



Notice of meeting of

Scrutiny Management Committee

To: Councillors Kirk (Chair), Merrett (Vice-Chair), Blanchard, Cuthbertson, Hill, Hyman and Livesley

Date: Monday, 23 April 2007

Time: 5.00 pm

Venue: Guildhall

AGENDA

1. Minutes (Pages 1 - 4)

To approve and sign the Minutes of the meeting held on 26 March 2007.

2. Public Participation

At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Committee's remit can do so. Anyone who wishes to register or requires further information is requested to contact the Democracy Officer on the contact details listed at the foot of this agenda. The deadline for registering is 20 April 2007 at 5pm.

3. Declarations of Interest

At this point in the meeting, Members will be invited to declare any personal or prejudicial interests they may have in the business on the agenda.

4. Traffic Congestion - Interim Report (Pages 5 - 34)

This report provides Members with an update on the work completed to date in regard to the Ad-hoc Scrutiny Review of Traffic Congestion in York.

5. Implementation Update on Previously Approved Recommendations (Pages 35 - 40)

This report provides Members with update information on the implementation of recommendations made as a result of the scrutiny review on 'Cycling Policy and Provision of Facilities', completed in October 2004.

6. Annual Reports from Education and Health Scrutiny Committees (Pages 41 - 46)

This report introduces the annual reports from Cllr Ian Cuthbertson and Cllr Charles Hall that will update members on the recent work of the Health and Education Scrutiny Committees respectively.

7. Any other business which the Chair decides is urgent under the Local Government Act 1972

Democratic Services Manager

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

City of York Council

Committee Minutes

MEETING	SCRUTINY MANAGEMENT COMMITTEE
DATE	26 MARCH 2007
PRESENT	COUNCILLORS KIRK (CHAIR), MERRETT (VICE-CHAIR), BLANCHARD, CUTHBERTSON, HILL, HYMAN AND LIVESLEY
APOLOGIES	COUNCILLORS

61. DECLARATIONS OF INTEREST

The Chair reported that no declarations had been made at the meeting.

62. MINUTES

The minutes of the last meeting held on 26 February 2007 were agreed as a correct record subject to the addition of “and also as an honorary member of CCT” in relation to Councillor Merretts declaration of interest under Minute No. 56.”

63. PUBLIC PARTICIPATION

The Chair reported that no registrations to speak had been received under the Council’s Public Participation Scheme.

64. HIGHWAYS MAINTENANCE PROCUREMENT AD HOC SCRUTINY SUB-COMMITTEE

(A) Members considered the draft final report of the Highways Maintenance Procurement Ad-Hoc Scrutiny Sub-Committee in relation to Part A of its remit.

SMC was required to endorse the report for submission to the Executive and accordingly considered recommendations in relation to following objectives of the review:

- The potential efficiencies from a PFI arrangement;
- Alternative options should PFI Expression of Interest be unsuccessful;
- Cost effectiveness of those alternative options;
- Expenditure profile over lifespan of PFI; and
- PFI cost implications

The Chair of the scrutiny review was present to answer any queries and accepted a number of revisions/clarifications suggested by Councillor Merrett, also an original member of the reviewing Sub-Committee.

RESOLVED: That the report be endorsed for submission to the Executive, as agreed to be amended by the Chair of the Scrutiny Sub-Committee, and Members and Officers be thanked for their time in producing a clear and easily read final report.

(B) Part B Remit

Members then considered a proposed remit for Part B of the highways maintenance procurement topic with a view to Part B of the agreed review progressing early in the next Municipal Year.

A full discussion was held in relation to the proposed remit and the first two objectives set out in Annex A were agreed. In regard to the final objective Members agreed to amend it as follows:

- To compare the actual cost to the Council since 2003 in respect of Highways procurement to the costs originally included in the Best Value Review of 2001 and examine the managerial processes put in place to implement the savings and agreed actions

RESOLVED: That the amended remit be endorsed and the review be commenced early in the next Municipal Year.

65. FINAL REPORT OF EDUCATION SCRUTINY COMMITTEE - HOME TO SCHOOL TRANSPORT SERVICES

Members considered the draft final report of the Education Scrutiny Committee in relation to the home to school transport services review. Members were informed that Education Scrutiny Committee had investigated the contracts for home to school transport and considered whether it would be possible to introduce higher quality buses and improve safety.

It was understood that the final draft would be considered by Education Scrutiny Committee on 28 March 2007. SMC was considering it earlier on this occasion to enable the report to be submitted to the Executive on 24 April 2007.

Members discussed the overarching principles and made the following comments:

- Future consideration might need to be given to applying the recommendations to secondary schools depending upon the proposals contained in forthcoming legislation; and
- The reference in recommendation 2, paragraph (c) to CRB checks should be amended to read “within the last 3 years”.

RESOLVED: That the draft final report be endorsed for submission to the Executive, subject to the above comments and any revisions made by the Education Scrutiny Committee at its meeting on 28 March 2007.

66. TANG HALL AREA ASSET MANAGEMENT PLAN AD-HOC SCRUTINY SUB-COMMITTEE - INTERIM REPORT

Members considered an interim report on progress being made with the review being undertaken by the Tang Hall Area Asset Management Plan Scrutiny Sub-Committee.

Members noted the progress made so far against the objectives but some Members expressed concern about some aspects of the review in relation to the original remit, which it was agreed would be better discussed at the next meeting of the Scrutiny Ad-hoc Sub-Committee.

RESOLVED: That the interim report and progress so far be noted.

67. UPDATE ON IMPROVING ELECTRONIC MANAGEMENT PROCESSES FOR SCRUTINY

Members considered a progress report on developing the new electronic management processes for scrutiny, including a forward plan, available as part of the new Committee Management System.

RESOLVED: That the planned introduction of an electronic scrutiny forward plan be noted, together with other developments for producing reports and tracking of decisions.

Cllr Kirk, Chair

[The meeting started at 5.00 pm and finished at 6.25 pm].

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Scrutiny Management Committee**23 April 2007****Traffic Congestion Ad-Hoc Scrutiny Committee Interim Report****Background**

1. This topic was originally registered by Cllr Tracey Simpson-Laing in April 2005 in an effort to access the draft of the second Local Transport Plan (LTP2) prior to its submission. It was envisaged that the scrutiny process would ensure that LTP2 met the aspirations of the Planning & Transport Panel and allow time for the Executive Member to be questioned on issues of concern. A decision was taken to defer the topic and LTP2 was subsequently submitted.
2. In November 2006 Scrutiny Management Committee (SMC) reconsidered the topic registration together with a draft remit suggested by Cllr Simpson-Laing. After due consideration, SMC agreed a timeframe of six months for the review, and the following amended remit was agreed:

Aim

To identify ways including the Local Transport Plan (LTP1), the second Local Transport Plan (LTP2) and other evidence, of reducing present levels of traffic congestion in York, and ways of minimising the impact of the forecast traffic increase.

