### **Yorkshire Energy Partnership (YEP)**

Responsible for managing the relationship with YEP in relation to providing Energy Efficiency advice and measures.

## **3. Legal/Financial Controls and other Policy matters**

The service operates within the Access Selby cost envelope and specification of the service level agreement (Access Selby and Selby District Council). It also operates in accordance with the Authority's Enforcement Policy and governing legislation.

## **4. Conclusion**

Since its inception the Enforcement team has continued to develop and strengthen the Authority's involvement and performance in all areas of enforcement. Performance is robust, consistent and monitored against the service level agreement with the core.

We have experienced a continual increase in new cases being reported. As use of the M3 system has evolved an exclusive enforcement stage was set up for enforcement cases w.e.f. 1.7.12. For comparison new referrals between 1.7.13 to 30.11.13 has seen a 30% increase on the same period last year from 317 to 413. As a result of this officer caseloads have increased and cases are taking longer to process and close.

We continually review work processes to increase the team's effectiveness and have further development plans for the team around:

- Areas of opportunity for building capacity and resilience
- Efficient use of resource to manage increasing workloads and encompass emerging strategic themes and new initiatives
- Enable resource to be concentrated on enforcing legislation in a timelier manner.

- Incorporate more pro-active work into the team for future success rather than just dealing with re-active work.
- Value for money

All officers continue training towards generic working to support team objectives and meet the demands of the service. This is also achieved by officers fostering good working relationships with Community Officers, EH technicians, Planning, Debt Control, Local Taxation, Benefits and Legal.

The team has developed new partnerships with various external bodies and built on existing partnerships to promote and progress joint working which enables them to: share good practice and information; be part of an up to date communication network; identify and support vulnerable residents; take an holistic approach when necessary to resolve issues and achieve the most satisfactory conclusion to cases. We regularly attend various Multi Agency meetings with the NY Police, NY Fire & Rescue Service, NYCC Adult Services, Youth Justice Service, Housing Associations & other community support groups, Trading Standards, other Authority's and DWP Fraud Investigation Service.

This has resulted in enormous progress being made concerning the resolution of offences blighting the lives of residents. We regularly prosecute fly tipping offences, byelaws, benefit fraud offences and offences in connection with Environmental Protection and Health and Safety. We are also more robust in dealing with social housing breaches and earlier this year joined the Yorkshire & Humber Tenancy Fraud forum and Veritau Housing Fraud programme for York & North Yorkshire.

## **5. Background Documents**

None.

**Contact Officer:** Helen McNeil



**To:** Scrutiny Committee  
**Date:** 21 January 2014  
**Author:** Dave Maycock  
**Lead Officer:** Eileen Scothern, Business Manager

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**Title: Housing repairs Performance**

**Summary:**

The report gives an overview of the housing repairs service and current levels of service showing improvements to performance on all service standards

**Recommendation:**

To note the contents of the report

**Reasons for recommendation**

Report is to bring committee up to date with current performance

**1. Introduction and background**

1.1 This report is to update the committee on current performance levels within the housing repairs service

**2. The Report**

2.1 Housing repairs is a very important part of the service that Access Selby deliver and repairs can be reported in a variety of ways.

We will respond to repairs reported:

- To an Access Selby officer who is visiting
- At the Access Selby District Contact Centre
- By phone at Access Selby District
- In writing
- By Email
- By Text
- By fax
- Through the lifeline service (out of hours )

- 2.2 Repairs are assessed and categorised into the following groups:
- EMERGENCY: Repairs that can cause serious risk to health and safety and these are carried out within 24 hours
  - URGENT: Repairs that need attention but no risk to health and safety, these will be dealt with within 5 working days
  - Non Urgent: Repairs that cause only minor inconvenience and have little effect on the property, these will be attended to within 25 working days.
- 2.3 The types of repairs that fall into these categories are all identified within the tenants handbook, and when reporting the repair tenants are informed of the timescale for their own repair.
- 2.4 Over the last three years there has been a vast improvement in the repairs completed on time performance with Emergency and Urgent repairs being 99.01% against a target of 95% (up from 85.8% against a target of 85% in 2011). Non urgent repairs are currently at 98.33% against a target of 90% (again this is up from 91.90 % in 2011).
- 2.5 The average time for emergency and urgent Jobs is 2.9 days and 13 days for non urgent.
- 2.6 All this has been achieved alongside the improvement in void turnaround time from 35 days in 2011 to the current performance of 22 days.

