

Agenda

**Meeting: Harrogate and Knaresborough Area
Constituency Committee**

**Venue: Cairn Hotel (Mountbatten Suite),
Harrogate, HG1 2JD (location map at
page 5)**

Date: 9.30am on Thursday 21 March 2019

Business

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Item No	Business	Suggested Start Time
1.	Welcome by the Chairman, introductions and apologies for absence	09:30
2.	Any Declarations of Interest	09:34

3.	<p>Briefing on Changes to Mental Health Services in Harrogate and the Surrounding Area – Report of the Democratic Services and Scrutiny Manager</p> <p style="text-align: right;">(Pages 6 to 11)</p> <p>Purpose of the Report:- To update Members on changes to mental health services in Harrogate and the surrounding area.</p> <p>Note: Members of the Skipton and Ripon Area Constituency Committee are invited to attend this meeting to participate in considering this item of business.</p>	09:35
4.	<p>Briefing on Changes to Hyper Acute Stroke Services in Harrogate – Report of the Democratic Services and Scrutiny Manager</p> <p style="text-align: right;">(Pages 12 to 23)</p> <p>Purpose of the Report:- To update Members on changes to the provision of hyper acute stroke services in Harrogate and the surrounding area.</p> <p>Note: Members of the Skipton and Ripon Area Constituency Committee are invited to attend this meeting to participate in considering this item of business.</p>	10:20
5.	<p>Minutes of the meeting of the Harrogate and Knaresborough Area Constituency Committee held on 8 November 2018</p> <p style="text-align: right;">(Pages 24 to 41)</p>	10:40
6.	<p>Public Questions or Statements</p> <p>Anyone who would like to ask a question or make a statement at the meeting should email notice of their wish to do so, including the text of what they intend to say, to ruth.gladstone@northyorks.gov.uk as soon as possible, and by midday on Monday 18 March at the latest. Speakers are each asked not to exceed 3 minutes' speaking time. No person may submit more than one question or statement and no more than one such question may be asked, or statement made, on behalf of one organisation. There is limited time available for any public questions or statements and people will be allocated a slot on a first come first served basis.</p> <p>If you are asking a question or making a statement at this meeting but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease whilst you speak.</p>	10:42
7.	<p>Schools, Educational Achievement and Finance – Report of the following officers from the Children and Young People's Services Directorate:- the Strategic Planning Manager, the Assistant Director – Strategic Resources, and the Assistant Director Inclusion</p> <p style="text-align: right;">(Pages 42 to 50)</p> <p>Purpose of the Report:- To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Harrogate and Knaresborough constituency area.</p>	10:55

8.	<p>Receipt of Petition “Save North Yorkshire’s Pupil Referral Service” - Report of the Assistant Chief Executive (Legal and Democratic Services) (Pages 51 to 53)</p> <p>Purpose of the Report:- To advise of the receipt of a petition and the consideration which has already been given to the matter which is the subject of the petition and to ask the Area Constituency Committee to consider a response to the petition.</p>	11:25
9.	<p>Harrogate and Knaresborough Area Constituency Committee Work Programme (Pages 54 to 59)</p> <p>Purpose of the Report: To ask Members to consider, amend and add to the Committee’s work programme, and to consider a recommendation to extend informal highway drop-ins sessions.</p>	11:35
10.	<p>Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances</p>	11:45

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

13 March 2019

Notes:

North Yorkshire County Council officers will seek a decision from the Executive on whether to hold a public consultation early in 2019 on the results of the most recent analysis through the Harrogate Congestion Study. Officers’ recommendations on this to the Executive will be determined based on the findings of the most recent study work, which will set out the overall performance of the suggested packages. Whilst the Harrogate and Knaresborough Area Constituency Committee has no decision-making powers in this process, the Committee does have a role, which is to inform NYCC policy-makers and decision-makers of the views of elected County Councillors in the Harrogate and Knaresborough Constituency.

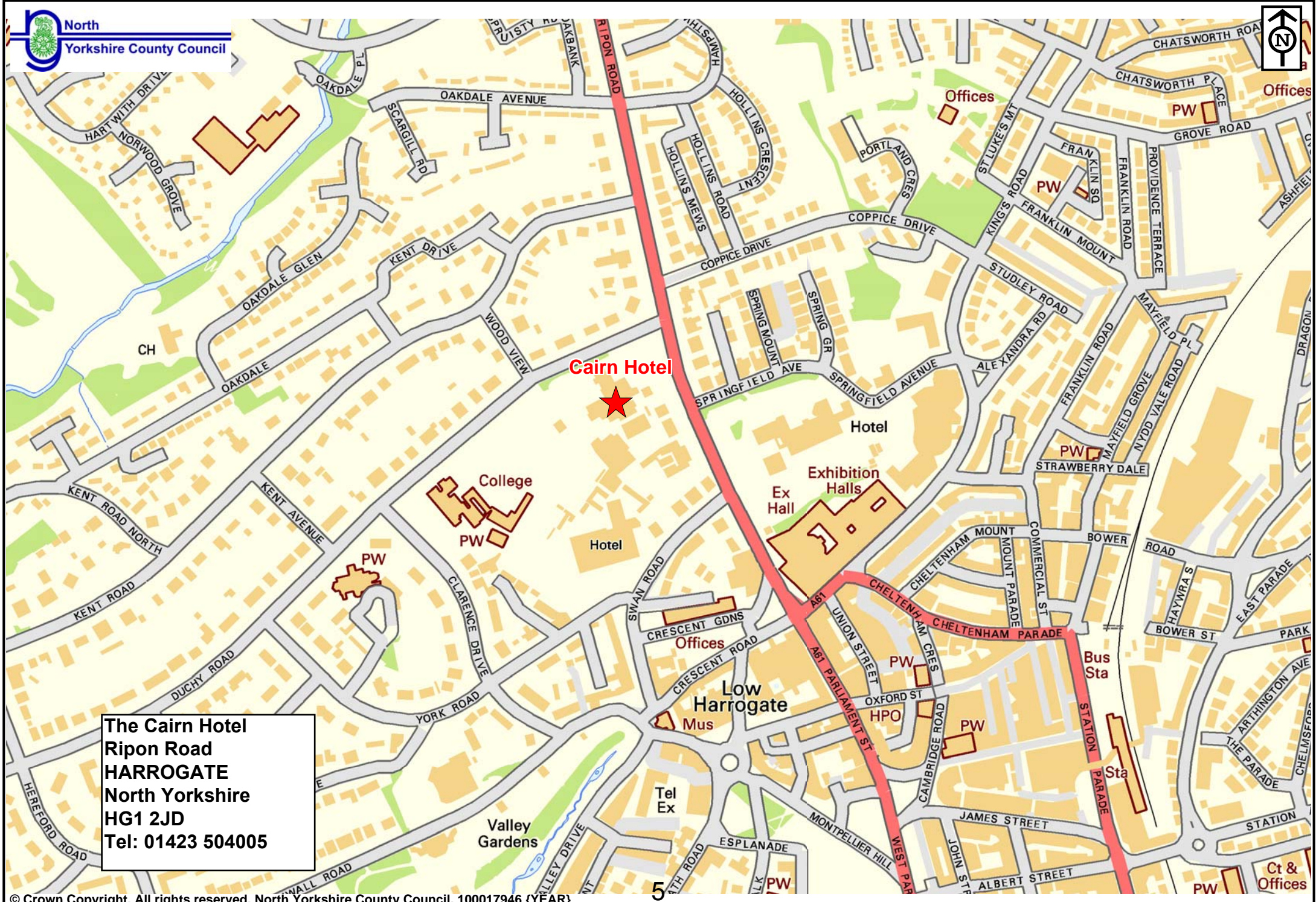
The Area Constituency Committee's responsibilities therefore include:

- acting as a forum for Councillors to bring forward issues affecting their Electoral Divisions;
- hearing and responding to questions and statements from members of the public relating to anything affecting the community;
- undertaking meaningful scrutiny of local issues (including transport and roads) within the Harrogate and Knaresborough constituency area and acting as consultees in major decisions that affect the community, including responding to consultations.

HARROGATE AND KNARESBOROUGH AREA CONSTITUENCY COMMITTEE

Membership

County Councillors (13)			
	<i>Councillors Name</i>	<i>Political Group</i>	<i>Electoral Division</i>
1	BROADBANK, Philip	Liberal Democrat	Harrogate Starbeck
2	CLARK, Jim	Conservative	Harrogate Harlow
3	COOPER, Richard	Conservative	Harrogate Central
4	ENNIS, John	Conservative	Harrogate Oatlands
5	GOODE, David	Liberal Democrat	Knaresborough
6	HARRISON, Michael	Conservative	Lower Nidderdale and Bishop Monkton
7	HASLAM, Paul	Conservative	Harrogate Bilton and Nidd Gorge
8	MACKENZIE, Don	Conservative	Harrogate Saltergate
9	MANN, John	Chairman	Conservative Harrogate Central
10	METCALFE, Zoe	Vice-Chairman	Conservative Knaresborough
11	TROTTER, Cliff	Conservative	Pannal and Lower Wharfedale
12	WEBBER, Geoff	Liberal Democrat	Harrogate Bilton and Nidd Gorge
13	WINDASS, Robert	Conservative	Boroughbridge
Total Membership – (13)		Quorum – (3)	



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Ripon Road
HARROGATE
North Yorkshire
HG1 2JD
Tel: 01423 504005



**North Yorkshire County Council
Harrogate and Knaresborough Area Constituency Committee
21 March 2019**

Briefing on changes to mental health services in Harrogate and the surrounding area

1.0 Purpose of Report

- 1.1 To update the committee on changes to mental health services in Harrogate and the surrounding area.

2.0 Background

- 2.1 The development of mental health services in Harrogate and the surrounding area has been scrutinised by the North Yorkshire County Council Scrutiny of Health Committee over the past 2 years, as part of a broader piece of work on mental health services in the county as a whole. The proposal that was being developed by Harrogate and Rural District Clinical Commissioning Group (HRD CCG) and Tees, Esk and Wear Valleys NHS Foundation Trust (TEWV), was for the build of a new, mental health in-patient facility at Cardale Park in Harrogate. This has previously been publicly announced in 2016.
- 2.2 The new build was planned to have 36 beds and was intended as a replacement for the mental health in-patient beds at the Briary Wing at Harrogate District Hospital (Rowan Ward and Cedar Ward with a total of 34 beds).
- 2.3 The building of the new mental health in-patient facility was 'paused' in July 2017. Subsequent to this pause, the CCG and TEWV undertook a public engagement exercise that posed the question 'how do we spend the money that we have in the best possible way to improve outcomes?'
- 2.4 The Scrutiny of Health Committee were then kept informed of progress being made with the public engagement and the options that were being developed for the provision of mental health services.

3.0 Scrutiny of Health Committee

- 3.1 At the Scrutiny of Health Committee meeting on 14 December 2018, a paper was presented by the CCG and TEWV which had three options: 1) do nothing; 2) build new in-patient facilities in Harrogate; and 3) re-provide in-patient care elsewhere and invest in community services. The committee was also told that the only viable option was that of option 3. This preferred option was agreed by NHS England, the Clinical Senate for Yorkshire and Humber and the CCG Governing Body.
- 3.2 The Scrutiny of Health Committee raised a number of concerns with the commissioner and provider, as summarised below:
- It was not clear why the plan to build the new mental health in-patient facility at Cardale Park in Harrogate was paused and subsequently stopped
 - Investment in community-based services, particularly crisis care, is needed but some in-patient care will also be needed, particularly for older people with

advanced dementia or similar complex organic needs who cannot be cared for in other, community-based settings at all times

- How the transition from in-patient beds to community care is going to be managed.
- How all of the different in-patient and community mental health services fit together across North Yorkshire and York.
- The impact upon individuals, loved ones and carers associated with longer journey associated with visiting people in York or Darlington. Where people are reliant on public transport or community transport, this may prove to be a significant barrier.
- The impact upon the Wetherby population appears to have been overlooked.
- The impact of both a growing and an ageing population appears has been overlooked, particularly increases in local populations in Harrogate and Leeds associated with large scale house building.
- Questions were raised about the impact upon Yorkshire Ambulance Service and its ability to respond to the longer and more complex journeys that would result from the need to transport people from Harrogate and Wetherby to York.

3.3 The committee resolved to work with the NHS locally and scrutiny at Leeds City Council and the City of York Council to hold a joint health overview and scrutiny meeting in early 2019 to review the impact of the proposed changes across the whole area affected.

4.0 Joint Health Overview and Scrutiny meeting, 15 February 2019

4.1 The committee was made up of councillors from North Yorkshire County Council, City of York Council and Leeds City Council. The North Yorkshire County Councillors on the committee were: Jim Clark (Chairman), Liz Colling, John Mann and Zoe Metcalfe.

4.2 There were a number of issues identified and points of clarity gained during the course of the meeting, as follows:

- The decision to 'pause' to build the new mental health in patient facility at Cardale Park in Harrogate was taken by the Tees, Esk and Wear Valley NHS Foundation Trust
- A new mental health in-patient facility would not be built in Harrogate and the Cardale Park site would be used for an alternative health/social care purpose
- The overall number of mental health in-patient beds available in the county would reduce
- Every effort would be made to ensure that in-patient treatment was provided as close to home as possible
- Confirmation that 'out of area' meant out of the area covered by the Tees, Esk and Wear Valleys NHS Foundation Trust.

4.3 There remained some confusion as to what the impact of the changes would be upon the new 72 bed, mental health in-patient hospital that is currently under construction at Haxby Road, York. There were also some concerns about how the (system-wide) transition from in-patient treatment to enhanced community-based treatment would be managed.