Objectives

Having regard to the impact of traffic congestion (based on external evidence and those measures already implemented in LTP1 or proposed in LTP2), recommend and prioritise specific improvements to:

- i. Accessibility to services, employment, education and health
- ii. Journey times and reliability of public transport
- iii. Alternative environmentally viable and financially practical methods of transport
- iv. Road Safety
- v. Economic Performance
- vi. Quality of Life
- vii. CO² Emissions
- viii. Air Quality, in particular looking at the five hotspots identified in the LTP2

3. On 19 February 2007 a formal meeting of the ad-hoc scrutiny committee was held to agree a timetable for the review. Due to the scale of the objectives, it was agreed that it would only be possible to deal with the first objective i.e. 'Accessibility to services, employment, education and health' prior to the election.
4. The ad-hoc scrutiny committee have subsequently held two informal meetings on 6th and 21st March 2007 to look at this objective:

Accessibility to services, employment, education and health

Consultation

5. As the Councillor who submitted this topic for review, Cllr Simpson-Laing provided her reasoning behind this particular objective and a direction for the enquiry:

To look at why people use their cars and not public transport. Are the current links to these services available only 9-5pm Monday to Friday, is it understood that we are a 24/7 society and that public transport should be available every day at the same regularity. Take for example food shopping, if you only have Sunday to do this for many the only option is to use the car. If CYC want to extend transport provision what 'tools' are there for CYC to insist bus providers provide better service.

6. Two informal meetings were held to consider this first objective (6th and 21st March 2007). Members considered information provided by the Head of Transport Planning and information contained within LTP2.

Information Gathered

7. The issue of providing 24/7 public transport provision is a very large and wide ranging subject. The majority of the bus services in York are run on a commercial basis by the bus operators. In order to provide a service to the community, CYC subsidises routes and evening and weekend services to infill demand where a commercial service is not viable. However funding for this has to compete against many other functions that the council carries out and is budget led. Although bus routes are currently reviewed every five years it may be beneficial to do this on a more regular basis in order to react to changes in the location of services etc.
8. Twenty years of bus deregulation has caused difficulties which may not be resolved without further legislation. Currently the subsidised services that City of York Council let, gives the opportunity to specify standards. Under current legislation Local Authorities have the powers to insist that bus operators provide a better service in the form of a Quality Contract Scheme but it is recognised that this is difficult to obtain. An application has to be made to the Secretary of State and must include detailed proposals, demonstrate that it is necessary as the only practicable way of delivering the Council's bus strategy, provide evidence that it meets best value requirements to be economic, efficient, and effective, be consistent with central and local Government's

shared priorities of improving accessibility, congestion, road safety, and air quality, include proper plans for an orderly transition, and show integration and linkages with other Local Transport Plan policies.

9. The Secretary of State for Transport will only give his permission where it has been demonstrated that this is the “only practicable way” to implement elements of the LTP bus strategy, that the proposal satisfies all the conditions and is in the interests of the public. To date this test has been too difficult for local authorities to achieve and although some Quality Contracts are under consideration, none have been implemented or formally applied for. Government guidance indicates that combining a Quality Contract proposal with proposals for congestion charging will improve the chances of an application being successful.
10. Competition would be a very useful tool to drive up standards. Other bus companies could be encouraged to tender for contracts but there are recognised positives and negatives to having more than one provider. For example, one provider can offer a ticket providing travel throughout the city over a fixed time period. If some routes are provided by a different bus company, more than one ticket would have to be purchased resulting in travel costs being higher. Alternatively, if there is only one provider, they will have a monopoly allowing them to set travel costs at a higher rate.
11. LTP2 highlights the key issues around improving accessibility for all:
 - f. Approximately 12% of the economically active population (aged 18 to 65) in York are disabled. It is imperative that the transport environment improves accessibility to jobs for these groups.
 - g. The property price boom over the past decade has made it increasingly difficult to live near to places of employment. The need to relocate to more peripheral locations has necessitated longer journeys to work, which are often less suited to non-car options.
 - h. Journeys, particularly outside the main urban area, are becoming increasingly more difficult to serve by public transport due to the varied nature of journeys serving a wider number of origins and destinations, along with reduced opportunities to satisfy needs locally.
 - i. Expansion of the night time economy will increase the demand for trips that are often more difficult to be satisfied economically by public transport
 - j. More than one in four York households do not own a car. This can have a significant impact on the ability to access education, training and employment opportunities in some areas.
 - k. The main accessibility barriers to people with learning disabilities are poor transport information and harassment on public transport.
 - l. Further education and new job starters find travel costs hard to meet
 - m. Improvements in information would improve confidence in using public transport (or walking and cycling).
12. Consultation with York residents on LTP2 found that improving access to services for all was the second most important priority after reducing congestion.

13. Members acknowledged that a ‘Citywide Accessibility Strategy for York’ had already been developed as part of LTP2, in partnership with land-use planners, healthcare providers, education bodies, Jobcentre Plus, retail outlets, transport operators and community groups. As a result, a remit was agreed to look at:

<u>Access To:</u>	<u>Access By:</u>	<u>Access For:</u>
Health	Bus	Young
Education	Rail	Elderly
Employment	Bicycle	Mobility Impaired
Retail	Foot	Rural Inhabitants
Leisure & Culture	Mobility Scooter / Wheelchair	Ethnic Minorities
	Taxi	Job Seekers
	Car	All

14. In order to identify local needs and objectives, the first stage of the Accessibility Strategy was to carry out a strategic audit. Some early mapping work was completed and this identified the priority service and geographic areas and groups within York. Action plans were developed containing a range of solutions and available options for improving accessibility in key areas. The Head of Transport Planning gave a presentation on these key areas:

- **Access to York Hospital** – mapping identified the time taken to travel by public transport to the hospital from different areas of the city;
- **Transport information** – mapping identified that improved real-time information together with better publicity of the bus route network would improve public confidence. Also improved signage would encourage the use of walk / cycle networks;
- **Access to out-of-town centres** – mapping identified a demand for responsive transport. A contribution from developers and the introduction of orbital / cross city bus services was required;
- **Rural accessibility problems** - mapping identified a demand for responsive transport and an improved public right of way network. It also recognised the need to support cross boundary services; and
- **Access to education** - mapping identified the time taken to travel by public transport to secondary schools across the city.

15. The presentation attached at Annex A, included information on the following:

- What is being done now and what improvements are planned to improve accessibility for pedestrians, cyclists and bus users
- Planned improvements in rail links and taxi services
- Introduction of a city centre shuttle and car clubs
- Improved working arrangements with Partners
- Schemes included in the LTP Capital Programme to improve accessibility

16. The presentation also detailed the role Accessibility Mapping plays in analysing alternative public transport scenarios and how the ‘Accession’ system works.