### **Benchmarking with Housing Associations.**

<b><u>Organisation</u></b>	<b><u>Average time to relet (days)</u></b>	<b><u>Urgent repairs completed against target (%)</u></b>	<b><u>Non urgent repairs completed against target (%)</u></b>
<b><u>SELBY</u></b>	<b><u>22</u></b>	<b><u>99.01</u></b>	<b><u>98.30</u></b>
Broadacres	28	98.28	Not Reported
Yorkshire Coast	21.1/59.23 <sup>1</sup>	Not Reported	Not Reported
South Yorkshire	23	96.40	83.50
Yorkshire Homes	41	98	97
Chevin	22	99.06	Not Reported

<sup>1</sup> 21.1 days for properties not requiring major works / 59.23 for properties requiring major works

2.7 From the benchmarking information Access Selby performance is equal to and better than a number of housing associations in the area.

### **3. Legal/Financial Controls and other Policy matters**

#### **3.1 Legal Issues**

3.1.1 None

#### **3.2 Financial Issues**

3.2.1 There is a defined budget within the HRA account for the repairs service. Although there is pressure on the Voids budget this is being managed within the existing budgets.

### **4. Conclusion**

4.1 The repairs service has seen significant improvements in performance in the last few years and is performing well at present. It will be continued to be monitored to maintain and improve the service.

**Contact Officer: Dave Maycock**  
**Lead Officer - Assets**  
**Selby District Council**  
**[dmaycock@selby.gov.uk](mailto:dmaycock@selby.gov.uk)**

**Report Reference Number: SC/13/16**

**Agenda Item No: 10**

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**To:** Scrutiny Committee  
**Date:** 21 January 2014  
**Author:** Palbinder Mann, Democratic Services Officer  
**Lead Officer:** Karen Iveson, Executive Director (S151)

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**Title:** Draft Scrutiny Committee Work Programme 2014/15

**Summary:** The report provides a draft work programme for Scrutiny Committee for the 2014/15 municipal year. The Committee is asked to suggest further topics for inclusion and approve the work programme.

**Recommendation:**

**That Councillors use the attached information to develop its work programme.**

**Reasons for recommendation**

**That the Committee ensures the contribution of scrutiny is effective in support of service improvement and delivery against district wide and Council priorities.**

**1. Introduction and background**

- 1.1** The Constitution states that 'Overview and Scrutiny Committee must formulate a work programme setting out their planned work for the year ahead'. It also states that Scrutiny Committee must consult with the Executive, before presenting its Work Programme to Council.
- 1.2** This report provides the Scrutiny Committee with a draft Work Programme covering the period 2014/15 for comment (Appendix A) along with a matrix containing reasoning behind the items chosen (Appendix B).

**2. The Report**

- 2.1** Councillors are reminded that the role of Scrutiny Committee is to implement an annual work programme which effectively scrutinises the decisions, actions and performance of the Council, those of its partner organisations and agencies delivering services within Selby District.

- 2.2** The Work Programme deals with the four scheduled meetings of the committee. The provisional meetings scheduled will only be held should an item have been 'called in' or should the Committee decide there is an urgent issue which needs discussing. There is a fifth meeting scheduled, date to be confirmed, where the Local MP is invited to attend a question and answer session.
- 2.3** The Work Programme has been developed by officers to include areas of service delivery that councillors may wish to scrutinise. Performance information has been scheduled for each meeting along with the opportunity to examine a particular aspect of Access Selby Service Provision. There are also opportunities to discuss with partners the service they provide for the residents of Selby District.
- 2.4** A key aspect of the work programme is that it should be owned and developed by councillors. The ideas put forward by officers represent a suggested way forward, but it is important that the Committee give input to the work programme.
- 2.5** Councillors may wish to supplement the four meetings per year with an additional Task and Finish Group but will need to consider the resource implications associated with this.

### **3. Legal/Financial Controls and other Policy matters**

#### **3.1 Legal Issues**

There are no legal issues arising from the report

#### **3.2 Financial Issues**

There will be resource implications if the Committee decide to have extra Committee meetings or additional Task and Finish reviews. There may also be resource implications if the Committee decide to work jointly with other authorities.

### **4. Conclusion**

Scrutiny Committee considers the attached draft Work Programme for 2014/15 and finalises agreement of the topics to be discussed. The Work Programme will then be presented to the Executive and then to Full Council.