4.4 The Joint Health Overview and Scrutiny meeting will be reconvened once the public engagement process by Tees Esk and Wear Valleys NHS FT and the Harrogate and Leeds Clinical Commissioning Groups has been completed and there is a better understanding of: 1) what the model of enhanced community mental health

care will be; 2) what the demand for in-patient beds will be; and 3) how the transition between in-patient care and enhanced community care will be managed.

- 4.5 In the interim, the Scrutiny of Health Committee will continue to receive updates from the commissioner and provider.

5.0 Scrutiny of mental health services

5.1 The North Yorkshire County Council Scrutiny of Health Committee has been scrutinising mental health service provision and commissioning in the county for the past 2 years. This has involved informal and formal meetings with commissioners, providers, service users and the voluntary and community sector. This extended scrutiny revealed that there had been a sustained period of underinvestment in mental health services in the county, the result of which has been that services in the county lag behind those provided in neighbouring areas, such as the Tees Valley and West Yorkshire.

5.2 It has been estimated that the current level of total spend on mental health services in the county is approximately 9% of total health spend as opposed to 12% in the Tees Valley. It is also clear that there are significant gaps in community-based service provision in the county, when compared to what is available in neighbouring areas.

6.0 Recommendation

6.1 That the committee notes the report and identifies any specific, local issues of concern that could be referred to the North Yorkshire County Council Scrutiny of Health Committee for consideration.

Daniel Harry
Democratic Services and Scrutiny Manager
North Yorkshire County Council
13 March 2019

Transforming Adult and Older Peoples' Mental Health Services in Harrogate and Rural District

1. Purpose

The purpose of this paper is:

To use the detail contained within the document: '*Transforming Adult and Older Peoples' Mental Health Services in Harrogate and Rural District – a case for change*' that can be found at <http://www.harrogateandruraldistrictccg.nhs.uk/6-december-2018/6-december-2018-item-84-mental-health-transformation/> to discuss with the Joint Health Overview and Scrutiny Committee North Yorkshire, Leeds and York the rationale and process undertaken to date to develop the preferred solution and seek support to proceed to consultation with stakeholders and the public on the options for an enhanced community mental health services model.

2. Background

Since the decision to pause the development on the Cardale Park site in July 2017, Tees, Esk and Wear Valley NHS Foundation Trust (TEWV) and Harrogate and Rural District Clinical Commissioning Group (HaRD CCG) have engaged with our patients, their families and carers, our staff and our partners to identify some of the main issues and priorities for specialist mental health services provided for patients in Harrogate and Rural District.

Our patients and the public have told us that we need to improve the responsiveness of services provided while remaining true to the principle of providing care and support close to people's homes, enabling them to remain at home as long as possible and continuing to put quality of care, patient and carer experience and patient safety at the heart of what we do.

The NHS Long Term Plan (2019) highlights the need for new and integrated models of primary and community mental health care to support adults and older adults with severe mental illness. It recommends that local areas should invest, redesign and re-organise core community mental health teams towards a new place-based, multidisciplinary service across health and social care aligned with primary care networks.

What we already know:

- With the rising prevalence of mental ill health and the associated health needs services cannot continue to be delivered in their current form;
- Service users tell us that they are dissatisfied with current services including the crisis response, particular out of hours;
- There is a lack of capacity and very limited range of community services;
- Current inpatient facilities that serve Harrogate and Rural District do not adequately meet the privacy and dignity needs of our patients;
- Building a stand- alone unit that meets CQC requirements would require staffing to be removed from the community teams.

Why do we need a case for change?

- A stand-alone unit would not be clinically viable from a clinical quality, safety and workforce availability perspective.
- Referral and contact rates for adults and older people from Harrogate are some of the highest in the Trust, again greater than the level of need indicates.
- Services need to be more recovery focussed and support people to stay well.

- There are more admissions to mental health inpatient beds from the local population than the level of need would indicate.

The case for change fully describes why and how we wish to transform the way in which mental health services for adults and older people in the Harrogate and Rural District are provided and this has been reviewed by independent clinical experts in the Yorkshire and Humber Clinical Senate who fully support the proposal.

3. Update on work undertaken to date

Using the information we received in the pre engagement and engagement phase of this project we developed a range of possible solutions that described ways in which we could develop safe and sustainable services into the future for our local population. We have worked through the range of potential solutions to identify those that best meet the four locally identified essential criteria that have underpinned this work, to ensure:

- Services are designed around effective clinical pathways
- People are cared for as close to home as possible
- Care is delivered in a way that supports recovery and builds resilience
- Services are both clinically and financially sustainable for the future

Within the development of these solutions, we have considered the wider needs of people who experience mental health problems, for example those with long term conditions, learning disabilities and dementia, frailty and social isolation and their carers. We have thought about how we can ensure that the physical and mental health needs are met and how we can work with partners in adult social care, the wider community, primary care teams and the voluntary sector to integrate the support and care people with mental health needs require in a timely and clinically effective manner.

Importantly we have also looked at how we can support wider work to prevent mental illness, intervene early when further support is needed and ensure easy access to a responsive specialist community service.

The solutions that we developed and considered are:

- Solution 1: Do Nothing.
- Solution 2a: Build new like for like inpatient unit as a stand-alone mental health acute assessment and treatment facility in Harrogate.
- Solution 2b: Build a new hospital that provides full EMSA* and privacy and dignity standards on the Cardale Park site.
- Solution 3: Invest in an enhanced community service model which will enable a reduction in the number and utilisation of inpatient beds and re-provides inpatient care from a specialist facility.

* EMSA – eliminating mixed sex accommodation

The detail of these solutions can be found in the Case for Change document <http://www.harrogateandruraldistrictccg.nhs.uk/6-december-2018/6-december-2018-item-84-mental-health-transformation/>

Through a lengthy process of solution development, it became clear that the only viable solution that could meet the essential criteria and provide an effective response to what the engagement process told us was important to members of our community was solution 3.

The aim of solution 3 will be to enhance the level and intensity of community services in order to reduce the need for people to be either admitted to or have extended stays in hospital and

where hospital admission is required, for this to be provided from state of the art specialist facilities.

In summary by implementing this solution we will be able to:

- Improve specialist mental health services delivered to people in Harrogate and the surrounding areas
- Increase capacity in community teams to allow them to support joint working with other teams such as Local Authority and voluntary sector staff and primary care
- Develop specialist in-patient facilities
- Combined with the Local Authority look at providing a model for step up and step down care for people with dementia
- Improve timely access to services that will support people before they reach a point of crisis
- Provide community alternatives to a place of safety within Harrogate to support people if a crisis does arise
- Continue the work that is already underway to address any issues that relate to a reduction in Section 136 provision across North Yorkshire and York.

4. Next Steps

At the beginning of December 2018 Harrogate and Rural District CCG Governing Body approved the recommendation to proceed with implementation of Solution 3 and to work in partnership with TEWV to carry out further consultation with the public, service users, their families and carers and clinicians to develop the options for an enhanced community model for provision of specialist mental health services in Harrogate and Rural District.

A consultation strategy is now being developed to outline how over the next 12 weeks we will consult and co-produce the next stage of the work with service users, their families and carers, members of the public, clinical staff and other key stakeholders.

Governing Body, TEWV Trust Board and Overview and Scrutiny committee will continue to receive updates as this work progresses.

Following a minimum of 12 weeks consultation TEWV Trust Board and HaRD CCG Governing Body will receive a report on the findings and a proposal which will include a detailed implementation plan to progress with the recommended changes to the community model.

5. Recommendations

For Joint Health Overview and Scrutiny Committee to consider and comment on the proposal to now consult with our patients, their families and carers, our staff and our partners on the options for the enhanced community model in Harrogate and Rural District and Wetherby.



**North Yorkshire County Council
Harrogate and Knaresborough Area Constituency Committee
21 March 2019
Briefing on changes to Hyper Acute Stroke Services in Harrogate**

1.0 Purpose of Report

- 1.1 To update the committee on changes to the provision of hyper acute stroke services in Harrogate and the surrounding area.

2.0 Background

- 2.1 In the summer and autumn of 2018, the North Yorkshire County Council Scrutiny of Health Committee scrutinised proposals by Harrogate and Rural District Clinical Commissioning Group and Harrogate and District NHS Foundation Trust to move hyper acute stroke services from Harrogate Hospital to York and Leeds. At the meeting on 14 December 2018, the Scrutiny of Health Committee agreed to support the proposed changes, based upon the evidence that had been submitted. The relevant extract from the minutes of the committee meeting and the report that was submitted to the committee, are in Appendix 1 and 2 respectively.

- 2.2 The changes to hyper acute services will come into effect as of April 2019.

3.0 New service model

- 3.1 At present, hyper acute stroke services are provided at Harrogate District Hospital. Each year, the service treats about 300 people. This is significantly below the clinical minimum of 600 for such as a service.

- 3.2 The hyper acute service currently provided at Harrogate District Hospital has also been impacted by workforce shortages and has relied on one stroke consultant supported by neurology and acute medicine.

- 3.3 The new model for the provision of hyper acute stroke services to the population of Harrogate and the surrounding area will be as follows:

- Suspected strokes will be transported by Yorkshire Ambulance Service to either York Teaching Hospital or Leeds Teaching Hospital, bypassing Harrogate District Hospital
- Patients will be taken to the stroke centre that is nearest
- Any patients who self-present with suspected stroke at Harrogate District Hospital will be taken to Leeds Teaching Hospital
- Leeds Teaching Hospital will take on an additional 210 confirmed strokes and 100 mimics per year
- York Teaching Hospital will take on an additional 80 confirmed strokes and 40 mimics per year
- Patients will be transferred back to Harrogate District Hospital as soon as possible and most likely within 72 hours
- Patients will receive rehabilitation through the existing rehabilitation services at Harrogate District Hospital or go straight home and receive community-based rehabilitation support.

3.4 The new of service provision was approved by the Yorkshire and Humber Clinical Senate and the National Clinical Director for Stroke. No options were considered to be clinically suitable.

3.5 At their meeting on 14 December 2018 the Scrutiny of Health Committee agreed that, as this was the only viable option for the long term provision of hyper acute stroke services for people of Harrogate and the surrounding area, there was no need for a full public consultation.

4.0 Follow up

4.1 The Scrutiny of Health Committee will maintain a watching brief on the new service model and will receive formal reports from Harrogate and Rural District Clinical Commissioning Group and Harrogate and District NHS Foundation Trust on a six monthly basis for the first 18 months. This will allow the performance of the new service model to be assessed, along with any unintended consequences.

5.0 Recommendation

5.1 That the committee notes the report and identifies any specific, local issues of concern that could be referred to the North Yorkshire County Council Scrutiny of Health Committee.

Daniel Harry
Democratic Services and Scrutiny Manager
North Yorkshire County Council
13 March 2019

Appendix 1 – extract of the minutes of the meeting of the North Yorkshire County Council Scrutiny of Health Committee on 14 December 2018.

73. Hyper acute stroke services at Harrogate District Hospital

Considered -

The report of Joanne Crewe, Mikki Golodnitski and Bruce Willoughby from Harrogate and Rural District Clinical Commissioning Group and Dr David Scullion from Harrogate District Hospital regarding the changes to hyper acute stroke services at Harrogate District Hospital.

Mikki Golodnitski introduced the report and the key points are as summarised below:

- Hyper acute stroke will transfer from Harrogate Hospital to Leeds and York Hospitals, with subsequent rehabilitation services being provided at Harrogate Hospital, as of April 2019
- Evidence shows that people who receive care in hyper acute stroke units that see a minimum of 600 new admissions per year have better outcomes, even if the initial travel time is increased
- Harrogate currently sees on 300 a year
- Patients will be repatriated quickly, usually within 72 hours
- There is capacity in Leeds to pick up the anticipated additional 200 cases per annum
- Further work on communication and engagement is planned.

Daniel Harry noted that this was the first time that this item had come to a formal, public meeting of the committee. Previously discussions had taken place at the Mid Cycle Briefing, which is a private and meeting of the Chair, Vice Chair and Group Spokespersons.

County Councillor Jim Clark stated that he had been involved in this change of service for some time and that all aspects had been thoroughly reviewed. He noted that a public consultation was not required as this was the only viable option available to the commissioners.

County Councillor Jim Clark asked for a view from the committee as to whether they endorsed this change to hyper acute services in Harrogate. There was unanimous support.

Resolved -

- 1) Thank all for attending
- 2) The committee supports the changes to hyper acute stroke services at Harrogate District Hospital.

**Appendix 2 – report considered at the North Yorkshire County Council Scrutiny
of Health Committee on 14 December 2018.**

**Changes to hyper acute stroke services in Harrogate District
Update briefing for North Yorkshire Scrutiny of Health Committee
14 December 2018**

1. Introduction

The purpose of this paper is to:

- Describe the progress that has been made with regards to future hyper acute service delivery.
- Provide an update on the communications plan.
- Describe the next steps in the process.

2. Background

On 27 July 2018 and 02 November 2018, the need to develop a new and sustainable model of hyper acute service delivery for the population served by Harrogate District Hospital, in order to achieve the best possible outcomes for people was discussed at Scrutiny of Health Committee mid cycle briefings.

In summary this reflected the following:

Due to the size of the catchment population, the service admits in the region of 300 new patients per annum. This is below the nationally accepted best practice threshold of a minimum of 600 new patients per annum, which has been endorsed by the National Clinical Director for stroke, through the Yorkshire and Humber Clinical Senate and the West Yorkshire and Harrogate (WYH) Stroke Task and Finish Group. This was identified as the main driver for change.

Despite numerous attempts at recruitment, the service has largely relied on a single handed stroke consultant supported by neurology and acute medicine. The support from these colleagues will not be available beyond April 2019.

Other workforce shortages and CT down time over the past year have at times resulted in short term diverts being put in place to other services (York and Leeds).

The 7 day standards, which are intended to ensure equitable access to care for all patients regardless of the time of day or week, cannot be met with the current available workforce.