Issues Arising

17. Members acknowledged that the mapping work completed to date had been limited but having considered the information provided, were able to identify other factors which could further affect a modal shift in travel. These included:
- Extending the Park & Ride services outside of peak hours and particularly to improve access to York Hospital
 - Identifying under used bus services and reasons for that under use
 - Increasing the number of buses in use during 'school run' times to reduce gaps in service
 - Improved interchange points in the city centre
 - Improved safety features in all modes of sustainable and public transport to make them more attractive e.g. CCTV
 - Sustainable Tourism – a tourist tax with monies collected being used in total to deal with accessibility issues
 - Access to all education establishments i.e. safe routes or public transport
 - Publicising good practices by employers across the city i.e. Green Travel Plans
 - Ensure the implementation of the Council's own Green Travel Plan
 - Through ticketing between different providers of public transport
 - Enforcement of priority measures for sustainable transport e.g. bus lanes, yellow boxes and cycle lanes
 - Demand management measures
17. Members also agreed the need to consider local measures in priority areas:
- A more regular overall review of the bus network to take into account new business locations, new housing and changing patterns of demand
 - Re-location of bus stops
 - Identifying bottlenecks
 - Regulation and enforcement of delivery vehicles
 - Additional bus lanes on key roads into the city
 - Effective and more efficient use of existing road space
18. Members recognised that in order to investigate ways of making a positive change in the public's attitude to public transport and to look at the additional factors identified above, more mapping work would be required than originally planned and this would have an impact on resources.

Options

19. Having regard to the aims and objectives of this topic remit Members may wish to request that additional mapping work be carried out over and above that which is already planned as part of LTP2. Also, Members may choose to extend the timeframe for this review to allow for full consideration of each objective.

Recommendation

- 20. Members having looked at only one of the objectives, have identified factors which could affect positive change in more than one of the objectives set out in the remit above. Therefore it is recommended that
 - a. additional mapping work be carried out to investigate the affects of all of the factors identified above;
 - b. a clear prioritised programme of works be agreed for carrying out this additional mapping work together with that which is already scheduled
 - c. the timeframe for this review be extended by six months to allow for full consideration of all the objectives

Reason: To ensure full consideration is given to ways of improving accessibility in York which in turn will help to reduce congestion.

Implications

- 21. Financial - It is recognised that more mapping work would be required than originally planned to fully investigate the suggestions made above. This would require additional Financial and HR resources - Information to follow.
- 22. There are no Equalities, Legal or other implications.

Contact Details

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Chief Officer Responsible for the report:
Dawn Steel
Democratic Services Manager

**Interim Report
Approved**



Date 26 March 2007

Wards Affected:

All

For further information please contact the author of the report

Background Papers: Local Transport Plan 2

Annexes

Annex A – Presentation on LTP2 Action Plans

Accessibility Planning

- Accessibility Planning Partnership Launched 18/01/05
- 2nd Partnership Meeting 25/10/05
- Accessibility Strategy submitted to DfT 31/03/06

Accessibility Strategy - Remit

Where, How and Who

- Access to:
 - Health
 - Education
 - Employment
 - Retail
 - Leisure and Culture
- Access by:
 - Bus
 - Rail
 - Bicycle
 - Foot
 - Mobility Scooter/
Wheelchair
 - Taxi
 - Car
- Access for:
 - Young
 - Elderly
 - Mobility Impaired
 - Rural Inhabitants
 - Ethnic Minorities
 - Job seekers
 - All

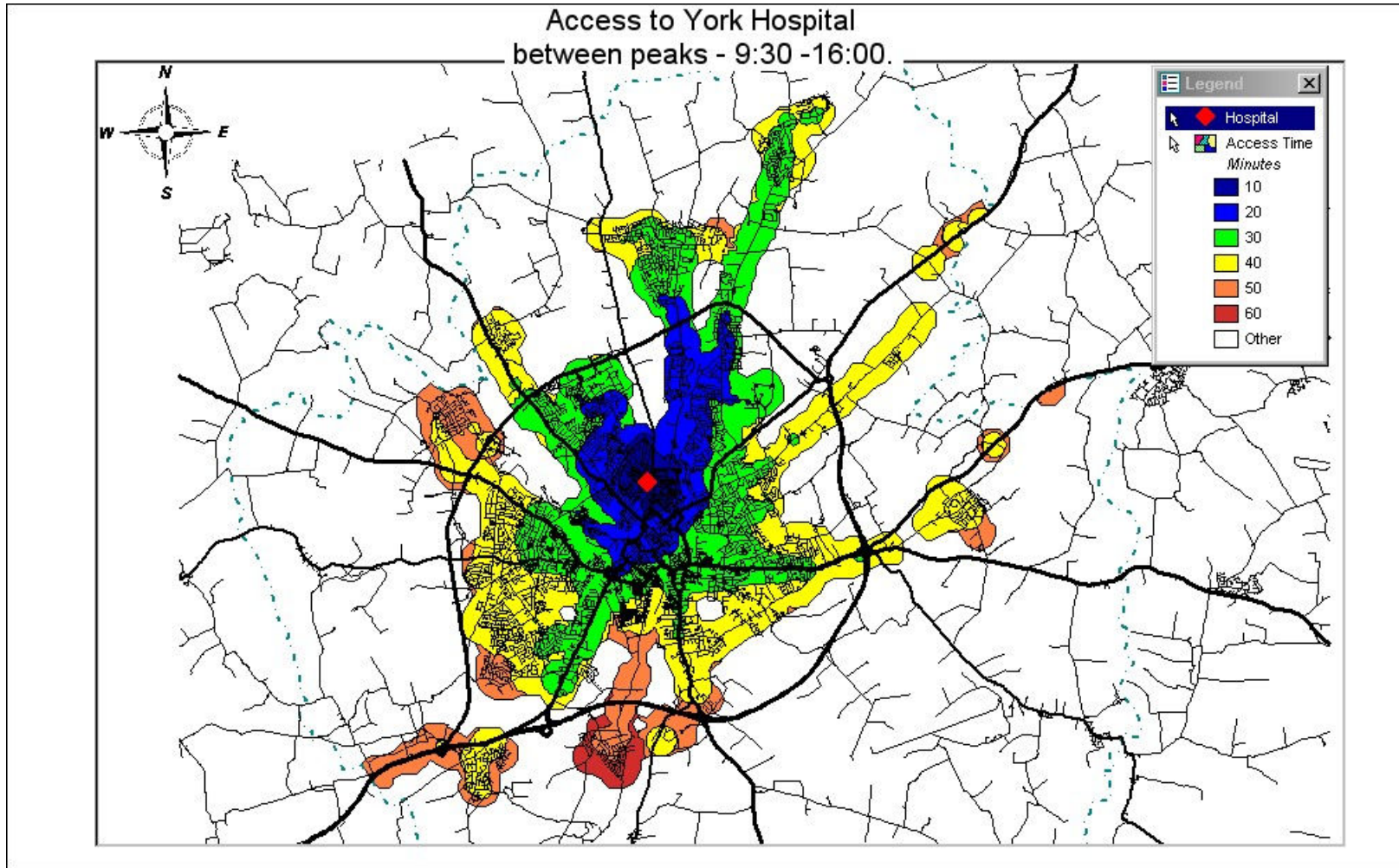
Priority Areas

- Problems identified through:
 - Accessibility Partnership
 - Local Transport Plan 2 consultation
 - Key Stakeholders
 - Residents
 - Early mapping work
- Priority areas established

