

## Agenda

**Notice of a public meeting of Harrogate and Knaresborough Area Constituency Committee**

**To: Councillors John Mann (Chair), Phillip Broadbank, Jim Clark, Richard Cooper, John Ennis, David Goode, Michael Harrison, Paul Haslam, Don Mackenzie, Zoe Metcalfe (Vice-Chair), Cliff Trotter, Geoff Webber and Robert Windass.**

**Date: Friday, 8th January, 2021**

**Time: 9.30 am**

**Venue: Remote meeting held via Microsoft Teams**

Pursuant to The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020, this meeting will be held using video conferencing with a live broadcast to the Council's YouTube site. Further information on this is available on the committee pages on the Council website - <https://democracy.northyorks.gov.uk/>

The meeting will be available to view once the meeting commences, via the following link - [www.northyorks.gov.uk/livemeetings](http://www.northyorks.gov.uk/livemeetings). Recordings of previous live broadcast meetings are also available there.

### Business

- 1. Welcome by the Chairman, introductions and apologies for absence**
- 2. Minutes of the Committee meeting held on 12th November 2020 (Pages 1 - 12)**
- 3. Declarations of Interest**
- 4. Verbal Update by County Councillor Carl Les (Leader of the County Council)**
- 5. County Council Budget 2021/22 (Pages 13 - 14)**  
Report of the Principal Democratic Services Officer.

Gary Fielding (Corporate Director – Strategic Resources) will attend this meeting to give a verbal briefing on the 2021/22 local government settlement and respond to questions.

Purpose of the report: To invite the Committee to note the local government settlement and to agree comments concerning the County Council's budget for referral, for consideration, to the County Council's Executive.

**6. Public Questions or Statements (Pages 15 - 16)**  
A guide for members of the public is attached.

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 full text of what they intend to say, to [Ruth.Gladstone@northyorks.gov.uk](mailto:Ruth.Gladstone@northyorks.gov.uk) as soon as possible, and **by midday on Tuesday 5th January 2021** at the latest. Speakers are each asked not to exceed 3 minutes' speaking time and to read out only the statement/question of which they have submitted notice, without adding to or altering it. No person may submit more than one question or statement. No more than one question may be asked, or statement made, on behalf of one organisation. The overall time available for public questions or statements is 30 minutes.

**7. Update on Harrogate Transport Improvement Programme (Pages 17 - 30)**  
Report of the Corporate Director – Business and Environmental Services.

Purpose of the report: To update Members on the outcomes of the Harrogate Transport Improvement Programme study and advise of the recommended next steps in the Programme development work streams.

**8. Committee Work Programme (Pages 31 - 34)**  
Report of the Principal Democratic Services Officer.

Purpose of the report: To ask Members to consider, amend and add to the Committee's work programme.

Barry Khan  
Assistance Chief Executive  
(Legal and Democratic Services)

County Hall  
Northallerton

23 December 2020

## North Yorkshire County Council

### Harrogate and Knaresborough Area Constituency Committee

Minutes of the meeting held remotely via MA Teams on Thursday 12 November 2020 at 9.30am

This meeting was live broadcast on the North Yorkshire County Council YouTube site and a recording is available using the following link - <https://www.northyorks.gov.uk/live-meetings>

**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 Carl Les (Leader of the County Council) and County Council David Chance (Executive Member for Stronger Communities)

County Council Officers:- Andrew Dixon (Strategic Planning Manager, Children and Young People's Service (CYPS)), Sally Dunn (Head of Finance – Schools and Early Years, CYPS), Carol-Ann Howe (Head of Inclusion, (CYPS), Emily Mellalieu (Development Management Team Leader, Business and Environmental Services), Julie Pattison (Principal Education Adviser (Interim), CYPS), Chris Reynolds (SEND Provision and Resources Manager, CYPS), Michael Rudd (Head of Housing Market Development, Health and Adult Services), Sue Turley (Strategic Planning Officer, CYPS) and Ruth Gladstone (Principal Democratic Services Officer)

Two members of the public

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

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**65. Minutes**

**Resolved –**

That the Minutes of the meeting held on 9 January 2020, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

**66. Declarations of Interest**

County Councillor John Mann referred to the question to be asked at this meeting by Pannal and Burn Bridge Parish Council and advised that he was the Elected Member for the Pannal Ward on Harrogate Borough Council.

Note: A further declaration was made, for the sake of transparency, at a later stage in the meeting and is recorded at Minute 69.