The Committee has supported the need for a new service model, where patients would access hyper acute care at specialist centres (Leeds and York) but continue to receive rehabilitation close to home.

The Committee has also agreed that as this is the only viable option for the long term provision of hyper acute stroke services for people of Harrogate and the surrounding area, there was no need for a full public consultation.

3. Update on work undertaken to date

The West Yorkshire Association of Acute Trusts (WYAAT) is leading a piece of work to support the development and delivery of a sustainable model of hyper acute services for people who live in Harrogate and Rural District.

The partnership approach includes:

- Harrogate and Rural District Clinical Commissioning Group (HaRD CCG)
- Harrogate and District NHS Foundation Trust (HDFT)
- Yorkshire Ambulance Service (YAS)
- The Leeds Teaching Hospitals NHS Trusts (LTHT)
- York Teaching Hospital NHS Foundation Trust (YTHFT)
- West Yorkshire & Harrogate Health and Care Partnership (WY&H HCP) Stroke Programme

In June 2018 around 20 possible options for future service delivery were identified. These options were reviewed for clinical and operational deliverability and safety to identify a smaller number of options for more detailed options. The options appraisal was completed with input from all the partners listed above.

From the options appraisal, a preferred model has been identified by the partners :

- Hyper acute stroke service at Harrogate District Hospital will cease and instead suspected strokes will be transported by Yorkshire Ambulance Service (YAS) to either York Teaching Hospital (YTHFT) or Leeds Teaching Hospital (LTHT).
- Patients will be taken to the stroke centre that is nearest in terms of travel time.
- Any patients who self-present with suspected stroke at HDFT will be taken to LTHT.
- Under the proposed model it is expected that in the region of 210 confirmed strokes and 100 mimics will receive their initial care at LTHT and 80 confirmed strokes and 40 mimics will receive their initial care at YTHFT.
- Following receipt of hyper acute care, patients will be repatriated to HDFT as soon as possible, likely within 72 hours.
- Patients will receive rehabilitation through the existing rehabilitation services at HDFT or go straight home and receive community-based rehabilitation support.

This model has been approved by the Yorkshire and Humber Clinical Senate and the National Clinical Director for Stroke.

Work to develop detailed operational planning has commenced. The working group meets regularly to discuss progress, identify any risks and agree mitigating actions and next steps. The plan is to implement the new model from early April 2019. Until then hyper acute stroke services will continue to be provided at HDFT. **A high level**

action plan, updated following the November meeting of the working group and highlighting progress against each action, is included at Annex A.

All providers have developed costed implementation plans to inform their combined business case. An agreed costing model has been used to make sure that a fair means of sharing the available resources between providers can be found. Discussions to agree how the available resources can be fairly split between providers are being arranged.

Further engagement work has also been carried out with colleagues at York Hospital to mitigate concerns about impact on operational delivery.

This work has been consistent and in parallel with the review of hyper acute and acute stroke services which has been completed across WY&H Health and Care Partnership (HCP). Working together on the WY&H HCP footprint has enabled us to ensure sustainable care is delivered to the national best practice standard to a broader population, including the residents of Harrogate and Rural District. There has been comprehensive engagement on the delivery of hyper acute services in the region with health and care partners, local and regional decision makers and members of the public and volunteer and community sectors. **More details of past engagement can be found in Annex B.**

It is important to note that working with community care services is an important part of our work. If we are to rehabilitate people back into their communities after the first 72 hrs of specialist stroke support, as close to home as possible, having the right local care in place so people make a good recovery is essential.

4. Communications

We will ensure an agreed approach to communications as we implement changes for Harrogate District and keep Scrutiny of Health Committee and other stakeholders updated.

Communications objectives

To ensure:

- Information supports a seamless transition to a new approach for serving Harrogate District patients who experience stroke and require treatment in a hyper acute stroke unit.
- Patients, their families, and carers know what to expect from stroke services.
- Transparency with the wider public about why these changes are being made.
- Impacted health and care staff understand the changes and what they mean for them.
- Clear and consistent information about the revised approach, the reasons for it and the benefits it will provide.

Audiences

- Patients, their carers and families
- HDFT staff at all levels
 - Board
 - Governors and Members
 - Staff directly affected
 - Trust-wide staff
- LTHT staff
- YTHFT staff
- Local, regional and national political leaders
- Local and regional media
- Local volunteer and community services
- Yorkshire Ambulance Service (YAS)

Key messages

- Evidence shows that people who receive care in hyper acute stroke units that see a minimum of 600 new admissions per year have better outcomes, even if the initial travel time is increased. The stroke unit at Harrogate District Hospital does not meet this threshold, nor is it ever likely to.
- NHS hospital trusts, ambulance services and commissioners have been working cooperatively together to develop a new model of hyper acute stroke services consistent with recommended clinical best practice.
- Under the new model, patients requiring hyper acute stroke care will be taken directly by ambulance to a larger hyper acute stroke unit in order to ensure that the treatment they receive is both timely and effective. It is likely that this will be either Leeds or York, whichever is nearer. Patients will be transferred back to Harrogate District Hospital as soon as possible after initial treatments where they will receive their ongoing rehabilitation care locally.
- While patients may receive hyper acute treatment at neighbouring hospitals they will be repatriated quickly, usually within 72 hours. We hope that speedy repatriation will help minimise impact on carers and families when a loved one suffers a stroke.
- Changes in Harrogate District apply to hyper acute stroke services only. Rehabilitation services will continue to be provided in the existing rehabilitation services at HDFT or in the community.
- To help inform our way forward, over the past couple of years extensive public engagement with more than 2,000 people has taken place including with people who have had a stroke, their carers, community organisations and health professionals.

Approach

We anticipate the new approach to delivering hyper acute stroke services for Harrogate District will be implemented from early April 2019.

We will ensure that communications and engagement activities are aligned with, and fully integrated into, the local operational implementation plans.

Activities will include:

Audience	Engagement	Progress	Lead
Patients, their carers and families	Communications from a clinical perspective for patients, their carers and families will be integrated into the operational implementation plan. Develop patient and public facing materials which outline stroke services under the new model Update HDFT website to reflect new approach to stroke provision: https://www.hdft.nhs.uk/services/stroke/	HDFT and HARD CCG comms lead meeting in December to firm up plans to develop public facing materials	HARD/HDFT
HDFT staff at all levels	Briefing sessions will take place for HDFT staff. These will be integrated into the implementation plan.	Staff aware of changes. Formal briefing sessions to begin from January.	HDFT
LTHT staff	Briefing sessions will take place for LTHT staff. These will be integrated into the implementation plan.	Staff aware of changes. Formal briefing sessions to begin from January.	
YTHFT staff	Briefing sessions will take place for YTHFT staff. These will be integrated into the implementation plan.	Staff aware of changes. Formal briefing sessions to begin from January.	YTHFT
Local, regional and national political leaders	Local, regional and national leaders are aware of the current direction of travel for hyper acute stroke services in Harrogate District. We will provide further briefings as the proposals develop and timescales for transition emerge.	Ongoing communication through the WY OSCs and with WYAAT senior leadership, Monthly briefing to NHSE. YH Clinical Lead has updated the National Clinical Director and awaiting further advice re updates to the YH Senate.	HaRD CCG & HDFT

Local and regional media	We will provide briefing to local and regional media to ensure full transparency about the new approach in Harrogate District. This will set out the reasons for the new approach and the benefits which it will deliver.	Background conversation held in response to query from Look North. Joint statement between HARD CCG and HDFT prepared in case of media interest. Shared with Harrogate Advertiser in response to query. Proactive briefing to be released in March.	The lead spokesperson will be a consultant/clinical medic/CCG GP lead
Local volunteer and community services	We will brief the volunteer and community services community through the Harrogate and Ripon CVS newsletter (which reaches about 900 subscribers). [TBC: briefing session for interested individuals and organisations e.g. hosted by the local Stroke Association. ¹]	To be drafted in Feb/March	HARD CCG/HDFT

5. Next steps

Continue to work with stakeholders to ensure that the service change is managed in a safe and timely way, with any risks identified and mitigated.

Complete financial discussions

Continue to implement the communication and engagement plan.

¹ Stroke Association, Regional Centre, Unit 7, Killingbeck Court, Leeds, West Yorkshire, LS14 6FD, Telephone Number: 0113 2019 780

Annex A – High level action plan: updated Dec 18.

Trust	Action and progress	Completion date
YTHFT	Action: Full Impact Assessment for ED, CT and Acute medical services to be undertaken and appropriate mitigating actions agreed. Progress: YTHFT are confident of being able to manage the service development and are awaiting completion of financial discussions before commencing recruitment. Only minor equipment purchase required.	Completed
HDFT	Action: TIA-process for referring patients to Leeds and York at weekends. Progress: Discussions are underway with LTHT and confirmation of process expected in December	31 Dec-18
HDFT, YAS and LTHT	Action: Procedure for transferring patients that self-present at HDFT to LTHT Progress: In development and on track for completion in December	31 Dec-18
HDFT	Action: Communication with relevant parties Progress: Separate communication and engagement plan contained in body of the paper	Ongoing
HDFT	Action: Cover of thrombolysis rota Dec-March within HDH Progress: HDFT recruiting to a post that will cover this until the end of March 2019.	Completed
YTHFT	Action: Development and Agreement of Internal Business Case Progress: Awaiting completion of financial discussions	31 Dec 18
All	Action: Trusts to develop financial approach and agree with CCG. Progress: Trusts working on the approach and a meeting is scheduled for December	31 Dec 18
HDFT	Action: Stroke repatriation policy agreed Progress: WYH Stroke Repatriation Policy has been updated to include comments from providers. Final approval from commissioners pending.	Jan 19
HDFT	Action: Procedure for transferring patients who have had a stroke that occurs in HDFT to LTHT Progress: In development and on track for completion in January.	Jan-19
LTHT	Action: Reconfiguration work to accommodate additional HASU beds and capacity Progress: LTHT stroke team are working with local commissioners to shore up the Community services in order that more patients can be pulled from the bed base	March 19
YTHFT	Action: Reconfiguration / Minor works to current Stroke Unit to accommodate the additional HASU Bed and capability	March-19

	Progress: YTHFT Feasibility work commencing in December.	
YTHFT<HT	Action: Procurement of required additional Equipment Progress: Equipment needs identified and on track to procure in time	March-19
LTHT &YTHFT	Action: Recruitment process for additional Nursing staff- as above Progress: Additional staffing numbers identified. Recruitment to commence upon completion of financial discussions	March 19
LTHT & YTHFT	Action; Recruitment process for additional Therapy staff- as above Progress: Additional staffing numbers identified. Recruitment to commence upon completion of financial discussions	March 19
LTHT &YTHFT	Action: Recruitment process for additional medical cover(LTHT)/ stroke consultant (YTHFT) Progress: to commence in December 18.	March 19
HDFT	Action: HDFT consultant to withdraw from regional telemedicine rota and join the Leeds and York thrombolysis rota Progress: Notice given to regional rota and staff working through transition period between January and March	03 April 19
YAS	Action: Procurement process for private ambulance capacity to support reconfiguration from 03 Apr 19 Progress: Needs identified and costings shared with CCG	03 April 19
HDFT	Action: Cease stocking Alteplase on site	03 April 19
YAS	Action: Procurement/recruitment process for in house capacity to support reconfiguration in the long term Progress: Needs identified and costings shared with CCG	Ongoing
ALL	Implement new model	03 April 19

Annex B - Engagement

There have been a number of engagement exercises to inform this work, largely carried out within the context of the WY&H HCP review of specialist stroke services.

In 2017 Healthwatch was commissioned to lead engagement work about the sustainability of quality stroke services and reducing the incidence of stroke wherever possible across West Yorkshire and Harrogate. The engagement work involved asking people how stroke services could be further improved to make sure they are fit for the future.

Harrogate and Rural District engagement included:

- Ninety-nine survey responses from people who live in Harrogate District.
- Healthwatch North Yorkshire met with exercise groups, attended outpatients, stroke units and held an event for the VCS. During these activities they spoke to 62 people:

event	participants
Harrogate Exercise with Parkinson's class – presentation and discussion	8
Harrogate Exercise after Stroke class – presentation and discussion	18
Harrogate Outpatients Ward, Harrogate Hospital – one to one conversations	15
Harrogate Oakdale Ward (Stroke, Neurology, Oncology and Haematological conditions) Harrogate Hospital – one to one conversations	5
Harrogate Exercise after Stroke class – presentation and discussion	10

- Activity undertaken to raise awareness
 - GP newsletter 50+
 - Staff briefings 40 at HaRD CCG and 112 at HDFT
 - Staff bulletin 4,000 at HDFT
 - Social media
 - HaRD CCG - Near 7000 Twitter and Facebook posts shared on local community group pages with over 35,000 followers
 - HDFT – 1,500 views of Twitter posts and 1,600 Facebook reach
 - Website stakeholder newsletter - NHS Staff, public health leads, local authority 4,500 (HaRD CCG) and 400 (HDFT)
- Harrogate District workshop March 2018 (in Pannal) – engagement on draft criteria 8 people participated at workshop, from:
 - Harrogate and Rural District CCG
 - Carers Count
 - Patient partner of Harrogate and Rural District CCG
 - A carer
 - Practice nurse
 - Rees fitness

North Yorkshire County Council

Harrogate and Knaresborough Area Constituency Committee

Minutes of the meeting held on Thursday 8 November 2018 at 9.30 am at the Cairn Hotel, Ripon Road, Harrogate

Present:-

Members:-

County Councillor John Mann (in the Chair); County Councillors Philip Broadbank, Jim Clark, Richard Cooper, John Ennis, David Goode, Michael Harrison, Paul Haslam, Don Mackenzie, Zoe Metcalfe, Cliff Trotter, Geoff Webber and Robert Windass

In Attendance:-

County Councillor Andy Paraskos (Member of the Selby and Ainsty Area Constituency Committee)

Officers:- Barrie Mason (Assistant Director, Highways and Transportation), Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport), Ian Marr (NYnet Project Manager), Daniel Harry (Democratic Services and Scrutiny Manager) and Ruth Gladstone (Principal Democratic Services Officer)

Approximately 100 members of the press and public

Copies of all documents considered are in the Minute Book

17. Chairman's Announcements

The Chairman welcomed everyone to the meeting.