Priority Areas

- Access to York Hospital
- Transport Information
- Access to out-of-town centres
- Rural accessibility problems
- Access to Education

Access to York Hospital



Transport Information

- Improved Information – Improved Confidence
- Real-time
- Bus Route Network Publicity
- Improve Signage on walking / cycle networks



Access to Out-of-Town Centres

- Orbital / Cross City Bus Services
- Developer Contributions
- Demand Responsive Transport

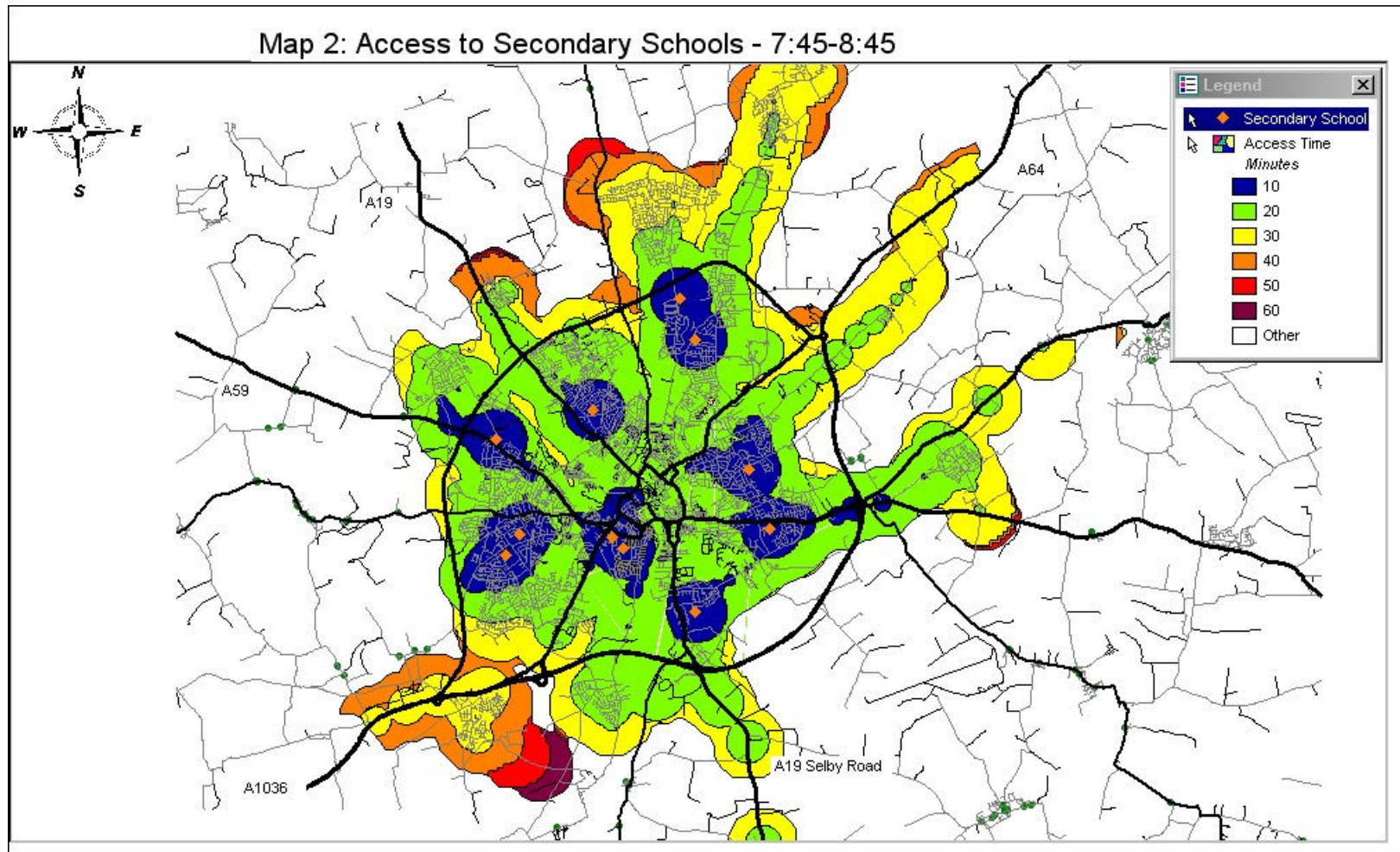


Rural Accessibility Problems

- Public Right of Way Network
- Powered Two Wheelers
 - Wheels to Work Scheme
- Support Cross Boundary Services
- Demand Responsive Transport



Access to Education



Other Key Areas

- Cost of transport
- Community Transport
- Availability of off-peak transport
- Bus stop access
- Other pedestrian / cycle / taxi issues

What Are We Already Doing to Improve Accessibility for Pedestrians?

- Audits of existing routes (mostly on radial roads)
 - Crossings
 - Dropped kerbs
 - Trip hazards
 - Obstructions
- Construction of new routes
- Marketing campaigns
- Maintenance
 - Surface improvements
 - Dropped kerbs
 - Programmed
 - Reactive

What Are We Planning to Do to Improve Accessibility for Pedestrians?

- More Route Audits & crossing improvements
- Possible expansion of 'Footstreets' Zone
- Completion of Station to City Centre route
- Better route signing
- More marketing
- Minor amendments to Pedestrian Route Network to better reflect types of trip
- Investigate better facilities to cross river

What Are We Already Doing to Improve Accessibility for Cyclists?

- New off-road routes
- New on-road lanes or signed routes
- Provide cycle parking at attractions
- Regular updates to Cycle Route Map
- Advanced stop lines
- Park & Cycle / Cycle & Ride
- Route signing
- Cyclist training at different levels
- Marketing Campaigns
- Route maintenance

What Are We Planning to do to Improve Accessibility for Cyclists?

- Fill in gaps in the route network especially at junctions
- Address problems associated with shared use routes
- Link outlying villages to the City Centre
- Investigate better river crossings
- Improve route signing
- More marketing
- Improve existing cycle parking
- Link network to all attractions

What Are We Already Doing to Improve Accessibility for Bus Users?

- Park & Ride
- FTR Bus
- BLISS
- Tendered Bus Services
- Concessionary Fares
- Improved access to buses
- Bus Information Services

What Are We Planning To Do to Improve Accessibility for Bus Users?

- New Park & Ride
- FTR Bus development
- Extension of BLISS
- Orbital Routes
- Cross City Routes
- Interchange Points
- Bus Stop Access Audit
- Concessionary Fare Review
- Real-Time Information
- Personalised Journey Planners

What Other Accessibility Improvements Are We Planning to Make?