## **67. Public Questions or Statements**

Two members of the public spoke at the meeting relating to their organisations' concerns which related primarily to new developments and the implications for the highway network in the western arc of Harrogate. They were:-

- Councillor Howard West (Chairman of Pannal and Burn Bridge Parish Council)
- Mr David Siddons of Harlow and Pannal Ash Residents' Association (HAPARA)

The text of what Councillor Howard West and Mr David Siddons each said is set out in the Appendix to these Minutes.

Emily Mellalieu (Development Management Team Leader, Business and Environmental Services) responded to the issues raised by both Councillor Howard West and Mr David Siddons. The text of what Emily Mellalieu said is set out in the Appendix to these Minutes.

County Councillor Don Mackenzie (Executive Member for Access) advised of his reaction to what Councillor Howard West and Mr David Siddons had said. The text of what County Councillor Don Mackenzie said is set out in the Appendix to these Minutes.

Councillor Howard West and Mr David Siddons were each invited to ask a supplemental question. The text of what each said is set out in the Appendix to these Minutes.

The response of County Councillor Don Mackenzie to the supplemental questions is set out in the Appendix to these Minutes.

## **68. Schools, Educational Achievements and Finance**

Considered -

The joint report of the Strategic Planning Manager, the Assistant Director - Strategic Resources, and the Assistant Director Inclusion (Children and Young People's Service Directorate) which informed Members of the local educational landscape, educational achievement and the financial challenges which affected schools in the Harrogate and Knaresborough area constituency area.

Andrew Dixon (Strategic Planning Manager, Children and Young People's Service (CYPS)) introduced the report and, together with Julie Pattison (Principal Education Adviser (Interim), Carol-Ann Howe (Head of Inclusion), Chris Reynolds (SEND Provisional and Resources Manager) and Sally Dunn (Head of Finance – Schools and Early Years), responded to Members' questions.

During discussion, the following issues were clarified:-

- There was potentially one school within this constituency area that was considering conversion to become an Academy.
- The 2024/25 shortfall in capacity in Knaresborough primary schools, as set out at Appendix 1, was based on existing capacity in local schools at the current time. In accordance with standard practice, it did not take account of the intended introduction of a new school in September 2022.
- Officers recognised that there was a relationship between social deprivation and exclusion. To address this, as part of the new SEND Hubs which came

into being in September 2020, exclusions were being analysed every week within a locality constituency area and work was being undertaken with colleagues in Early Help and the Children and Families Service to look at whether a more joined-up family-focussed response to that family was needed.

- There was on-going capacity for excluded secondary pupils within Springwell Harrogate (formerly The Grove) and at Forest Moor School. Capacity to respond to any primary exclusions was available through an intensive support team which worked with the school to prevent a permanent exclusion but, if a permanent exclusion occurred, that team created “pop-up” short term provision in the locality until the child could be found another school.
- Generally, out of county placements were for children with EHCPs.
- A Locality Board was being formed within each locality and provided a forum for schools and educational services to discuss strategic issues. Additional finance had been allocated to the Boards so that pieces of work could be undertaken such as research/an action plan to address key issues.
- Chris Reynolds (SEND Provision and Resources Manager) undertook to refer, to the Locality Board for this area, a Member’s suggestion about the benefits of creating Breakfast Clubs to provide nutritious breakfasts in all schools to avoid exclusions and to bring about savings in later life eg for the Prison Service.
- Woodfield Community Primary School was the primary school judged by Ofsted to be “inadequate”, as mentioned in paragraph 3.1 of the report. County Councillor Geoff Webber questioned the officers about whether the County Council was putting extra resources into that school to correct what he described as a “very long-standing and extremely serious problem” and was also a community asset. The work which NYCC undertook, when a school went into special measures, was outlined. It was also reported that, in addition, NYCC had a separate budget which helped it to fund strategies and processes to make rapid improvements within schools in difficulty.
- Rumours that the Pupil Referral Service in Harrogate was closing at Christmas were incorrect. Wellspring Multi Academy Trust had taken over the provision in April and had changed the name of “The Grove” to “Springwell Harrogate”. It was understood that Wellspring Multi Academy Trust had consulted on a reorganisation and a restructure of Springwell Harrogate and, during the summer, had put a six figure capital investment into the provision to improve the facilities and the offer locally for children who would access the provision.
- Regarding schools in financial difficulty, County Councillor Geoff Webber expressed serious concern about the level of debts owed by primary and secondary schools, in particular primary schools. He highlighted that the situation had been getting worse for some time and showed no signs of improvement and, as such, schools were now starting the year with huge deficits without a way to rectify the situation. Sally Dunn (Head of Finance – Schools and Early Years) advised that the County Council was constrained in the amount of financial support it, as a local authority, was able to provide to schools because schools were funded based on a national funding formula which North Yorkshire County Council was required to operate. However, the County Council provided non-financial support to schools such as advice and support and continued to lobby, as a local authority, for additional funding. County Councillor Gareth Dadd advised that changes, which were too lengthy to go through at this meeting, were taking place and needed to be brought to Members’ attention outside this meeting.