18. Minutes

The Chairman advised that all decisions made at the Committee's meeting on 30 August 2018 had been, or were in the course of being, implemented. He added that he was in contact with Richard Webb (Corporate Director of Health and Adult Services) to identify a process for dealing with County Councillor Paul Haslam's request for the circulation of figures and information regarding future projections for adult social care in the Harrogate and Knaresborough constituency area.

Resolved -

That the Minutes of the meeting held on 30 August 2018, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

19. Declarations of Interest

In respect of the item of business relating to Harrogate Congestion Study:-

- County Councillor Paul Haslam highlighted that he lived on Bilton Lane in Harrogate. He reported that he had been granted a dispensation, by the County Council's Monitoring Officer (under delegated powers), to enable him to speak at meetings when the Committee is considering business relating to the Harrogate Congestion Study until the date of the next local elections in 2021. However, the dispensation did not permit County Councillor Haslam to vote on such business. The dispensation had been granted because it was in the interests of persons living in the Authority's area and granting the dispensation was appropriate.
- County Councillor Philip Broadbank advised that his brother lived in Forest Moor Road. That did not constitute a disclosable pecuniary interest in respect of Harrogate Congestion Study and therefore he was able to speak and vote. However, he wished to announce, for the purpose of transparency, that his brother lived in Forest Moor Road.

20. Public Questions or Statements

Ten members of the public addressed the meeting to ask questions or make statements, all of which related to Harrogate Congestion Study. The questions and statements reflected a variety of different views. Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport) responded to each question and statement.

The text of each question and statement, together with each response, is set out in the Appendix to these Minutes.

21. Harrogate Congestion Study – Options Assessment Report Addendum Findings

Considered –

The report of Corporate Director – Business and Environmental Services which sought comments from Members of the Committee, for submission to the County Council's Executive, for the Executive to take into consideration on 15 January 2019 when it was due to take a decision on which, if any, packages to put to public consultation to tackle the problem of traffic congestion in Harrogate and Knaresborough.

The report included detail of the work undertaken since December 2017 when the former County Area Committee for the Harrogate District had considered this matter. Other content of the report included information about two packages which were emerging as the strongest, namely:-

- Package B – Demand management and behaviour change
- Package E(iii) – Highway operational improvement and sustainable transport, with urban realm improvements plus inner south relief road alignment without a link to Bilton Lane

Barrie Mason (Assistant Director, Highways and Transportation) introduced the report and, together with Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport), responded to a number of questions from Members.

Members expressed the following comments:-

- All Members who expressed a view about whether the County Council should undertake public consultation on packages B and E(iii) thought that such public consultation should be undertaken. However, they gave differing reasons why they felt that way, namely:-

- Congestion was the issue of greatest concern to many Harrogate residents, particularly in view of the number of new homes which were now being built in Harrogate. Undertaking public consultation would enable the County Council to obtain the views of all residents.
- The County Council had a responsibility to tackle the problem of traffic congestion and it was therefore correct to ask the public for their views.
- It was democratically correct for the public to be consulted so that everyone could be asked for their views.
- Undertaking public consultation on both packages B and E(iii) was necessary, under Department of Transport rules, to secure funding to deliver sustainable options, ie package B.
- County Council committees had been discussing, for many years, how to tackle traffic congestion in Harrogate and undertaking public consultation now was a way of ruling out, without further delay, road building options.
- Members expressed support for the inclusion of park and ride and bus priority measures within package B. Officers emphasised that any park and ride facilities would have to be part of the overall car parking regime. In addition, park and ride facilities would have to be made more attractive than other modes of transport, ie quicker and/or cheaper, otherwise people would not use park and ride. This might mean taking road space currently used by cars, and giving park and ride buses priority at traffic signals. A Member expressed concern that the County Council might want park and ride facilities to operate at a profit.
- Several Members expressed a personal preference for package B, rather than package E(iii), due, in particular, to the environmental impact which a relief road would have on the Nidd Gorge. They highlighted, however, that the remedy lay in individuals' own hands. Members commented that package B, ie sustainable measures, would not be easy because such measures would require, for example:- people to get out of their private cars and use public transport; higher prices for parking; a reduction in the number of parking spaces; and creating car parks on green fields at park and ride points.
- The written material used as part of any public consultation must be well drafted and balanced.
- Several Members criticised the lack of a detailed map to show the routes of the relief road alignments. They questioned how members of the public could respond to any consultation without knowing the routes. The officers responded that only indicative alignments had been prepared to date, as set out in the report to today's meeting, and that it was not intended, at this stage, to do more detailed mapping or highway design work. The officers explained that the routes were intended to be indicative only and that at least one might not be progressed further. They also explained that, if draft indicative alignments were published, this could lead to potential planning blight and could also lead to unnecessary concern for property owners on or near the potential routes even though they might never be built.
- County Councillor Paul Haslam (local Member) highlighted that he would be producing his own notes for the Executive to consider. However, in the meantime, he expressed several criticisms of the work undertaken and the content of, and omissions from, the Consultants' report. In particular, he

criticised the work undertaken for not taking account of reports which showed that new road building would increase traffic by 10% in the short term and by 20% in the long term. The officers responded that they anticipated that any relief road would be single carriageway. Another Member emphasised that by-passes created more problems in the longer term eg southern Knaresborough was regularly affected by traffic backing-up from the A1.

- A few Members questioned the decision, of the workshop held in May 2018, to give no further consideration to the possible measures of parkway stations and new rail halts. The officers explained that the workshop had felt such measures did not warrant further consideration due to very high costs and deliverability issues which would potentially render delivery unfeasible. In addition, new rail halts would potentially impact on the current operation and timetabling of existing services.
- It was confirmed that any relief road taken forward would include a Killinghall bypass.

Resolved –

That the comments made by County Councillors during consideration of this item of business be forwarded to the County Council's Executive.

22. A1(M) Junction 47 Improvement – Progress Update

Considered –

The report of the Corporate Director – Business and Environmental Services which provided an update on the progress of the A1(M) junction 47 improvement scheme.

It was reported that works to improve safety and capacity at this junction had been due to commence in spring 2017. However, in early 2017, planning approval had been given for a development at Flaxby Park, to the west of junction 47. As part of the consent, the developer was required to deliver a further package of improvements at junction 47. It had therefore been decided to delay the County Council's scheme in order to explore combining it with the developer works. Following lengthy discussions, agreement had now been reached on the funding profile and the necessary legal agreement was being progressed. The developer funded contribution was due to be transferred to the County Council in January 2019. This would enable detailed design of the combined scheme to commence in February 2019, with a start on site in October 2019 after the UCI World Road Cycling Championship 2019. In the interim, Highways England, due to concerns about backlogs onto the A1(M), were considering the installation of temporary signals at junction 47 until the full scheme was implemented.

Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport) introduced the report and responded to Members' questions. Members commented that they were pleased that this junction was being improved and that the industrial park was contributing financially to the junction improvements.

Resolved –

- (a) That the report be noted.
- (b) That a further update be requested for a year's time.

23. Harrogate to York Railway Enhancement Update

Considered –

The report of the Corporate Director – Business and Environmental Services which provided an update on the progress of the project for the Harrogate to York railway service enhancements.

The following information was included in the report:- infrastructure improvements would be made using grant of up to £9.6m approved by the YNYER LEP, together with a further £2.9m agreed in principle from County Council resources, to increase the frequency of the Harrogate to Leeds service and the Harrogate to York service; changes to rail franchises and the consequent introduction of newer more modern rolling stock in place of the old ‘pacer’ trains, together with the introduction, likely from 2019, of 6 additional trains per day in each direction between London and Harrogate; and patronage figures which showed that the Harrogate line had four of the ten busiest stations in North Yorkshire.

Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport) introduced the report and responded to Members’ questions.

The Chairman advised that County Councillor Paul Haslam had received further information. Andrew Bainbridge offered to arrange for that further information to be emailed to all Committee Members but urged that that information must be treated with caution because it was best information available to County Council officers. However, as the County Council had no direct role or responsibility for rail infrastructure or services, the information did not take account of commercial considerations or Department for Transport plans, neither of which were available to the County Council.

Andrew Bainbridge undertook to contact County Councillor John Ennis after the meeting with regard to County Councillor Ennis’s query relating to the time of the last train from York to Harrogate.

Resolved –

- (a) That the report be noted.
- (b) That a further update be requested for a year’s time.
- (c) That arrangements be made for the information which has previously been supplied to County Councillor Paul Haslam to be also emailed to all Committee Members.

24. Superfast North Yorkshire – Update

Considered –

The report and addendum from Superfast North Yorkshire which provided an update on the impact, in the Harrogate and Knaresborough constituency area, of the objective of delivering superfast broadband capability.

It was reported that, of the 52,454 premises in the Harrogate and Knaresborough Constituency area, 83% were already covered, or would soon be covered, by the private market ie either Openreach or Virgin Media. A further 13% of premises in the Constituency area had been provided with superfast broadband connectivity by virtue of Superfast North Yorkshire’s work under Phase 1 or Phase 2. The remaining 2,582 (4%) of premises in the Constituency did not currently have access to superfast broadband. Of those, 574 (1%) were currently in the Phase 3 deployment plan. The remaining 2,008 (3%) remained “under consideration”, along with all other properties across North Yorkshire which comprised the Intervention Area but were not yet

receiving superfast broadband. Information about the Phase 3 contract was set out in the report and addendum.

Ian Marr (NYnet Project Manager) introduced the report and responded to Members' questions.

Resolved –

- (a) That the report be noted.
- (b) That a further update be requested for a year's time.

25. Work Programme

Considered -

The Work Programme for the Committee to consider, develop and adopt.

Daniel Harry (Democratic Services and Scrutiny Manager) confirmed that the Work Programme should be regarded as a constantly changing document, being amended following discussion by the Chairman, Vice-Chairman and the Principal Democratic Services Officer to reflect changing circumstances. He encouraged the Committee to act strategically and to avoid receiving reports for information which did not require a discussion at an Area Constituency Committee meeting and instead could be dealt with at a Seminar, by email, or at an informal meeting. He also suggested that, as a rough rule of thumb, the Committee should aim to scrutinise only two items at each meeting.

The Chairman suggested that some of the business currently scheduled for the meeting to be held on 21 March 2019 needed to be deferred or handled in some other way. Suggestions were discussed and agreed and are recorded in the Resolution below.

The Chairman advised that he would consider, outside this meeting, the suggestions which County Councillor Paul Haslam had submitted to him previously and would get back in touch with County Councillor Haslam.

County Councillor Jim Clark suggested that there might be one meeting dedicated to health matters, including the Government's Adult Social Care Green Paper, proposals to local change stroke services, and the consultation on a mental health inpatient hospital build.

County Councillor Geoff Webber suggested that the subject 'building of affordable housing' should be changed to 'building of social housing' and should be deferred to the Committee's meeting on 13 June 2019. He also advised that he hoped to receive information from his organisation soon.

Resolved –

- (a) That, of the business currently scheduled for the 21 March 2019 meeting:-
 - Stronger Communities be deferred to a later meeting.
 - The annual session on 'place' be deferred to a later meeting.
 - Harrogate Traffic Congestion Study remain scheduled for the 21 March 2019 meeting.

- Government Adult Social Care Green Paper be either considered at the Committee's meeting on 21 March 2019 or be progressed by email in the event of time constraints.
 - 'Building of Affordable Housing' be changed to 'building of social housing' and be scheduled for consideration at the Committee's meeting on 13 June 2019.
 - The consultation about a mental health inpatient hospital build be scheduled for whichever meeting is held during the consultation period and that it be noted that this consultation might not take place until after the May 2019 elections.
- (b) That Harrogate Hospital Acute Services be added to the Work Programme because the Committee may be invited to comment on such proposals.
- (c) That the Chairman, Vice-Chairman and Principal Democratic Services Officer jointly consider suggestions made during this debate and make the necessary changes to the Committee's Work Programme.

The meeting concluded at 12.30pm.

RAG

APPENDIX TO THE MINUTES

Item 4 – Questions and statements from members of the public made at this meeting and NYCC officer responses provided at the meeting

1. Councillor Phil Ireland (Harrogate Borough Council's Cabinet Member for Sustainable Transport) - Statement

Thank you chair for the opportunity to speak. In my position as Cabinet Member for Sustainable Transport for Harrogate Borough Council I see and actively promote the opportunities for increasing the mode share of walking, cycling and public transport. To help support this we run the Harrogatecarshare.com liftsharing platform, have worked collaboratively with Transdev on projects to improve the quality of bus services and are contributing a six figure sum to the Otley Road cycleway. We are also looking to launch a car sharing scheme in the district and are actively pursuing the opportunity to deliver a quality, segregated cycle route between Harrogate and Knaresborough amongst other initiatives.

Further improving the networks for walkers, cyclists and public transport users should be a priority both in the short and long term and I would hope the local community sees the importance of this regardless of whether it is intertwined with a relief road proposal or not.

Through our work on developing transport evidence to support the now submitted local plan we have established that a relief road will not be required to deliver the proposed growth for Harrogate District until after 2035. That said; there will be existing highway network issues to solve and the future of travel is uncertain over such a long timeframe. Whilst I would prefer us all to be looking at major transport schemes specifically to support development to 2035 at this time and ensure that any developer schemes are capitalised upon to secure external funding as with the West Harrogate NPIF work. I appreciate the intention to address existing congestion in Harrogate and Knaresborough.