- Rail
 - Haxby Station
- City Centre Shuttle
- Taxis
 - Rank Audit
 - Concessionary Travel?
- Car Clubs

Working with Partners

- Improve transport availability
- Reduce the cost of travel
- Reduce the need to travel
 - Mobile services
 - Locate services in accessible locations
- Improve physical accessibility
- Improve conditions and provision for walking and cycling
- Improve travel information and awareness
- Co-ordinate the timing of services

Accessibility in the LTP

Several indicators have been adopted as part of the LTP to monitor levels of accessibility to various activities:

- Indicator 1A – Percentage of the population of working age living within 30 mins of the city centre, Clifton Moor or Monks Cross by Public Transport
- Indicator 2A – Percentage of households living within 30 mins of York Hospital by Public Transport
- Indicator 2B – Percentage of 16-19 year olds living within 30 mins of York College by Public Transport
- Indicator 2C – Percentage of households living within 30 mins of a sports centre by Public Transport
- Indicator 2D – Percentage of households living within 30 mins of the city centre, Clifton Moor or Monks Cross by Public Transport

Schemes included in the LTP Capital Programme to Improve Accessibility

- Junction improvements (Dunnington, Crockey Hill, James Street Link, ORR junction improvements)
- Bus stop improvements (easy access kerbs, timetable displays, real-time information, shelter provision)
- Implementation of missing links on the cycle route network
- TCMS / BLISS
- Footway improvements
- Safe Routes to Schools
- Cycle parking provision or improvement at key destinations

The Role of Accessibility Mapping

“Accession” Mapping Package acquired from MVA Consultancy as part of an agreement with the DfT.

Its principal uses are:

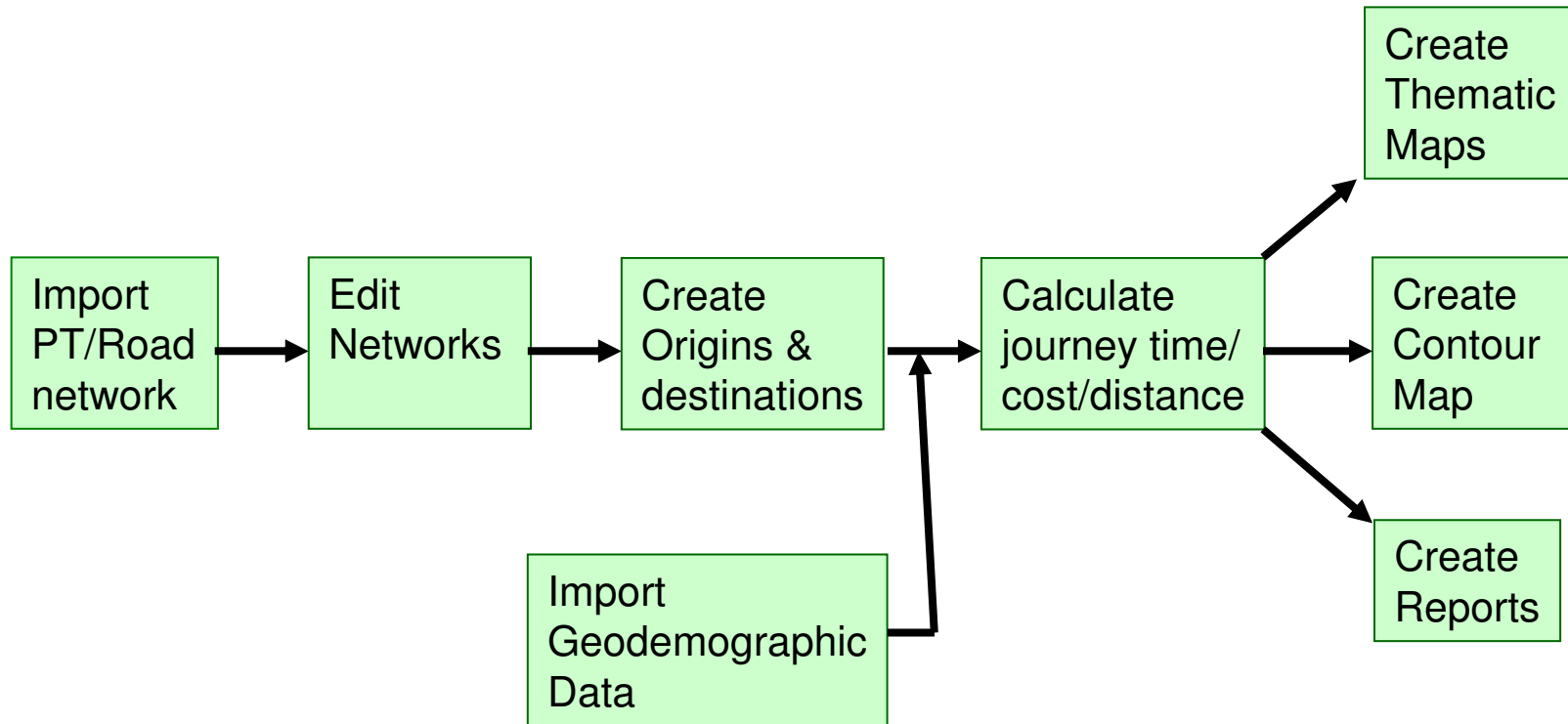
- Mapping social exclusion from essential facilities such as health, employment, education and shops
- Modelling the population and socio-economic groups within catchments, taking into account all modes of travel
- Public transport route planning (using ‘what if..’ scenarios)
- Catchment analysis and business relocation analysis
- Travel Plan formulation – to identify the best times for employees to travel and planning the provision of new services
- Analysing and mapping census data to identify the location of target groups

How does Accession work?

Data imported

- Road network (ITN / OSCAR)
- Bus stop network (NAPTAN / TransXchange)
- Bus routes and frequencies
- Origins (residences, postcode-based)
- Destinations (Schools, hospitals etc)
- Settings (vehicle speeds and related costs)