### **5. Background Documents**

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**Appendices:**

Appendix A – Draft Scrutiny Committee Work Programme 2014/15

Appendix B – Scrutiny Topic Selection Matrix

**Scrutiny Committee Work Programme 2014/15**

<b>Date of Meeting</b>	<b>Topic</b>	<b>Action Required</b>
<b>25 June 2014</b>	Time of Meetings	To consider and agree a start time for future meetings
	Access Selby Service Provision – Community Support	To scrutinise performance of the Community Support service
	Programme for Growth	To receive the latest update and the scrutinise the Council's Programme for Growth
	Abbey Leisure Centre	To receive an update concerning the latest developments on Abbey Leisure Centre.
	Call In	Provisional Item on the agenda
<b>23 September 2014</b>	1 <sup>st</sup> Quarter Corporate Plan Report	To review performance against the Corporate Plan – Leader of the Council in attendance.
	North Yorkshire Fire Service	To discuss the Fire and Rescue Service provision within the District
	Health	To scrutinise Health provision across the District.
	Access Selby Service Provision – Debt Control	To scrutinise performance of the Debt Control service
	Call In	Provisional Item on the agenda
<b>27 January 2015</b>	2 <sup>nd</sup> Quarter Corporate Plan Report	To review performance against the Corporate Plan – Leader of the Council in attendance.
	Police and Crime Panel Update	To receive an update from the Police and Crime Panel on their work scrutinising the work of the Police and Crime Commissioner.
	Call In	Provisional Item on the agenda
	Crime and Disorder Update	To review the levels of crime and disorder across Selby District – NYP and CSP representatives in attendance.
<b>Feb/March 2015</b>	Nigel Adams MP	To ask questions of the Selby and Ainsty MP regarding issues of

		concern for Councillors and local residents.
<b>24 March 2015</b>	3 <sup>rd</sup> Quarter Corporate Plan Report	To review performance against the Corporate Plan – Leader of the Council in attendance.
	Scrutiny Committee Work Programme 2015/16	To agree the Scrutiny Work Programme for 2015/16
	Scrutiny Annual Report 2014/15	To discuss the Scrutiny Annual Report for 2014/15
	Call In	Provisional Item on the agenda

- Please note that any items 'called in' will be considered at the next available meeting.
- Councillor Call for Action will also be considered at the next available meeting.



	Criteria	Is this the only body within the Council reviewing this item?	Does this topic have a potential impact on the majority of the residents in the Selby District?	Is this an issue to which the Scrutiny Committee can add value? e.g performance improvements, financial improvements	Can the topic be reviewed with existing resources?	Is the topic chosen in line with the Council's Corporate Plan and priorities?
<b>Topics</b>						
<i>Access Selby Service Provision – Community Support</i>		Yes	Yes - impacts on council tenant/residents receiving or in need of support from Community Support Officers	Yes – scrutinise performance to ensure residents are receiving effective support.	Yes	Yes – possible link to ‘A Stronger Council’ and ‘Living Well’
<i>Programme for Growth</i>		No, reports also received by the Executive	Yes – the Programme for Growth initiative will impact on all residents/businesses living and working in the district	Yes – ensure that the Programme is effective and achieving its goals	Yes, attendance may also be required by Council officers and Executive Members.	Yes – possible link to all Council priorities.
<i>Quarterly Corporate Plan Performance Reports</i>		No, reports also go to the Executive	Yes, ensuring the Council performing effectively across its service areas will ensure an effective service is being provided to residents.	Yes, performance improvements	Yes	Yes, Corporate Plan performance report.
<i>Abbey Leisure Centre</i>		Decision made by the Executive.	Yes – ensuring there is a efficient Leisure Centre for all residents.	Yes - ensuring the rebuilding process is scrutinised to ensure value for money is obtained.	Yes although external officers from WLCT will have to be invited.	Yes – link to ‘Living Well’
<i>North Yorkshire Fire Service</i>		Yes	Yes, adequate fire provision is imperative for all residents of the district	Yes, ensuring there is effective and adequate provision for the Fire Service to respond to emergencies.	Yes, although representatives from the Fire Service will be invited.	Yes – link to ‘Living Well’