The big question we are all faced with is how to do this? Naturally in my role my inclination is that this could be achieved through sustainable transport measures and it is accepted that a level of demand management will be also required to shift the high volume of short local trips from car to sustainable modes. It is therefore welcoming to see a package based on this scenario tabled for consultation. However, it is also accepted that highway construction is a potential option, an option many do not like but an option nonetheless. The work undertaken so far effectively shows that an inner relief road alignment would only act as corridor relief for Wetherby Road and Skipton Road so at this stage I do hold some reservations regarding the town-wide effectiveness of a relief road.

However, to help shape the overall view of the borough council, I am keen to understand the views of the local community on this important issue. Therefore I feel that consultation, on the proviso that people are provided with a good and fair understanding of the implications of both proposed packages – particularly in relation to the likely adverse impacts of a relief road, will enable us all to get a better indication of the views of the local community. We are at a very early stage in the transport appraisal process here and understanding the views of people is vital. I therefore agree with undertaking consultation as long as people are fully aware of the impacts of what they are commenting upon but I currently hold a preference towards the demand management and sustainable travel option package.

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you, Councillor Ireland for this, and for your previous input on behalf of the Borough Council to the Member Steering Group which has helped guide Officers through this process.

I note that whilst you have reservations about the relief road, as the Cabinet Member for Sustainable Transport at Harrogate Borough Council, you support the need undertake public consultation on this issue.

2. Tom Hay (Resident) – Statement and Question

The report in front of you assesses the economic impact of a wide range of traffic measures. Some are effective, some less so, some would be universally well received, some less so.

But one of these things is not like the others: a new road bypass through an area of huge environmental value.

This site is beloved. It's treasured. It's an irreplaceable asset to the district and beyond, and its benefits have not been, and cannot be, captured by the report. As last year's report made clear - and this year's doesn't claim otherwise - the road wouldn't relieve overall congestion, but would just relocate some of it. Trading a couple of old blackspots for some new ones, it says, would offer a medium return on economic investment.

What isn't quantified, or even addressed, is the effect of the road's other core aim, which is to create a better east-west traffic link. A big flashing welcome sign saying: Harrogate and Knaresborough is open for through-traffic. Come along. Bring your friends.

Tackling congestion with something that actively encourages more cars is pretty short-sighted. In fact, short-sighted would be an improvement - as it stands, you're being asked to judge this blind.

It's well-established that big new roads bring new traffic - indeed, this new road would be built with the express intention of attracting it - yet you haven't been provided with any prediction of the long term congestion impact that would have. That information would directly affect the one and only claimed benefit of this road, so without it, there's genuinely no way to make an assessment. WSP's positive economic analysis may be possible only because that data is missing.

And that's not the only thing missing. The public is about to be asked to judge a project whose greatest costs have simply not been calculated.

These costs are environmental and human. Not only are they are not properly assessed in the report, they are barely even mentioned.

Why's it a problem to discount them?

Apparently raising a child costs about £200,000. As a Bilton resident with two children, a tenfold increase in traffic could be great news for me, economically. If one of my kids got mown down, I'd be quids in. I could buy a holiday home in Spain.

Telling the public to make a choice on economic effects alone is like asking a doctor to diagnose someone by looking at their Asda receipts. It is, to put it bluntly, mental.

I was at the BES meeting last year where David Bowe specifically briefed Andrew Bainbridge and his team to establish what the road's impact would be on Nidd Gorge and the Greenway. Given that's the principal concern of pretty much everyone who opposes the road - which, it bears repeating, is pretty much everyone, full stop - I have to agree with Mr Bowe that that information is key. Where is it?

What we have is a bypass which offers a medium (not a high) return on investment, if - and only if - its environmental and human costs are not considered. And if - and only if - its long term impacts on attracting traffic to the area are blindly assumed to be zero.

And if - and only if - its economic value is raised by packaging it with a ton of great ideas that everyone likes. Judged on its own merits, the road has a BCR of between 0.1 and 0.8, which the DfT deems as "poor".

That is very shaky ground for a very expensive project. And it's massively misleading for the public.

One direct question for Mr Bainbridge. Last year you mentioned that a new data tool allows you to group public consultation responses by area. Would that allow 2000 opposition responses from Bilton and 50 favourable ones from Pannal to be summarised as a score of: Bilton 1, Pannal 1?

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you for your comments Mr Hay.

I can assure you that full and detailed consideration will be given to all the potential environmental and social impacts as well as the traffic relief and economic benefits of all the options at the appropriate stage.

The Council is following the required Government process for assessing these types of schemes and we are currently at a relatively early stage and the level of investigation is appropriate to the current stage of development. I do however acknowledge that there are environmental and social impacts and should either of the packages be progressed further more detailed investigation of both the benefits and impacts will be undertaken.

In response to your direct question, what I actually referred to was that, by collecting the post code of respondent, it would allow decision makers, in this case the Executive, to take account of whether these were responses from people directly impacted by proposals or from potential users of the proposals. There is no suggestion that there is a tool available that would group responses and give any numeric weighting to these.

I duly note your objection to any relief road proposal and your concerns about any public consultation.

3. Councillor John Moretta (Substitute for Councillor Anne Holdsworth) (Killinghall Parish Council) – Statement

The question for the County Council is how to tackle congestion in the Harrogate and wider area. A considerable amount of time has gone into early work looking at options, and there has been representation from a number of groups across the district, including Killinghall Parish Council. The fact that this item is on the agenda of both Harrogate & Knaresborough Area Constituency Committee and Skipton & Ripon Area Constituency Committee is a demonstration of the wider impact congestion has. The Council is now seeking views on whether to go out to consultation on measures, and what those measures might be.

Killinghall village has long been blighted by motorised vehicles. As far back as the early 1920s, minutes of the Council show that discussions were held about the provision of a bypass. As many of you probably sit in the traffic through Killinghall know, it never got one. Plans were drawn up and dated 1934 along with those for a Ripley Bypass by the West Riding County Council.

If a relief road was built then the provision of a Killinghall Bypass would be an integral part of it. Without a relief road then Killinghall would lose any chance it might have of getting relief from traffic by provision of a bypass.

To be clear – the only realistic chance Killinghall has of getting a bypass, a bypass they have been waiting for patiently for 90 years, is as part of a wider relief road option.

It might be that the options that include NOT building ANY road would work, and if it did, then the 25,000+ vehicles that drive through our village would not exist. It might be that the wider public would prefer a sustainable transport package of measures to the building of a road – so let's ask.

I am led to believe that if you discount an option without good reason then the result is that the remaining option will be struck out by government. In essence, if you proceed to consult without both options on the table, then both will fail in the end.

Please do your duty to the wider public and ask their views on whether they would support the building of a road, alongside sustainable transport provision, or whether they would support sustainable transport provision only.

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you Councillor Moretta for your comments on behalf of Killinghall Parish Council.

I note the Parish Council's long standing desire for a Killinghall Bypass and your support for a public consultation to be undertaken on the packages.

4. Jemima Parker (Zero Carbon Harrogate's Chair) - Statement

Firstly, can I commend this Committee for its strength of leadership at last year's December meeting, concerning the congestion review. Your vote almost unanimously in favour of only progressing with Package B demonstrated your strategic thinking for modal shift in our urban areas facilitated by investment in sustainable transport infrastructure to tackle current congestion issues.

In October this year another report was published that affects us all and has significant bearing on our local choices. The Intergovernmental Panel on Climate Change (IPCC) made it clear that, if we are to limit global average temperature rise to below 1.5oC, we require "rapid, far reaching and unprecedented changes in all aspects of society". We must reduce our greenhouse gas emissions by 45% by 2030, just 11 years from now and get to zero by 2050. Dates all within the time frame of the transport choices being considered today.

This is not some nice number the IPCC have plucked from the air. They represent our best chance of preventing unthinkable human suffering and the opportunity to create a viable future in our beautiful Yorkshire for your children, my children, our grandchildren.

I commend the WSP team for so explicitly highlighting the limitations of the Benefit Cost Ratio figures. Economic growth is not everything.

I would like to draw your attention instead to the estimated greenhouse gas reduction figures on page 30 in table 17 of the report. Here the difference in the packages is marked. Package B outperforms the best of the Package E by 800%.

The IPCC charged us all with achieving the rapid transformation of our society. Today you have the opportunity to again show your leadership in pressing for the best from these two packages to enable Harrogate and Knaresborough to benefit from leading the way in the transition to a low carbon economy.

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you Jemima for your comments and your very constructive input to the County Council's Engagement Group meetings. I note your support for Package B primarily on the grounds of greenhouse gas reduction.

5. Mr Keith Wilkinson MBE (Bilton Conservation Group's Honorary Secretary) – Statement and question

HISTORICAL PERSPECTIVE

The Bilton Conservation Group was founded on 19th May 1982 to conserve and enhance the Nidd Gorge and protect the Statutory Green Belt between Bilton and Knaresborough in the face of major development pressures facilitated by diverting the A59.

At that time developers were offering to fund the building of a deviation of the A59 through Bilton Fields on the alignment of what today we are calling the 'Green Route' or Eiii to enable exploitation of the land separating the small township of Knaresborough from Harrogate.

Their offer of funding depended on a *quid pro quo* from the Local Authority by way of exceptional permission to allow mass housing to take place in the Statutory Green Belt. This speculative adventure became known at the time as the 'Starbeck New Town' proposals.

2018

We are grateful for WSP's latest 243 page Progress Report into Harrogate's traffic problems.

Perhaps we should again remind ourselves again of the ultimate objectives of this half million pound exercise.

- Support the sustainable growth of Harrogate and Knaresborough in line with National, Regional and Local Policies and Plans.
- Improve the Quality of Life for all communities.
- Support Sustainable Economic Growth.
- Protect and Enhance the Built and Natural Environment.
- Improve East – West Connectivity.

The Congestion Study concludes that the following A59 packages should be discarded:-

3.24

DISCARDED

E(i) = that version of the Green Route (Harrogate Inner South), which involved traffic feeding on/off Bilton Lane. * "...in the context of the significant impact of additional traffic that such a route would have on Bilton Lane. It is therefore unlikely that such a link would be recommended as the way forward."

E(ii) = the Blue Route (Harrogate Inner North) which ran parallel to Nidd Gorge before turning south-east near Bilton Hall. "...low' value for money.....should be discarded at this stage."

REMAINING PACKAGES

B = a list of 26 sustainable measures (making better use of existing infrastructure, promoting alternative modes of transport, car-sharing initiatives, Park & Ride, synchronising traffic lights, school 'walking buses' instead of unnecessary car journeys, staggered working patterns, working from home etc. etc.) (*circa £44.5M*).

E(iii) = Package B, + a version of the Green Route (Harrogate Northern Inner Option) to rear of Tennyson Avenue as described above, but WITH NO LINK ONTO/OFF BILTON LANE

(because of the observation above* *(the official prediction was that linking Bilton Lane to the Green Route would divert at least 1000 vehicle movements an hour along this narrow country lane).* (circa £108.5M+).

NYCC will decide which, if any, of these options will be put out for Public Consultation in 2019, with a view to making a Business Case and securing Central Government funding for what is described as part of an 'MSN' (Major Strategic Network) linking Lancashire to the East Coast; an alternative to the M62 corridor.

This new road will do little to relieve Harrogate's perceived congestion and is more likely to exacerbate it with INDUCED TRAFFIC.

Such Public Consultation will probably take place after the Public Inquiry into Harrogate's Local Development Plan (LDP) which was submitted to the Planning Inspectorate in Bristol on 31st August 2018.

.....

Bilton Residents may, initially, feel relieved that E(iii) Green Route would not link into Bilton Lane, but of course that raises the question how that would be achieved? Would the new road be sunk in a deep cutting behind Willow Wood, through Bilton Fields, under the Nidderdale Greenway to Bilton Beck Farm and continue at that low level under Bilton Lane? or would it be elevated to fly over all this area on its way to bisect Harrogate Golf Course?

Are these the unknown factors which may explain why the costings of this major highway are so vague, incomplete, and flexible?

"HARKNESSBOROUGH or KNARESGATE?"

Such a new road would, as was feared when it was first mooted in the 1980s, open up all the Statutory Green Belt between Bilton and Knaresborough for development. At that time of course developers offered to pay to build the road in return for permission to build thousands of houses – is history about to repeat itself at the cost of merging Harrogate & Knaresborough forever?

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you for your comments Mr Wilkinson and for your input to the County Council's Engagement Group.

Firstly I would reiterate what has been said at previous committee meetings on a number of occasions that the primary purpose of this study is to address local traffic congestion.

Additionally, the County Council has not yet made any decision on what, if any, option to progress with, so to suggest that it intends to submit a bid for funding for an alternative to the M62 is incorrect.

The results of any public consultation would help inform the County Council's decision on what option, if any, to relieve local congestion should be developed further.

I note your concerns about the relief road and its impact on the Nidd Gorge area as well as your concerns about how it might ultimately lead to development on the green belt.

6. Murray Trantor (Resident) - Statement

Thank you for the opportunity to present my case for a Harrogate Relief Road, or at least full consultation on the possibility of a relief road. I have lived in Harrogate for the last 30 years

and am now living in the town centre. I offer the following views partly based on three and a half years' experience of driving a Harrogate taxi.

There are many people who suggest that a solution to Harrogate's traffic congestion problem lies in convincing people to get out of their cars. I applaud this sentiment. Undoubtedly this would help ease the problem but in my view it is very far from a realistic solution. There is no safe cycling route along the length of the Wetherby Road and Skipton Road. We can pretend we are extending the cycling network around Harrogate but the addition of cycle lanes on narrow congested roads only serves to increase the danger to both cyclists and motorists. Money would need to be spent in constructing proper cycleways and all the paths across the Stray would need to become joint use.