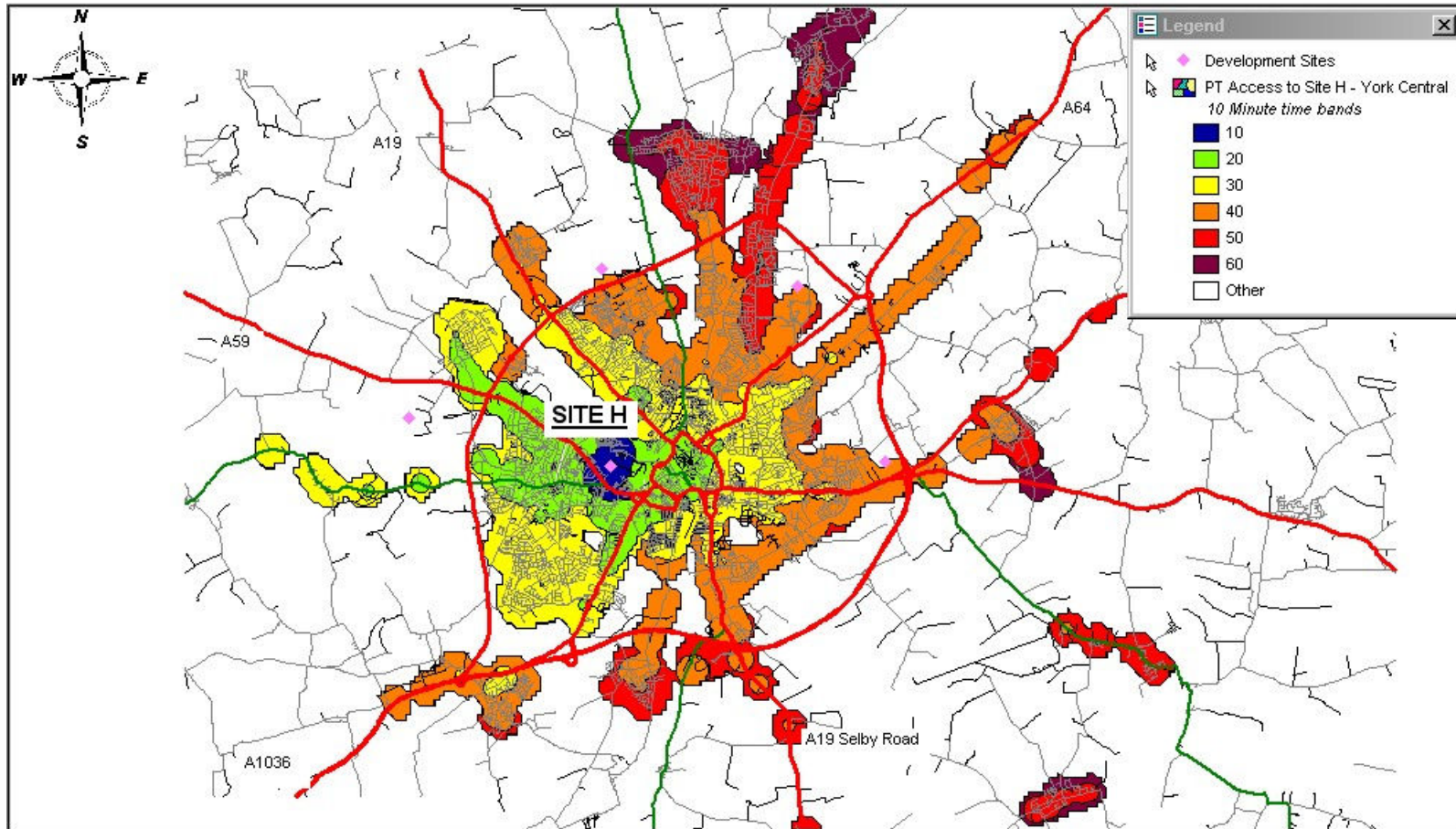
How Does the Model Work?



The Output

The main type of output used thus far to indicate levels of accessibility is contour mapping as below

Map 5: PT Access to Site H - York Central 7:00am - 10:00am





Scrutiny Management Committee

23 April 2007

Report of the Head of Civic Democratic & Legal Services

Update on Implementation of Recommendations of Previous Scrutiny Reviews

Summary

1. This report provides Members with update information on the implementation of recommendations made as a result of the scrutiny review on 'Cycling Policy and Provision of Facilities', completed in October 2004.

Background

2. At a previous meeting of Scrutiny Management Committee, Members requested an update on the implementation of the recommendations made as a result of all completed scrutiny reviews since 2004 which were subsequently approved by the Executive. In February 2006 Members considered a report which highlighted those reviews and a decision was taken to write off any where full implementation had occurred. Members then requested that each of the outstanding reviews be looked at in detail with the relevant officers in attendance.
3. Members of the ad-hoc scrutiny committee set up to look at 'Traffic Congestion in York' have requested that the outstanding recommendations made in relation to the Cycling Policy and Provision of Facilities' scrutiny review be looked at first, as this could assist them in part of their remit to consider alternative environmentally viable and financially practical methods of transport.

Consultation

4. Relevant officers within Directorates had previously submitted an update on the implementation of recommendations for the meeting of SMC in February 2007. The Assistant Director of City Development & Transport has subsequently provided a further update in relation to the Cycling Policy review –see Annex A attached.

Options

5. Members can sign off individual recommendations where implementation has been completed, and request a further update to clarify any outstanding recommendations.

Analysis

6. Many of the recommendations made were fed into the work of the LDF and subsequently informed the revised Cycling Strategy produced as part of York's second Local Transport Plan. This strategy seeks to ensure that York continues to be at the forefront of providing an accessible, attractive, convenient and safe environment for the cyclist.

Corporate Objectives

7. This process of monitoring the implementation of approved recommendations will contribute to improving our organisational effectiveness.

Implications

8. There are no known Financial, Human Resources, Equalities, Legal, ITT or Other implications connected to this report.

Risk Management

9. In compliance with the Councils risk management strategy, there are no known risks associated with this report.

Recommendations

10. Members are asked to note the contents of this report and agree which recommendations can be signed off.

Reason: To raise awareness of those recommendations which have still to be implemented.

Contact Details

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Report Approved **Date** 23 January 2007

Wards Affected:

All



For further information please contact the author of the report

Background Papers: None

Annexes

Annex A – Update on recommendations made in relation to the scrutiny review on 'Cycling Policy and Provision of Facilities'

Board and Topic	Rec No.	Recommendation	Update on Implementation of Recommendations as at January 2007	Update on Implementation of Recommendations as of 23 April 2007
Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	1	That all cycling policies take account of the fact that there are many different cycle user groups in York with different concerns and levels of concern. Wherever possible all of these groups should be catered for on York's cycling network and throughout its cycling provisions.	This policy has been adopted in the newly revised cycling strategy and will form the basis of cycle scheme design as it will be included in the briefs for cycle schemes. The "Design Cyclist" concept has been adopted and cycle facilities will now cater for a range of cyclists from inexperienced new cyclists to daily commuters.	Implementation complete
	2	That wherever possible cycle routes should allow access to all different types of cycles to ensure that cycling is available for different types of users right across the city	New barrier arrangements have been trialled and a new type of barrier adopted which accommodates as many types of cycles as possible whilst still preventing unauthorised access by motorcycles. Cyclists unable to negotiate the new type of barrier can still obtain RADAR keys to use the adjacent locked gates.	Implementation complete
	3	That in developing on-road cycling provisions priority is given to: 1. Completing gaps in the network, especially at particularly dangerous and/or busy points 2. Putting on-road cycle lanes on main roads where queuing is a regular occurrence, to allow cycles to bypass the queues	For the past couple of years the schemes implemented have concentrated on filling gaps in the network. The schemes proposed for next year will also satisfy this criteria. Junctions and cycle lanes will be addressed where appropriate and where other works are taking place and opportunities arise to undertake works.	This has become part of our working practices and all future works will be in-line with the recommendation made
	4	That increased efforts are made to improve the quality, safety and coherence of York's cycling network. These should include initiatives that § Ensure consistent and well connected cycle routes run throughout the city. § Develop and improve dedicated cycle tracks § Increase consideration of others and awareness of safety issues amongst all road users (challenging negative perceptions). A 'considerate road user' campaign should be looked at as a way of achieving this. § Using mandatory cycle lane specifications in preference to advisory ones.		The revised Cycling Strategy is part of LTP2 and contains long term action plans which will improve the quality, safety and coherence of York's cycling network.
In concentrating on filling gaps in the network this will be addressed				
Cycle audit and cycle review policies have been adopted as part of the new Cycling Strategy				
This has been put forward as part of the long term action plan in the new cycling strategy				
	New cycle routes will specify mandatory routes in preference to advisory ones where appropriate, however, this may cause lengthy delays to the implementation process if large numbers of objections are received and it is necessary to hold a public inquiry.			