- Boroughbridge High School continued to be a maintained school. Outline plans had been made for the expansion of Boroughbridge High School to accommodate more pupils as a consequence of new housing developments in the area. The plans would be reviewed once the volume and timing of the new housing developments were known.
- Children at Early Years stage, both within the Harrogate & Knaresborough constituency area and across North Yorkshire, continued to achieve a good level of development, and better than the national average. However, the figures had not increased over time. In response, Julie Pattison (Principal Education Adviser (Interim)) advised that, through actions arising from the School Improvement Strategy, schools, particularly those in difficulty, were supported to make rapid improvement and achieve better outcomes for pupils.
- Funds were made available to schools for children requiring SEN support but without an Education, Health and Care Plan (EHCP). The numbers of such children were monitored constantly. The funding was a delegated pot, called "Element 2" of the SEND funding formula. Schools had that amount to allocate to make provision for those children without EHCPs. The local authority also had other funds for which schools could apply when an emergency situation arose.
- With regard to schools in financial difficulties - Schools had delegated budgets and delegated responsibilities in terms of managing budgets. It was for the school's Governing Body and leadership to look at how they would be able to address budget deficits and to make decisions, in terms of the local context of their school, regarding what actions they needed to take and were able to take within the operating context of that school.
- With regard to pupil/teacher ratios, this was a decision for each individual school in the terms of the context of that school and how they deemed it appropriate for them to operate.

County Councillor Paul Haslam advised that he had some further comments and questions which he would provide by email following this meeting.

A motion was proposed, discussed and amended. Members voted and it was thereby:-

**Resolved -**

- (a) That the report be noted.
- (b) That the officers be thanked for providing the report and for attending this meeting.
- (c) That the comments expressed at this meeting be sent to the Children and Young People's Directorate.
- (d) That Members' concerns be noted regarding budgets for schools which are currently in a large amount of debt.
- (e) That a briefing about schools' financial difficulties be raised at a future Members' Seminar.

## **69. Updates from the Leader, the Deputy Leader and Executive Members**

Note: During consideration of this item of business, County Councillor David Goode advised that he was one of the Co-ordinating Group for Knaresborough Connectors.

Considered –

Oral updates presented by the Leader, the Deputy Leader and various Executive Members, as set out below.

- (a) County Council Finances – County Councillor Les and County Councillor Gareth Dadd
- (b) Stronger Communities – County Councillor David Chance
- (c) Access – County Councillor Don Mackenzie
- (d) Adult Services – County Councillor Michael Harrison

The Leader, Deputy Leader and Executive Members responded to Committee Members' questions.

### **Resolved –**

That the updates be noted.

## **70. Round Table**

Considered -

An opportunity for all Committee Members to raise any issues of local concern and strategic relevance to the County Council.

County Councillor Paul Haslam spoke about the award of funding to Woodfield School from the AJ1 Road Safety Fund to improve road safety outside the School.

County Councillor John Mann spoke about services currently being provided by Harrogate District Hospital.

### **Resolved –**

That the situations be noted.

## **71. North Yorkshire Healthy Child Programme - Public Consultation on Service Changes**

Considered -

A report inviting Members to comment on proposed services changes.

Michael Rudd (Head of Housing Market Development, Health and Adult Services Directorate) outlined the background of the Healthy Child Programme, the proposed changes, the rationale for those changes, and the public consultation work being undertaken.

Members made the following comments:-

- The officers are to be complimented on coming up with an imaginative re-scheduling of services given the reduction in funding. This is an extremely important service and Members are pleased to hear it will continue in a slightly modified way.