Scrutiny Work Programme Selection Criteria

Appendix B

<i>Health in the District</i>	Yes, although issue being considered by NHS.	Yes – health provision for all residents in the district.	Yes – representing residents’ views on access to adequate health care provision.	Yes, although officers from the NHS would have to be invited.	Yes – link to ‘Living Well’
<i>Access Selby Service Provision – Debt Control</i>	Yes	Yes, ensuring the Council has procedures and adequate support for collection/assistance for residents with debts.	Yes - by scrutinising the procedures and performance of the service and the support provided to residents.	Yes	Yes – possible link to ‘Being Switched On’
<i>Police and Crime Panel Update/Police and Crime Commissioner</i>	Yes	Yes, the Police and Crime Commissioner represents not only Selby residents but all of North Yorkshire	Yes ensuring that areas of concern or issues in Selby are brought to the attention of the Commissioner.	Yes although officers from the Commissioners office and those supporting the Panel will be invited.	Although no direct link, it is in the interests of the Council to ensure its residents are living within a safe environment.
<i>Crime and Disorder Update</i>	Yes	Yes, all residents of Selby District.	Yes ensuring that areas of concern or issues in Selby are brought to the attention of the Police and that the Police are performing efficiently.	Yes although representatives from North Yorkshire Police will be invited.	Although no direct link, it is in the interests of the Council to ensure its residents are living within a safe environment.
<i>Nigel Adams MP</i>	Yes	Yes, all residents under the constituency of the MP.	Yes, evaluating the work of the MP and ensuring any issues and concerns affecting residents are brought to this attention allowing views to be represented at a national level.	Yes, no further resources other than the MP required.	Direct link with all Council priorities.
<i>Access Selby Service Provision – Customer Services</i>	Yes	Yes – ensuring all residents of the district receive excellent customer service from the Council.	Yes – by scrutinising the intelligence gained from customer feed back to inform service improvement.	Yes	Yes – link to ‘A Stronger Council’

**Scrutiny Committee Work Programme 2013/14**

<b>Date of Meeting</b>	<b>Topic</b>	<b>Action Required</b>
<b>2 July 2013</b>	Time of Meetings	To consider and agree a start time for future meetings
	Access Selby Service Provision – Benefits and Taxation	To scrutinise performance of the Benefits and Taxation service
	Minor Injuries Unit at Selby War Memorial Hospital	To receive the latest update concerning the hospital.
	Access Selby Service Provision – Customer Services	To scrutinise performance of the Customer Services.
	National Non-Domestic Rates Task Group Update	Task Group update
	Call In	Provisional Item on the agenda
<b>24 September 2013</b>	1 <sup>st</sup> Quarter Corporate Plan Report	To review performance against the Corporate Plan – Leader of the Council in attendance.
	Abbey Leisure Centre	To receive an update concerning the latest developments on Abbey Leisure Centre.
	Health	To scrutinise Health provision across the District.
	Street Cleaning	To scrutinise street cleaning provision.
	Call In	Provisional Item on the agenda
<b>21 January 2014</b>	2 <sup>nd</sup> Quarter Corporate Plan Report	To review performance against the Corporate Plan – Leader of the Council in attendance.
	Transport Provision	To scrutinise the provision of transport across the District.
	Access Selby Service Provision - Enforcement	To scrutinise performance of the Enforcement service
	Housing Repairs	Extra item requested by the Chair.

	Call In	Provisional Item on the agenda
	Crime and Disorder Update	To review the levels of crime and disorder across Selby District – NYP and CSP representatives in attendance.
	Police and Crime Panel Update	To receive an update from the Police and Crime Panel on their work scrutinising the work of the Police and Crime Commissioner.
<b>Feb/March 2014</b>	Nigel Adams MP	To ask questions of the Selby and Ainsty MP regarding issues of concern for Councillors and local residents.
<b>22 April 2014</b>	3 <sup>rd</sup> Quarter Corporate Plan Report	To review performance against the Corporate Plan – Leader of the Council in attendance.
	Scrutiny Committee Work Programme 2014/15	To agree the Scrutiny Work Programme for 2014/15
	Scrutiny Annual Report 2013/14	To discuss the Scrutiny Annual Report for 2013/14
	Access Selby Service Provision - Assets	To scrutinise performance of the Assets service
	Police and Crime Commissioner (PCC) – North Yorkshire	To invite the PCC to give an update on their role and responsibilities
	Call In	Provisional Item on the agenda

- Please note that any items ‘called in’ will be considered at the next available meeting.
- Councillor Call for Action will also be considered at the next available meeting.