Board and Topic	Rec No.	Recommendation	Update on Implementation of Recommendations	Update on Implementation of Recommendations
Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)		§ Avoid wherever possible, features that hinder the safety or perceived safety of cyclists, such as narrow cycle lanes and combined bus and cycle lanes and provide full width segregated cycle lanes, if necessary by considering road space reallocation.	This will be included in briefs for new schemes but as the recommended minimum width for cycle lanes is 1.5m this may result in less being implemented where there isn't sufficient room (even with road space reallocation). Innovative solutions to such problems will be sought.	
		§ Enhance the land available for public highways when a development opportunity arises, to enable off road cycle paths or at second best full width cycle lanes on the road.	The council will continue to push for the maximum cycle and pedestrian facilities through new developments through the development control process. Promotion of off-road facilities over on-road solutions goes against the DfT's "hierarchy of provision" which has been adopted as part of the revised cycling strategy and which recommends that on-road solutions should always be considered before off-road where appropriate and that vehicle speeds and volumes should be addressed as a first point of concern to enable this.	
		§ That the points set out above are referred to the Green Belt Working Group for consideration as part of the amendments to the Local Plan.	The LDF will include the above as part of the revised cycling strategy	Implementation Completed
	5	That City of York Council identify potential opportunities in and/or around the city centre to build a safe and ideally sheltered cycle parking facility. This facility should use innovative ways to ensure a high level of security for bicycles parked in it. It should be considered through the council's regular planning procedures. That this is referred to the Green Belt Working Group for consideration as part of the amendments to the Local Plan.	The TPU are currently investigating 2 sites for secure cycle parks, namely, the former Lendal Sub-Station adjacent to Lendal Bridge and the disused tunnel which runs between Piccadilly Car Park and Castle Car Park, the latter would only be a temporary solution as the tunnel will form part of the Coppergate 2 development if and when it goes ahead. Property Services are also now aware that we are actively looking for potential sites for secure cycle parking.	
	6	That when a cycle lane comes across a difficult obstacle, innovative ways are explored of either enabling the lane to continue or suggesting a continued route for cyclists. This should be done with the aim of enabling all the different types of bicycles and cyclists to use as much of the network as possible	This has been adopted as a policy in the new Cycling Strategy	Implementation Completed

Board and Topic	Rec No.	Recommendation	Update on Implementation of Recommendations	Update on Implementation of Recommendations
Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	7	<p>That every effort is made to maximise the safety of York's cycle network through high quality and regular maintenance and (wherever possible and appropriate) the use of sufficient lighting to make routes accessible to people at all times</p>	<p>Maintenance of the network will be continued through the budget specifically allocated to cycle route maintenance, however, this was cut back to £15K last year as a budget saving therefore the maintenance needs to be targetted, similarly the former £30K budget which was available a couple of years ago for cycle margin works on the carriageway has been cut . Funding from Ward Committees will be sought to help fund the Sustrans rangers who clean the off-road network. Discussions are to take place with the relevant officers in relation to the lighting of off-road paths to try to come to a solution which would make these routes more usable.</p>	
	8	<p>That commitments to develop and improve York's road/cycle network (including commitments made as part of the forthcoming 'Local Transport Plan') are matched by adequate staffing levels to help the council to fulfil those commitments. Efforts should be made to ensure that all staff whose work impacts upon the cycle network, are sufficiently trained and skilled to enable them to deliver high quality, safe and cycle friendly improvements to the network effectively and efficiently</p>	<p>Staffing levels have been cut across most departments in recent years due to budget constraints the council no longer have a specific "Cycling Officer", however, there is now a bigger ownership of cycling across the Transport Planning Unit to avoid the loss of all the knowledge should one officer leave the authority as has happened in the past. The council are also investigating the training courses provided by the PTRC in tandem with Cycling England to bring cycling awareness levels up across other departments whose works impacts on cyclists.</p>	
	9	<p>That the Executive Member for Planning and Transport considers the existing method(s) used for prioritising cycling schemes with a view to assessing whether this needs to be updated in light of the recommendations of this report</p>	<p>A revised scheme prioritisation methodology was adopted as part of the new Local Transport Plan which takes into account such things as the DfT's shared priorities of Accessibility, Road Safety, Congestion and Air Quality.</p>	<p>Implementation completed as part of LTP2</p>
	10	<p>a) That the infrastructure suggestions outlined in paragraphs 6.1 and 6.2 above are taken into account during future analyses of the developments needed on York's cycle network</p>	<p>The recommendations of the board have been adopted as part of the revised cycling strategy which forms the basis for new scheme development</p>	<p>Implementation completed as part of LTP2</p>
		<p>b) That in future, officers take into account the emphasis placed on these developments by those consulted, when assessing the popularity and appeal to users of different cycle routes and network developments</p>	<p>As far as possible the wishes of the consultees were taken into consideration when rewriting the cycling strategy</p>	<p>Implementation completed as part of LTP2</p>

Board and Topic	Rec No.	Recommendation	Update on Implementation of Recommendations	Update on Implementation of Recommendations
Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	11	a) That a short interim update report on the progress made in implementing the recommendations outlined above be brought to the Planning and Transport Scrutiny Board in February 2005, or as near to then as possible	A presentation was given to the board of the draft cycling strategy before it was adopted as part of the LTP in December 2005	Implementation completed as part of LTP2
		b) That a full report on the progress of implementing the recommendations outlined above be brought to the Planning and Transport Scrutiny Board in June 2005 or as near to then as possible	A progress report was brought to the Planning & Transport Scrutiny Board in Sept 2005. It reported that some of the Board's recommendations were being taken forward into LTP2 and others into the revision of the cycling strategy.	Implementation Completed
		c) That this report is put together in partnership between the Board's Scrutiny Officer and the Transport Officer(s) responsible for implementing the recommendations	The Board noted that good progress had been made implementing the recommendations and it requested that the draft revised cycling strategy be presented to them for comment at the end of the year. This was received in December 2005 and their comments on it were fed back to officers for inclusion in the final document.	Implementation Completed



Scrutiny Management Committee

23 April 2007

Report of the Head of Civic, Democratic and Legal Services

Summary

1. This report introduces the annual reports from Cllr Ian Cuthbertson and Cllr Charles Hall that will update members on the recent work of the Health and Education Scrutiny Committees respectively.