- This service is really helpful and this consultation is welcomed.
- There are concerns that:- those undertaking this consultation are working in silos, eg there is no context around the other services which the County Council runs; that there is no mention of nutrition and dietary help; and that there is no interaction with school meals.
- The report is very specific in terms of funding reduction for Health Child Services of £657k over 3 years. It also talks of Public Health grant of up to £4m over the next few years. Because there is no detailed breakdown, it is very difficult to judge whether £657k is a reasonable decision to take within the overall context of the grant reduction.
- With regard to the gap analysis, there is a specific list within the report of services that are being either reduced or discontinued. Clearly the mitigating argument is that anybody requiring the services that are discontinued will be signposted to other areas. The report does highlight some element of gap analysis but says that there is more work to be done. There is therefore concern in terms of decisions that have been taken to reduce services and the fact that those decisions have been made with clearly more work to be done in terms of gap analysis. Further information needs to be included.
- The need for a reduction in the Health Child Programme, following a cut in grant, is sadly acknowledged. If a reduction needs to be made, the sensible way to do so is to retain, as far as possible, the visits for 0-5 year olds because the earlier years are particularly important. If that means that a greater reduction has to be made in the provision for 5-19 year olds, then that, sadly, is correct and is the balance that needs to be struck.
- Other services eg the provision of advice by GPs/Health Visitors about diet, exercise, structured sleep, limits on screen time etc must continue.

#### **Resolved -**

That the comments which Members have made during consideration of this item of business be referred to the Scrutiny of Health Committee.

## **72. Committee Work Programme**

Considered -

The report of the Principal Democratic Services Officer which invited Members to consider, amend and add to the Committee's work programme.

Ruth Gladstone (Principal Democratic Services Officer), in introducing the report, advised that the dates of meetings to be held after March 2021 would be included, very shortly, within the Work Programme.

During discussion, no additional topics were suggested for inclusion in the Work Programme.

A Member suggested that the Work Programme should be a 12 month rolling programme, ie the same period as applied to the Executive's Forward Plan, and to enable Members to see what business was scheduled for the forthcoming year. Ruth Gladstone undertook to organise this.

The next meeting was scheduled for Friday 8 January 2021 at 9.30am.



**Resolved –**

That the Work Programme be noted.

The meeting concluded at 12.10pm.

RAG/JR

## APPENDIX

### Text of Public Questions and Statements, the Officer Reply, the Comments of County Councillor Don Mackenzie (Executive Member for Access), and the Supplemental Questions

**(a) Councillor Howard West, Chairman of Pannal and Burn Bridge Parish Council asked the following question:-**

Why are we being ignored?

It is surprising that being such a critical issue, the Parameters Plan which is wholly within the Harrogate and Knaresborough constituency, doesn't feature on this agenda.

As specified by HM Inspector for the Local Plan, there is supposed to be a cooperation between NYCC and HBC regarding the infrastructure required to support the large-scale developments on Harrogate's Western Arc. The area is to be treated as a whole rather than in piecemeal planning applications. Lack of attention to the significant impact on the area in question is indicative of the laissez-faire attitude of both councils.

After we requested intervention from Andrew Jones MP, we have made some progress and have been grateful to traffic engineers from HBC and NYCC for the opportunity to discuss possible technical solutions. It was clear from our discussions that they're doing their best but working with their hands tied behind their backs.

NYCC recognised there was a traffic congestion problem throughout the Western Arc after its futile consultation focusing on the Nidd Gorge and launched an investigation into a link between the A61 to Leeds and Otley Road.

Unfortunately, this appeared to be set more in the tone of, "Do we need a Western Bypass?" which is not what was requested by constituents. The Cost Benefit Ratio was deemed to be inadequate to support such a project and we believe, deliberately consigned to failure. The imperative has always been on an East/West link – whether needed or not. The result is that any improvements to highway infrastructure on the Western Arc would be left to tinkering at the edges. Existing congestion has simply not been addressed.

We all know this is wholly unsatisfactory and our Cooperation Group believes it is a dereliction of duty on behalf of NYCC. If you have not yet received a copy of our Campaign for Sustainability of Development then you will shortly. This highlights three main issues which are constantly ignored –

1. The housing numbers are increasing beyond what was stipulated by the government inspector yet HBC still works to the same overall target that was slated by the inspector as being over-provision
2. Highway plans to overcome congestion and provide for the extra housing, employment and education has been largely ignored
3. There is a lack of direction with respect to energy-saving, carbon-reduction and planning for future renewable energy

What does it take for the concerns of residents of the Western Arc and nearby villages (about to suffer a quarter of the whole borough's local plan housing provision) to be treated as a new settlement rather than a piffling "urban expansion"? There's a comprehensive new plan for Cattal/Green Hammerton in the making but nothing for us in the Harlow, Pannal Ash, Beckwithshaw, North Rigton, Hampsthwaite or Pannal and Burn Bridge areas. Anything from the Parameters Plan will be far too late; houses are already here.