Many people blame the school run as the cause of the problem. Undoubtedly, the traffic congestion in the peak hours does decrease during the school holidays and it is true that the vast majority of schoolchildren in Harrogate live within reasonable walking distance of their school. However, the school run, or lack of it, does not explain the stationary traffic throughout the day including weekends, on Wetherby Road from the Kestrel, across Woodlands junction, through the Empress roundabout, down Skipton Road to as far as the New Park roundabout. Some of this may be the oft miss-quoted "90% of the journeys are local" but I suspect that a lot of the traffic, particularly the coaches, farm vehicles with trailers and HGVs, is traffic coming off the A1 trying to get to Skipton and places further west. What other route would they use, Knaresborough High Street?

I believe much of the local traffic on this road is caused by the fact that Skipton Road is the only outlet to and from the Knox, Bilton, Woodfield, Regents and Claro Road estates. Motorists who know Skipton Road's reputation rat run through the town centre to avoid it causing unnecessary traffic and congestion there also. An inner relief road, according to the original traffic study, would reduce the traffic flow on Skipton Road by 40% in 2035 compared to the do nothing option.

Despite recent and planned extensive growth in Harrogate, we have not enjoyed any major investment in road infrastructure since the building of the Southern by-pass over 25 years ago. We are enduring heavy congestion now and there are 16,500 new houses in the pipeline. Arguments against the relief road because of increased pollution don't really hold up as, by the time this road is built, there will be only zero emission cars on the road. Similarly, I believe the effect on the Nidd Gorge itself has been greatly exaggerated. There is room for both the Nidderdale Greenway and a relief road.

In conclusion, I strongly favour giving at least the businesses and residents of Harrogate and Knaresborough a chance to air their views on an inner relief road through a widespread consultation and ask for your support in this.

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you for your comments Mr Trantor. I note your comments in support of a relief road or, as you say, at least giving the businesses and residents the chance to air their views.

7. Mr Chris Kitson (Nidd Gorge Community Action's Chair) - Statement

11 months ago, when this committee voted overwhelmingly to remove the relief road from any public consultation process - due to its potential environmental and social impact, and doubts about its effectiveness in tackling congestion - you were overruled, and as some councillors even suggested, ignored, by the BES Executive a week later.

In overruling you - our democratically elected representatives - at the BES Executive meeting on Dec 15th, David Bowe said that it was clear that more detail was needed before consulting the public on any congestion relief measures.

Faced with your opposition to the road and our petition, presented at the start of the meeting to *Save Nidd Gorge and The Nidderdale Greenway* and uphold your recommendations, David Bowe gave four clear instructions to his transport planners:

One of the instructions was specifically:

'...to give a much more refined location of where the road will be and identify the general impact it would have on Nidd Gorge and the Nidderdale Greenway.'

In the intervening 11 months, in a time of great austerity and biting cuts to public services, North Yorkshire have spent tens, if not hundreds, of thousands of pounds producing a 243 page addendum report that fails to mention Nidd Gorge or the Nidderdale Greenway once. London Greenway is mentioned twice, but not Nidderdale Greenway or the Gorge.

Regarding the Engagement Group meetings: At the second meeting, on 26th June, I asked Rebecca Gibson (North Yorkshire Transport) and Andy Cairns (WSP) how their teams were progressing with work on a more detailed route and was told that work was currently underway and more information would be provided at the third Engagement Group meeting in September.

At the third meeting, when I asked if we would be provided with more a more refined route location, I was told that there must have been a misunderstanding, because it wasn't part of their remit to provide more route detail at this stage.

This is not what we were promised by David Bowe.

..and just in case of another misunderstanding I have a transcript of his comments...

They have spent 11 months trying to cost the uncostable for a Benefit/Cost Ratio which will mean absolutely nothing to the general public, but they can't give the public any further information about the road and its impact on Nidd Gorge and the Greenway. How are the public supposed to make an informed decision based on this 243 page gobbledygook?

At the second engagement group meeting I presented our questions and challenges to the NYCC team regarding the road, yet nowhere are they reflected in the report, because the second meeting was not minuted, allowing our challenges to be sidestepped and disappear from the public record.

Particularly the unanswered question of induced east-west traffic and why it hasn't been modelled and factored into the predicted traffic figures. When this road is built it will soon appear on SatNavs as the preferred route from Yorkshire to Lancashire. What effect will this have on overall traffic volumes coming through Hgte and Knares? On congestion? On our greenhouse gas emissions? On our air quality? Or on the holy grail of the BCR?

The public is yet again about to be consulted about a road it knows nothing more about than at this time last year; whilst you, as a committee, have had your wishes ignored, your authority downgraded, by being only able to provide comment, and your impact further diluted by the council giving equal weight to the comments of the Skipton and Ripon Area Committee.

Since your informed intervention last year, the NYCC Executive have given themselves all the power in this process, whilst at the same time claiming on their website, in their best doublespeak, that *'the area constituency committees have been established as part of the council's drive to devolve decision making.'* In their desire to drive their major east-west, development highway through our communities they are making a mockery of the democratic process.

North Yorkshire are not doing what it says on the tin.

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you for your comments Mr Kitson and for your input to the County Council's Engagement Group.

You state that Mr Bowe instructed officers:

'...to give a much more refined location of where the road will be and identify the general impact it would have on Nidd Gorge and the Nidderdale Greenway.'

And you have interpreted this to mean that we would be producing a detailed alignments for the relief road options.

The actual recorded Decision Record setting out Mr Bowe's instructions to officers is as follows:

1. *to further develop the sustainable transport elements of both Packages B and E to identify the potential locations and impacts of the different measures;*
2. *to further develop the alignments of the Inner Relief Road to help identify the potential benefits and impacts (including on the Nidd Gorge and Nidderdale Greenway);*
3. *to prepare an initial economic analysis (BCR) for the Inner Relief Road;*
4. *to undertake pre-consultation engagement with local businesses and representative groups through an Harrogate Congestion Engagement Group;*
5. *to take a further report to the Area Committee prior to deciding on the future consultation options.*

This is the recorded decision and, as such, what officers have worked on. All of the above have been completed.

Item 1 is fully covered in the OAR Addendum.

Item 2 has been completed out with the OAR addendum and details will be reported in the final report to The Executive in January. For Members' information, I have circulated an early draft of the likely text that will be added to the Draft report to Executive. I would ask Members to note that, as set out in the first paragraph, it was never the intention at this stage to publish the routes as they are still indicative only and at least one or potentially both of the options may not be progressed any further. Publication of the draft indicative alignments could lead to potential planning blight claims against the County Council and could also lead to unnecessary concern for property owners on or near the potential routes even though they may not ever be built.

Item 3 has been completed out with the OAR and is not published as it has been done for internal comparative purposes only as the County Council has already discounted a relief road only option from the current process. It is however worth noting that the BCR for a relief road only is significantly higher than for any of the packages.

Item 4 was completed through the Engagement Group which many of today's speakers attended.

Item 5 is happening today.

We do accept Mr Kitson's point that the BCRs will be less meaningful to the general public than they will be to transport planning professionals, or Government. However, this is not a public consultation and reports such as the OAR, and addendum to that, are not really intended to be public facing documents. Whilst we try wherever possible to make them transparent and readable, they are in essence a technical document intended to set out, in this case, the relative performance of various interventions, at a conceptual stage.

8. Mr Keith Broad (Resident) - Question

The role of the civil engineering consultants, WSP, is very important. Is their brief to find the best route to build a by-pass around Harrogate or the best way to relieve traffic congestion? Obviously many would see the difficulty they would face if their final conclusion was that there was no need to build a by-pass; because their very being exists to build more highways. The implication is that they would struggle to convince the public of their independence or their desire to adhere to the council's reduced pollution strategy especially if part of the plan is to use Bilton Lane, next to two primary schools, as an access to a possible by-pass.

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you for your comments Mr Broad.

To clarify matters, WSP's brief is to look at ways of relieving traffic congestion in Harrogate and Knaresborough and not specifically to look at routes for a bypass.

WSP are a large, international, multi-disciplinary engineering and professional services firm. They have a vast experience of all aspects of transport planning and engineering and indeed are often regarded as one of the leading sustainable transport consultancies in the country. They also have a large and well respected environment, sustainability and ecology team. They are not, as has been suggested, highway builders and as such should be seen as independent consultants.

However I note your concerns about their independence.

9. Pat Ki – Question

Can NYCC assure me that any public consultation would include a precise, detailed map of the favoured route showing exactly which roads, land etc would be impacted in order that residents are able to make an INFORMED choice?

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you for your comments and question about detailed route alignments.

A detailed map of the route alignments is not available at this time for the reason I have already discussed. The possible consultation next year is not about detailed alignments of routes, but principles of how to address congestion in Harrogate and Knaresborough. However I can assure you that, prior to any specific route being adopted as a 'preferred route', a consultation on the detailed alignment would be carried out. This is normal practice countrywide for this type of scheme.

10. John Branson (resident) – Statement and Question

The Department for Transport's National Transport Model (ref 1) says that congestion can be measured as changes in average speed or in average delay per mile, and is dependent on the overall level of traffic relative to road capacity (VCR).

Unfortunately this report does not give any indication of the effect of the interventions on congestion as defined above.

The Harrogate Relief Road Report Stage 1 (ref 2) dealt with congestion in the above terms, and it seems I was expecting too much from the congestion study for it to evaluate the effect of the proposed interventions on these Stage 1 figures.

The Options Assessment Report gave detailed figures of traffic volume changes from the models for the relief road in tabular form (ref 3), and I had hoped that the reduction in congestion (e.g. VCR) would have been presented similarly. This does not seem to be difficult as the model developed to test the Harrogate Local Plan was used, and this already gives, for example, (ref 4) VCR figures for a number of road junctions in Harrogate.

The reason for this not being done may be that it is not due to take place now, but will be dealt with in the future. In that case, why was it necessary to model the road options in detail for the Relief Road?

It is difficult to see how decisions can be made on the options available if all the preliminary work has not been done. Time was found to set out a financial case but none to complete a technical evaluation.

Correct interpretation of the modelled figures is important as intervention C5 – Highways – has the assumption (ref 5) that in package E the relief road (C1) will be built to redirect traffic, reducing traffic in Harrogate centre. This does not seem to be supported by the figures in the Relief Road Options Assessment (ref 3) because, by adding together the traffic flows on the town centre roads, there is a reduction of 1.3% for the inner north and 2% for the inner south. Very small for the cost of the road!

Response provided by Andrew Bainbridge (Team Leader, Transport Planning, Highways and Transport):-

Thank you for your comments Mr Branson and for attending some meetings of the Engagement Group.

In developing the Options Assessment Report last year, the Congestion Study used the standard Department for Transport Webtag approach. Following the concerns expressed by the Area Committee last December, the Corporate Director agreed to carry out an additional level of analysis. This is actually taking the scheme development a step further than is normally undertaken at this stage. However this additional work is also being undertaken in line with the standard DfT approach.

(End)



**North Yorkshire County Council
Harrogate and Knaresborough Area Constituency Committee
21 March 2019**

Schools, educational achievement and finance

1.0 Purpose of the Report

- 1.1 To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Harrogate and Knaresborough Constituency Committee area.

2.0 Local educational landscape

- 2.1 The picture for Harrogate and Knaresborough Primary Schools within the constituency area, show the academy conversion rate is much higher than that for the whole of North Yorkshire (54% compared to 22%).

Similarly Secondary academy conversion rate within the constituency area is 57% compared to the whole of North Yorkshire at 40%.

Looking at schools of all types within the constituency area; 48% remain LA maintained and 52% have academy status.

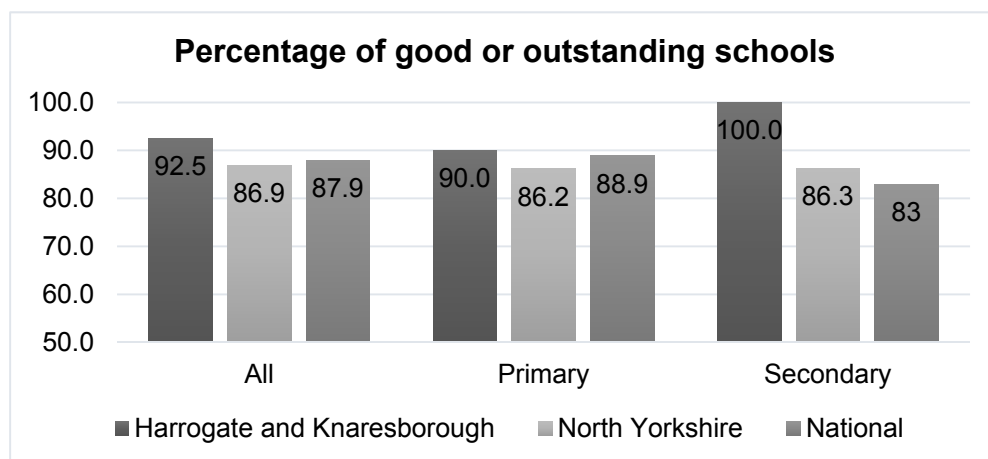
Summary of Schools' status – January 2019

	Schools in North Yorkshire		Schools in Harrogate and Knaresborough ACC	
Primary Maintained	237	77%	14	46%
Primary Academy	68	22%	16	54%
Total	305		30	
Secondary Maintained	26	60%	3	43%
Secondary Academy	17	40%	4	57%
Total	43		7	
Special Maintained	9	90%	2	100%
Special Academy	1	10%	0	0%
Total	10		2	
PRU Maintained	4	80%	0	0%
PRU Academy	1	20%	1	100%
Total	5		1	
Total maintained	276	76%	19	48%
Total Academy	87	24%	21	52%
Overall Total	363		40	

3.0 School standards

3.1 School Ofsted judgements

In the constituency area 90 per cent of primary schools and 100 per cent of secondary schools are currently judged good or outstanding by Ofsted, which is above the North Yorkshire and national benchmarks. There are 2 primary schools currently judged requires improvement and 1 judged inadequate.