Background

2. The Council's Constitution places a responsibility on Scrutiny Committees to report annually to Scrutiny Management Committee. The Chair of Education Scrutiny last reported to SMC on 20 November 2006 and the Chair of Health Scrutiny did so on 23 October 2006. As this is the final meeting of the current municipal year they were asked to give a further update to SMC members. The annual education scrutiny report is attached at Annex A and the annual health scrutiny report is attached at Annex B.

Consultation

3. Although not relevant for the production of this report, consultation has been undertaken as part of all the reviews referred to in the annual reports attached.

Options

4. Having received this report and the annual reports attached, Members may ask relevant questions of the two Chairmen.

Analysis

5. The Education and Health Scrutiny Committees are currently the only two permanent Scrutiny bodies in existence within City of York Council. They have stable and committed memberships and programmes of work which enable productive relationships with officers from the relevant directorates and outside organisations.

Corporate Priorities

- 6. The work of the Education Scrutiny Committee is aimed at Corporate Priority 5 i.e. 'To increase people's skills and knowledge to improve future employment prospects' and the work of the Health Scrutiny Committee is aimed at Corporate Priority i.e. 'To improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest'.

Implications

- 7. There are no known Financial, HR, Equalities, Legal, Crime and Disorder, IT or other implications at this stage.

Risk Management

- 8. In compliance with the Councils risk management strategy. There are no risks associated with the recommendations of this report.

Recommendations

- 9. Members are asked to note the contents of the reports from the Chairs of the Education and Health Scrutiny Committees.

Reason: In order to meet the delegated authority of Scrutiny Management Committee as defined in CYC's Constitution.

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Chief Officer Responsible for the report:

Suzan Hemingway
Head of Civic, Democratic and Legal Services

Report Approved



Date 13.04.2007

Specialist Implications Officer(s) - None

Wards Affected:

All



For further information please contact the author of the report

Background Papers - None

Annexes

Annex A – Report of Chair of Education Scrutiny Committee

Annex B - Report of Chair of Health Scrutiny Committee

Education Scrutiny Committee Annual Report 2006/2007

Extended Schools Review

The Education Scrutiny Committee at their meetings in June and July finalised their scrutiny of the topic on Extended Schools which had the following remit:

- To establish if school in York are providing extended services beyond the school day.
- To consider if this provision is meeting the needs of pupils, parents and the wider community
- To investigate example of good practice from within this Authority and beyond
- To make recommendations as to how the Council can work with partners across the City and how schools can work together so that children and communities can receive the best possible service

After many months of work during which a wide range of evidence was gathered through visits to a great many of our primary schools, the review found that the need for extended schools in York is growing and the final report confirmed that the city is performing well in this vital area.

The final report made a number of recommendations and supported the LEA's plans to achieve a situation where every school in York would be an extended school. This was presented to the Scrutiny Management Committee on 24th July 2006 and subsequently to the Executive on 12th September where it was accepted.

Home to School Transport Review

The Education Scrutiny Committee have recently completed a review of Home to School Transport. The agreed remit for this topic was as follows:

- To investigate if improvements can be made to the safety of buses transporting school pupils to primary schools.
- To consider the contract that is negotiated by the council for the provision of school transport services.
- To make enquiries as to the school transport that is provided in other local authorities including the use of dedicated 'yellow buses'.
- To investigate the implications of installing seat belts in all buses contracted to carry primary school pupils.

Throughout the scrutiny of this topic all the participants operated in a frank, positive and focussed way as a result of having a clear remit for their investigation. All the transport contractors were very open regarding the

contracts and the financial implications of varying the type of vehicles provided. All participating members were motivated to ensure that their recommendations were based on sound evidence obtained from the scrutiny process.

There has been a marked variation in the type and quality of vehicles used for transporting primary school children to and from school in the past and the recommendations if implemented would ensure that all pupils receive the same provision.

The final report attempted to make recommendations that will in the long term improve the quality of the buses used for home to school transport, improve the safety of the pupils being transported, improve behaviour, reduce traffic congestion and environmental pollution and encourage the uptake of places on school buses.

A detailed analysis of the evidence collected was included in the Final Report submitted to the Scrutiny Management Committee on 26 March 2007 and the approved report will be considered by the Executive on 24 April 2007.

Cllr Charles Hall

Health Scrutiny Committee – Annual Report 2006-7

By far the largest part of this year has been taken up with an ongoing scrutiny of the financial recovery plans of Selby and York PCT, the amalgamation of four local PCTs into a new North Yorkshire and York PCT and the emergence of the new PCT's initial financial management approach, together with the beginnings of a full-blown financial recovery and service modernisation plan.

One of the Committee's principal objections to the amalgamation of the four PCTs was the lack of business continuity inherent in such a proposal. There have been long delays in getting NYYPCT's management structure in place and posts occupied. At the time of writing, most of the PCT's second and third tier management positions have not yet been filled.

During the last months of SYPCT's existence and in the first six months of the new PCT's existence, much Committee time was spent on addressing matters where direction was unclear or outcomes were uncertain. With NYYPCT, that experience has been mirrored in attempting to cover ground where proposals have not yet been defined, while it has then become clear that the same ground will have to be covered again later.

Because of the wide implications of SYPCT's recovery plan and of NYYPCT's new financial management and service modernisation plan, it has been apparent that no area of PCT activity was safe from re-organisation or possible closure. Much time has therefore been spent in discussing and understanding the impact on services, staff, patients and health partners of the NYYPCT initial financial management plan and of the developing financial recovery and service modernisation plan that will replace it during the next few months. There remains great concern about the knock-on effects of these recovery plans on health partners.

The result of these external events has been that no individual scrutiny topics have been started during the year. However, some initial work has been carried out on dentistry services in York (access to NHS dentists and the effects on services of the new dental contract) and on podiatry, where extended waiting times have been a source of particular concern.

The Committee organised a well-attended Health Forum on 31st January to give health partners and the public an opportunity to contribute to the debate on the PCT's plans. During the meeting, it became clear that the delay in announcing PCT funding for voluntary organisations was causing significant problems for these bodies such that redundancy notices were about to be issued. Shortly after this, the PCT notified the levels of funding that would be released to voluntary bodies for 2007-8 and a potential catastrophe was averted.

At the time of writing, the Committee has participated in the Healthcare Commission's new annual 'Health Check' reports for the NHS, Ambulance and Primary Care Trusts. In this process, the Committee has provided comments on various aspects of the Trusts' performance during the period of the report and those comments are published on each Trust's website.

Engagement with SYPCT and with NYYPCT saw the development of closer relationships with both PCTs. Relationships with Ambulance and Hospitals Trusts have been consolidated and the Committee's relationships with voluntary sector organisations have become well-established. But progress which had been made in developing links with the PPIFs was lost when it was announced that LINKs would replace these bodies later in the year. Full details have yet to emerge of the way in which the LINKs will operate and what their relationship with OSCs will be.

Ian Cuthbertson

Chair
16 April 2006