3.2 Attainment overall

Both primary and secondary attainment in the constituency is above the North Yorkshire and national benchmarks. The following sections provide detail on:

- Early Years Foundation Stage Profile – assessment at the end of reception (4-5 year olds)
- Key Stage 2 – assessment at the end of primary school (10-11 year olds)
- Key Stage 4 – assessment at the end of secondary school (15-16 year olds)

3.3 Early Years Foundation Stage Profile

In 2018 75.6% of children in the constituency area achieved a Good Level of Development (GLD). The level of performance has improved over the last three years and is significantly above the national and North Yorkshire benchmarks.

Early Years Foundation Stage Profile – percentage achieving a good level of development			
	Harrogate and Knaresborough	North Yorkshire	National
2016	73.3%	70.0%	69.3%
2017	73.7%	71.6%	70.7%
2018	75.6%	72.5%	71.6%

3.4 Key Stage 2

In 2018 66.8% of children in the constituency area achieved the expected level or above in reading, writing and maths (RWM) combined which is above the North Yorkshire and national benchmarks. The level of performance has increased by 10.8% since 2016, which is a very similar improvement to benchmarks.

Key Stage 2 - percentage achieving the expected standard or above in reading, writing and maths combined.			
	Harrogate and Knaresborough	North Yorkshire	National
2016	56.0%	51.3%	53.4%
2017	66.2%	59.0%	61.1%
2018	66.8%	62.1%	64.4%

3.5 Key Stage 4

In 2018 the Attainment 8 score of children in the constituency area, which measures the achievement of a pupil across eight qualifications, was 52.1 which is significantly above the North Yorkshire and national benchmarks. Whilst performance has decreased slightly since 2016, this is a national trend and the rate of decrease is slower than the national rate.

KS4 – Average Attainment 8 Score			
	Harrogate and Knaresborough	North Yorkshire	National
2016	54.1	51.8	50.0
2017	52.1	49.6	46.3
2018	52.1	48.3	46.4

The Progress 8 score, which measures a pupil's progress from the end of primary school to the end of secondary school, was 0.26 and has increased since 2016. Performance is significantly above the North Yorkshire and national benchmarks (0 is the national average).

KS4 – Average Progress 8 Score			
	Harrogate and Knaresborough	North Yorkshire	National
2016	0.20	0.04	0.00
2017	0.24	0.17	0.00
2018	0.26	0.13	0.00

4.0 Fixed-term and Permanent Exclusions

4.1 Fixed-term exclusion incidents

The table below shows the number of fixed-term exclusion incidents for the 2018/19 autumn term and the previous two full academic years, and the most common reasons for exclusion.

In the 2018/19 autumn term, 163 of the 962 children subject to a fixed-term exclusion across the county went to school in the constituency. The fixed-term exclusion (FTE) rate for the constituency was 0.92% of the school population, which is the second lowest rate of all constituencies in the county.

The most common reason for a fixed-term exclusion in the constituency has consistently been 'persistent disruptive behaviour'.

Academic year	Harrogate and Knaresborough constituency	North Yorkshire	Percentage of North Yorkshire total	Most common reason
2018/19 autumn term	330	2,006	16.5%	Persistent disruptive behaviour (39%)
2017/18	784	6,006	13.1%	Persistent disruptive behaviour (39.8%)
2016/17	591	4,667	12.7%	Persistent disruptive behaviour (32.3%)

In 2017/18 Schools in the constituency area had a 21% share of the total schools population in North Yorkshire but only a 13% share of fixed term exclusions for the whole county.

The figures for 2018/19 only represent the autumn term and so the final figure is likely to be approximately three times this. While exclusions are low in Harrogate compared to national figures, there is an increasing trend, both in incidence and as a % of the NY total. FTEs can be a useful sanction, but frequent use can place pressure on family and foster placements, impacts on achievement, and may lead to risky behaviour while the pupil is not in school during the day.

4.2 Permanent exclusions

The table below shows the number of permanent exclusions for the 2018/19 autumn term and the previous two full academic years, and the most common reasons for exclusion. In the 2018/19 autumn term, the constituency area had the lowest permanent exclusion rate of all constituencies in the county.

Permanent exclusions				
Academic year	Harrogate and Knaresborough constituency	North Yorkshire	Percentage of North Yorkshire total	Most common reason
2018/19 autumn term	3	33	9.1%	Verbal or threatening behaviour (66.7%)
2017/18	19	103	18.4%	Physical assault against a pupil (36.8%)

2016/17	19	86	22.1%	Persistent disruptive behaviour (57.9%)
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4.3 Local authority response to exclusions

For permanent exclusions, the local authority must arrange suitable full-time education for the pupil to begin no later than the sixth school day of the exclusion.

Reducing exclusions is an on-going priority for the Council and the interventions underway include: officers visiting the highest excluding schools to review the issues behind these exclusions with head teachers; proactively contacting schools to offer support to children subject to a high level of repeat fixed-term exclusions; and finalising the ladder of intervention which sets out best practice and signposts to resources and support for children with challenging behaviour.

5.0 School finance

5.1 Schools in Financial Difficulty – the countywide position

As of March 2018 the overall position for North Yorkshire Schools was:

- 54 schools with accumulated deficits totalling £4.4M
- This was an increase of £1.9M from 2017/18
- Deficits range from £1k (small primary) up to £968k (special school)
- Average primary school deficit is £23k
- Average secondary school deficit is £338k
- Of the 54 schools, 29 are predicting that their position will deteriorate
- 23 schools are projected to improve their position, but only 13 are projected to get back into surplus

5.2 School Projections – Based on 2018/19 Start Budgets

- 223 LA maintained schools (79%) are projecting an in-year deficit in 2018/19
- 26 schools will move from a surplus balance to a deficit balance by March 2019
- Nearly 20% of LA maintained schools are in deficit – that is projected to rise to nearly half by 2019/20 and two out of every three by March 2021

	2016/17	2017/18	2018/19	2019/20	2020/21
Number of Schools in Deficit	30	54	65	138	187
Value of Deficit	£2.8M	£4.4M	£7.6M	£16.0M	£30.6M
Proportion of schools in deficit	11%	19%	23%	49%	67%

Indications from revised forecasts received to date are that there will be some improvement in this position.

5.3 Funding

- Concern around overall quantum of funding given cost pressures (e.g. Apprenticeship Levy, National Living Wage)
- North Yorkshire secondary schools are placed 122 out of 150 local authorities in terms of funding. On average, a school in North Yorkshire will receive £4,897 per pupil in 2018-19 compared to £7,840 per pupil in Hackney. Comparing the funding for a 1,500 pupil secondary school in Hackney with one in North Yorkshire, this equates to a difference in funding of £4.4m

- For primary schools, a North Yorkshire school will receive on average £4,034 compared to £5,887 in Hackney.
- Concern over impact of high needs financial pressures on school budgets
- North Yorkshire has a number of schools that, geographically, are vital in serving their local communities. Reductions in sparsity funding and general financial pressures, particularly on smaller secondary schools, are concerning.

5.4 Schools in Financial Difficulty – Harrogate and Knaresborough

14 primary schools, 3 secondary schools, 2 special schools

As at 2018/19 start budgets

2018/19	2020/21
5 schools projecting to be in deficit by March 2019; 28% schools in Harrogate & Knaresborough	12 schools projecting to be in deficit by March 2021; 67% schools in Harrogate & Knaresborough
3 primaries; 1 secondary; 1 special	9 primaries; 1 secondary; 2 special
Total projected value of deficits = £782K	Total projected value of deficits = £3.4M
Projected average primary deficit = £37k Projected average secondary deficit = £546k Projected average special deficit = £125k	Projected average primary deficit = £141k Projected average secondary deficit = £1,517k Projected average special deficit = £311k

6.0 School sustainability

- 6.1 The sustainability of schools is largely influenced by three key factors which are usually closely related to each other:
- Falling pupil rolls
 - School standards
 - Financial difficulty

Where school closures have regrettably occurred in North Yorkshire all of these factors have been relevant. There have been 8 closures in North Yorkshire over the last 3 years but none in the constituency area.

6.2 Pupil rolls – current and future

The general picture across the whole of the County shows projected growth in the urban areas contrasting with declining numbers in rural locations. There are several social and economic reasons for this including the availability and price of housing and employment factors.

The picture in the constituency area (Appendix 1) however shows a generally high take up of places and therefore low surplus capacity across the board. The LA groups schools together into planning areas in accordance with the requirements of the Education and Skills Funding Agency. Only two planning areas differ from the low surplus capacity picture. They are the primary aged groupings known as Harrogate Primary Urban Central and Boroughbridge Outer. Appendix 1 shows the planning areas together with:

- Capacity in the planning area
- Current numbers on roll
- Projected future numbers
- Projected impact of approved housing developments

- Analysis of surplus / shortfall of places
- Commentary regarding local developments

Appendix 1 does not include projections of pupil yield from sites proposed in the Harrogate Borough Council Local Plan and therefore do not yet have planning approval. Harrogate, Knaresborough and Ripon are the district's main urban areas and over the Local Plan Period will accommodate most of the district's growth. Members will be aware of significant housing allocations proposed for the Harrogate district. Officers will be reviewing the expected impact of the Local Plan on the need for additional school capacity once feedback is received from the recently completed Examination in Public.

The key points to note within LA planning areas across the constituency area are:

Primary

Harrogate Primary West - Significant housing development is planned for the west of Harrogate. The LA has secured additional sites for education use at Bluecoat Park and Penny Pot Lane. We are currently monitoring the pace of housing and the impact on the need for additional school places.

Harrogate Primary Outer Area – In response to the significant housing developments in Killinghall we added two classrooms at Killinghall CoE School in 2017 and have scope to add a third. Other schools local to Killinghall have surplus places which is a factor in determining our future approach.

Knaresborough Primary Town – A site for education provision has been secured within the expected development at Manse Farm. Early stage design work is underway and the provisional opening date for a wholly new Primary School is September 2021.

Secondary

Harrogate Secondary - We are in discussions with the local secondary schools to identify future expansion proposals to meet the expected rise in demand.

6.3 Pupils living within Harrogate and Knaresborough Constituency Area as at October 2018 who attend North Yorkshire Schools

	Mainstream	Special and PRU	Total
Primary (4-11)	7311	44	7355
Secondary (11-16)	5140	94	5234
Sixth Form (16-18)	1274	21	1295
	13725	159	13884

Pupils attending North Yorkshire schools within Harrogate and Knaresborough Constituency Area as at October 2018

	Mainstream	Special and PRU	Total	Net Gain of pupils into schools within constituency area
Primary (4-11)	7179	554	7234	-121
Secondary (11-16)	7355	112	7467	2233
Sixth Form (16-18)	2146	33	2179	884
	16680	200	16880	2996

The NET gain of c.3000 pupils is largely due to:

- Secondary catchment areas extending beyond the constituency area
- Harrogate Town Secondary schools being popular to families from beyond both the constituency area and county boundary
- The presence of two voluntary aided secondary schools who have a wider reach area

7.0 Recommendation

- 7.1 That Members note the report on educational factors in the Harrogate and Knaresborough Constituency area.

Authors: Andrew Dixon (Strategic Planning Manager), Howard Emmett (Assistant Director – Strategic Resources), Jane-Le-Sage (Assistant Director Inclusion)

Planning Areas and forecast surplus/shortfall school places

School Organisation Plan Planning Areas	Places available as at 2018/19	Number on roll 2014/15	Number on roll 2018/19	Surplus capacity 2018/19	Forecast pupils as at 2023/24	Pupil yield from current housing permissions expected by 2023/24	Surplus capacity 2023/24
PRIMARY							
*Boroughbridge Primary Area (Boroughbridge Primary, Kirby Hill CoE, Rocliffe CoE)	470	385	337	133	295	148	27
*Boroughbridge Primary Outer Area	784	482	567	217	599	51	134
	1254	867	904	350	894	199	161
Harrogate Primary Urban Central	2384	2067	2055	329	1908	215	262
Harrogate Primary Urban East	1138	1093	1158	-20	1124	65	-51
Harrogate Primary Urban West	2115	2019	2069	46	1937	333	-155
Harrogate Primary Outer Area	1257	1169	1199	58	1197	336	-276
	6894	6384	6481	413	6166	928	-220
Knaresborough Primary (Town)	1190	1168	1165	25	1114	272	-196
*Knaresborough Primary Outer Area	433	391	407	26	385	65	-17
	1623	1559	1572	51	1499	337	-213
SECONDARY							
Boroughbridge Secondary	763	673	492	271	447	103	213
*Harrogate & Rural Secondary (includes Nidderdale High School)	7121	7610	7505	-384	8517	475	-1871
Knaresborough Secondary	1757	1564	1504	253	1554	175	28
	9641	9847	9501	140	10518	753	-1630

Notes:

- The LA School Organisation Plan (SOP) details forecast pupil shortfalls and surpluses being viewed across a collective of schools known as Planning Areas.
- Figures above take into account outstanding housing permissions, but not draft Local Plan proposals
- *SOP area includes schools outside the ACC

North Yorkshire County Council

Harrogate and Knaresborough Area Constituency Committee

21 March 2019

Receipt of Petition “Save North Yorkshire’s Pupil Referral Service”

1.0 Purpose of the Report

- | | |
|-----|---|
| 1.1 | To advise of the receipt of a petition and the consideration which has already been given to the matter which is the subject of the petition. |
| 1.2 | To ask the Area Constituency Committee to consider a response to the petition. |

2.0 The Petition

- 2.1 A petition containing approximately 5,000 signatures was received on 15 January 2019. The wording of the petition is set out below:-

“Save North Yorkshire’s Pupil Referral Service – request that North Yorkshire County Council reconsider proposed changes to funding for Pupil Referral Services in the County.”

- 2.2 The organiser of the petition is Mr Alex Boyce who works at The Grove Academy Pupil Referral Unit in Harrogate and is the leader of the Save the Pupil Referral Service Campaign.

- 2.3 Members will be aware that the Save the Pupil Referral Service Campaign has previously addressed several meetings of County Councillors to explain their concerns, including the meetings of:-

- the County Council’s Young People Overview and Scrutiny Committee on 7 December 2018, the Minutes of which are available at <http://democracy.northyorks.gov.uk/committees.aspx?commid=31&meetid=3878>
- the County Council’s Executive on 15 January 2019, the Minutes of which are available at <http://democracy.northyorks.gov.uk/committees.aspx?commid=18&meetid=3784>
- full County Council on 20 February 2019 when the County Council set the County Council’s budget for 2019/20, the draft Minutes of which are available at <http://democracy.northyorks.gov.uk/committees.aspx?commid=17&meetid=3772>

3.0 The County Council’s Arrangements for Receiving and Responding to Petitions

- 3.1 The County Council has adopted arrangements for receiving and debating to petitions, the key features of which are as follows:-

- Receipt of the petition is published on the County Council’s website (which has been done in the case of this petition).
- If a petition contains 500 or more signatures (but less than 30,130 signatories), it will be scheduled for debate at the next meeting of the appropriate Area Constituency Committee.

- At the meeting, the petition organiser will be given five minutes to present the petition. Subsequently the petition will be discussed by County Councillors for a maximum of 15 minutes.
- The petition organiser is offered the opportunity to speak for five minutes to present his/her petition at the meeting. (If the petition organiser would like the local County Councillor, or someone else, to present the petition on their behalf, contact should be made with Democratic Services on 01609 532591 at least ten working days before the meeting and the process will be explained.)
- At the meeting, after the petition organiser has presented his/her petition, the petition will be discussed by County Councillors for a maximum of 15 minutes and a decision will be made on how to respond to the petition.
- The following is a list, from the County Council's Petitions Information on the website, of the County Council's possible responses to petitions:-
 - (a) to take the action the petition requests;
 - (b) not to take the action requested for reasons put forward in the debate;
 - (c) to commission further investigation into the matter, for example by a relevant committee; or
 - (d) where the issue is one on which the county council executive are required to make the final decision, the county council will decide whether to make recommendations to inform that decision.
- The petition organiser will receive written confirmation of this decision and this confirmation will also be published on the website.

4.0 Background Information

4.1 The County Council proposed changes to the way provision is commissioned and funded in North Yorkshire for secondary-aged pupils who are permanently excluded or at risk of permanent exclusion. Consultation on the proposals was undertaken.

4.2 County Councillor Patrick Mulligan (Executive Member for Education and Skills) reported on the outcome of the consultation at the meeting of the County Council's Executive held on 15 January 2019, highlighting:-

- the significant pressure on the High Needs Block budget;
- the upward trend in permanent exclusions despite a significant funding investment; and
- the local authority's continued commitment to collaborative working with schools to reduce the number of permanent exclusions.

He advised that schools were seeking a more flexible and responsive offer that could be used to help avoid the need for permanent exclusion, and that the local authority was providing £2.7m a year in funding to the Pupil Referral Service/Alternative Provision providers to undertake preventative work to support young people at risk of exclusion.

4.3 County Councillor Patrick Mulligan also reported to the Executive that, following consultation, the initial proposals had been revised to include an increase in the transition period from September 2019 to September 2020. The proposals, as revised, were agreed by the Executive.

4.4 The County Council's budget, approved subsequently at the meeting of the full County Council held on 20 February, included funding for the Pupil Referral Service/Alternative Provision providers in accordance with the decision made by the Executive on 15 January. Members will recall that two amendments to the County Council's budget were put to, and debated at, the meeting of full County Council on 20 February. Both amendments sought to address concerns about the scale and timescale of the cuts to the PRU. Neither amendment was carried.

5.0 Summary

5.1 A petition was received on 15 January 2019. The petition organiser, Mr Alex Boyce, is entitled to speak for up to five minutes to present the petition to today's meeting. Subsequently the petition must be discussed by the Committee for no more than 15 minutes and a decision made about how to respond to the petition. The response will be published on the County Council's website.

5.2 The Campaign Group have spoken at various recent meetings to bring their concerns to the attention of County Councillors, including the meeting of the County Council's Young People Overview and Scrutiny Committee held on 7 December 2018; the meeting of the County Council's Executive on 15 January 2019 when a decision was made concerning the Pupil Referral Service and Alternative Provision Budget and Fund Modelling; and at the meeting of the full County Council on 20 February 2019 when the County Council set its budget for 2019/20.

6.0 Recommendations

6.1 That the Committee receive this petition and consider the County Council's response.

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)
County Hall
Northallerton

Author of report: Ruth Gladstone (Principal Democratic Services Officer)

Background Document: North Yorkshire County Council's petitions information and advice, a copy of which is on the County Council's website at <https://www.northyorks.gov.uk/petitions-information-and-advice>



**North Yorkshire County Council
Harrogate and Knaresborough Area Constituency Committee
21 March 2019
Committee Work Programme**

Purpose of Report

To ask Members to consider, amend and add to the Committee's work programme, and consider a recommendation to extend the informal highway drop-in sessions.

Work Programme

The Committee's work programme is attached as an appendix. Members are asked to consider, amend and add to it, as required.

Remit of the Committee

The Area Constituency Committees:

- Act as a forum for Members to bring forward issues affecting their local Electoral Divisions
- Hear and respond to questions and statements from members of the public relating to anything affecting the community within the constituency area
- Agree a Work Programme which lists items of business which the Committee wishes to consider at future meetings
- Undertake meaningful scrutiny of local health issues within their constituency area, complementing the strategic work undertaken by the Scrutiny of Health Committee
- Undertake meaningful scrutiny of local transport issues within their constituency area, complementing the strategic work undertaken by Transport, Economy and Environment Overview and Scrutiny Committee
- Act as consultees in major decisions that affect their constituency area (including responding to consultations)
- Make recommendations on the application of Innovation funding (supported by the Stronger Communities Team)
- Develop a working relationship with the local MP, sharing updates and information on relevant local issues being addressed by the committee.

Harrogate and Knaresborough Congestion Study

Work is underway on preparing the engagement for the Harrogate Congestion Study. It is anticipated that the engagement will be live and open for comments by the end of April and will run for around 10 weeks. Content is currently being developed, and officers are working to ensure it is engaging and balanced. Plans are currently being put in place for a 'door drop' to every house and business within the study area, to provide 'signage' to where views can be shared. In addition, the NYCC's communications team are developing a marketing and communications campaign to promote the engagement across a variety of platforms, including social media. Members are urged to participate in, and to publicise the engagement when it goes live, and to encourage their constituents to take part.

This Committee will get opportunity to comment at its meeting on 13 June 2019, ie prior to the outcome of the public consultation being considered by the County Council's Executive.

Pilot Exercise – Informal Highway Drop-In Sessions following ACC Meetings

Informal highway drop-ins have been held immediately following the last two meetings of this Committee and the Committee asked for those two informal drop-ins to be held as a pilot exercise. It is now time for the success, or otherwise, of the pilot exercise to be considered, and to ask the Committee to decide whether the informal highway drop-in sessions should continue.

Feedback from Highways officers is that, whilst there is a little lost time in travelling, if no enquiries prevail then they can 'hot desk' at the Committee's meeting venue and consequently officers' attendance at the venue is still reasonably productive. Officers also advise that the amount of work to be delivered in the Harrogate area during the forthcoming months suggests that this is probably a good time to extend the pilot and retain that presence.

It is recommended:- That the pilot exercise be extended to follow each ordinary meeting of this Committee held during the remainder of 2019.

Recommendation

- (a) Members are asked to consider, amend and add to the Committee's work programme.

- (b) Members are asked to consider the recommendation to extend informal highway drop-ins sessions, as set out above.

Ruth Gladstone
Principal Democratic Services Officer
North Yorkshire County Council
Tel: (01609) 532555
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13 March 2019

Harrogate and Knaresborough Area Constituency Committee Work Programme 2018/19 and 2019/20

9.30am on Thursday 14 June 2018 at the Cairn Hotel, Ripon Road, Harrogate	
Subject	Description
Area Constituency Committees - a suggested way forward	To update Members on role of the Area Constituency Committee and outline suggestions for: a standard agenda; co-option of members; management of regular updates; and links with NYCC Overview and Scrutiny
Harrogate and Knaresborough Area Constituency Committee Area Profile	To provide an overview of some of the key issues in the area covered by the Area Constituency Committee
9.30am on Thursday 30 August 2018 at Harrogate Civic Centre, St Luke's Mount, Harrogate	
Subject	Description
Adult Social Care Green Paper/Funding	To highlight local funding issues and invite Committee Members to identify local concerns that should be taken into account as part of the development of, or consideration of, the Green Paper.
Area Profile Follow-Up – Stronger Communities Programme	To inform the Committee of the work of the Stronger Communities Programme, in the Harrogate and Knaresborough constituency area, linked to older people and adults.
Appointment to Outside Body – King James' Foundation, Knaresborough	To appoint to a vacancy for the County Council's representative on the King James' Foundation, Knaresborough.
<i>Note: A Highways drop-in session with representatives from the Local Highways Office was held after this ACC meeting</i>	
9.30am on Thursday 8 November 2018 at the Cairn Hotel, Ripon Road, Harrogate	
Subject	Description
Harrogate Traffic Congestion Study	To seek comments, from Councillors sitting on the Area Constituency Committee, for submission to the County Council's Executive prior to the Executive deciding whether to hold a public consultation early in 2019 on the results of the most recent analysis from the Harrogate Congestion Study.
A1(M) Junction 47 Improvement – Progress Update	To provide an update on the progress of the A1(M) J47 improvement scheme.
Harrogate to York Railway Enhancement Update	To update the Committee on the progress of the project for the Harrogate to York railway service enhancements.
Roll-out of Broadband Phase 3	To advise Members of the roll-out for the Harrogate and Knaresborough constituency area.
<i>Note: A Highways drop-in session with a representative from the Local Highways Office was held after this ACC meeting</i>	

9.30am on Thursday 21 March 2019 at the Cairn Hotel, Ripon Road, Harrogate	
Subject	Description
Briefing on Changes to Mental Health Services in Harrogate and the Surrounding Area	To update Members on changes to mental health services in Harrogate and the surrounding area.
Briefing on Changes to Hyper Acute Stroke Services in Harrogate	To update Members on changes to the provision of hyper acute stroke services in Harrogate and the surrounding area.
Schools, Educational Achievement and Finance	To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Harrogate and Knaresborough constituency area.
Receipt of Petition "Save North Yorkshire's Pupil Referral Service"	To advise of the receipt of a petition and the consideration which has already been given to the matter which is the subject of the petition and to ask the Committee to consider a response to the petition.
Work Programme	To ask Members to consider, amend and add to the Committee's work programme and to consider a recommendation to extend informal highway drop-ins.
9.30am on Thursday 13 June 2019 at the Cairn Hotel, Ripon Road, Harrogate	
Subject	Description
Harrogate Traffic Congestion Study	The ACC to be advised of the response received from the public consultation and to decide whether the ACC wishes to make any comment on the outcome of that public response before the outcome is considered by the Executive.
NYCC Digital Strategy, to be presented by Robert Ling (NYCC's Technology and Change Managing Assistant Director)	To update ACC Members on work that is underway to develop a range of technologies that improve connectivity, access to services and the opportunities for business.
Annual session on community safety and place, the subject matter to be determined by an analysis of Police, Fire, highways, Community Safety and Public Health data	To invite ACC Members to add a local perspective to the examination of 'place'.

Building of Social Housing	The Committee has previously asked Harrogate Borough Council to produce a paper for consideration by this Committee regarding affordable housing delivery and bringing forward the 6,000 unimplemented planning permissions in order for this Committee subsequently to decide whether it wishes this issue to be taken forward via its Work Programme.
NYCC's draft response to the Government's Adult Social Care Green Paper <i>Note: This item will probably not go to the 13 June 2019 meeting due to the amount of other business scheduled for this meeting and instead be progressed either by email or be re-scheduled for a later ACC meeting.</i>	The ACC has previously asked for the County Council's draft response to be shared with the Chairman of this Committee. The ACC also agreed that, if the Chairman considers it necessary, the draft response shall be submitted to this ACC for discussion.
9.30am on Thursday 29 August 2019 at the Cairn Hotel, Ripon Road, Harrogate	
Subject	Description
MP to be invited to this meeting. Meeting date to be changed if it is inconvenient to the MP.	To invite the MP to raise any issues which he identifies, and to invite him to comment on any other items of business which come before this meeting.
9.30am on Thursday 7 November 2019 at the Dower House Hotel, 48 Bond End, Knaresborough	
Impact of Highway Works undertaken at Bond End, Knaresborough – Impact on Air Quality	To note and comment on a twelve month review by the BES Directorate of these highway works
A1(M) Junction 47 Improvement – Further progress update * (see note below)	To advise Members of progress subsequent to the ACC's meeting on 8 November 2018.
Harrogate to York Railway Enhancement – Further progress update * (see note below)	To advise Members of progress subsequent to the ACC's meeting on 8 November 2018.
Superfast North Yorkshire – Further progress update * (see note below)	To advise Members of progress subsequent to the ACC's meeting on 8 November 2018.

9.30am on Thursday 19 March 2020 at the Cairn Hotel, Ripon Road, Harrogate

Subject	Description
No topics have been identified for this meeting to date.	

Note: There will be a number of items where the information is circulated to Committee Members by briefing note outside a formal ACC meeting. Where necessary, this will be discussed further by the Committee's Chairman and Vice-Chairman.

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