We expect answers and the opportunity to question councillors and officers who have neglected us.

**(b) Mr David Siddons of Harlow and Pannal Ash Residents' Association (HAPARA) made the following statement:-**

HAPARA is part of the Western Arc of Harrogate Cooperation Group, that will be most affected by the very large-scale development proposals within the Local Plan.

We have recently produced our report – Campaign for Sustainability of Development – and some of you may have already received a copy.

Whilst we accept that the principle of development has been established by the adoption of the Local Plan earlier this year, there still remains huge concerns on how exactly sustainability can be delivered to underpin such a large urban expansion in a part of Harrogate with an acknowledged weak infrastructure.

In brief these concerns relate to:

- 1) The scale of traffic generation relative to current levels.
- 2) The inadequacy of alternatives to car travel from developments where car dependency would naturally be high, because of the location.
- 3) The impact on local communities of generated traffic, and the lack of any real solutions being put forward.
- 4) A lack of ambition when it comes to green and low carbon issues both generally and transport-related.

We welcome the development of a Parameters Plan looking at the western arc as a whole, and whilst useful discussions have taken place between Cooperation Group organisations and both HBC and NYCC, we remain unconvinced that what is being planned can be made fully sustainable. Whilst COVID-19 has rightly been at the forefront of our minds in recent months, the big issue that remains with us is climate change and the sustainability of future travel patterns.

Many of the principles contained within the Local Plan are sound, but we believe that the demands of 3500-4000 additional dwellings, plus further expansion for business, requires an infrastructure that can not only cope with the extra demand, but do so in a way which brings relief to local communities from current problems of congestion and road safety.

**(c) Emily Mellalieu (Development Management Team Leader, Business and Environmental Services) responded, as follows, to the issues raised by both Councillor Howard West (Chairman of Pannal and Burn Bridge Parish Council) and Mr David Siddons (Harlow and Pannal Ash Residents' Association):-**

Thank you, to both of you, for your continued engagement in this process. You have both had time with my Team and Engineers from our Team to discuss these issues. Answering both statements in the whole, I will start by explaining the roles as they relate to the development of the Parameters Plan given that there is a question raised over why this isn't on the agenda for this meeting.

Harrogate Borough Council is the local planning authority responsible for the delivery of the parameters plan. North Yorkshire County Council, in its capacity as local highway authority, is a statutory consultee to the planning process. Responses are,

however, technical nature and politically impartial so work towards the delivery of the Parameters Plan is being undertaken by the appropriate officers. It is also inevitably delivered within the constraints of the national planning policy framework.

This work is on-going in partnership with Harrogate Borough Council in its role as local planning authority. It is not therefore an appropriate item for consideration by an NYCC constituency committee. Any concerns regarding the parameters of delivery of the Parameters Plan is better addressed through Harrogate Borough Council's political processes. Notwithstanding that, the Parameters Plan is the opportunity to deliver the distinct sites cohesively and to set the expectation across development in the location. North Yorkshire County Council and Harrogate Borough Council are working closely on this from a highways perspective, with weekly meetings held, and almost daily communications, between officers.

The development of this Parameters Plan includes engagement with a number of key stakeholders including the parish councils and residents' associations. The first round of stakeholder meetings took place in October and a further round of meetings are to be arranged in due course following an independent Design Review Meeting that occurred at the beginning of November.

Additionally, representatives from Harrogate Borough Council and North Yorkshire County Council Highways have also held meetings with a number of Parish Council representatives, and the Residents' Association, enabling dialogue on transportation matters. It is proposed that further meetings will be arranged to discuss the outcomes from on-going strategic modelling and transport assessment work which will cumulate into the development of a Highways Infrastructure Development Plan that will ultimately form an appendix document within the Parameters Plan.

Alongside the planning process, the public statements raise questions about the North Yorkshire County Council Congestion Study. North Yorkshire County Council is due to report on the outcomes of the Harrogate Transport Improvements Programme (HTIP). This follows on from the earlier congestion study and linked engagement. This will be reported to the project Steering Group shortly. At that meeting the findings of the work that WSP, as our consultants, have undertaken, looking at possible ways to reduce congestion across Harrogate and Knaresborough, will be presented.

Further to the steering group meeting, outcomes and possible next steps, based on discussion with Members, will be presented to the Area Constituency Committee in January and that will be the opportunity to discuss those outcomes.

The Parish Council Chair, in his statement, raises three direct concerns and these were echoed in the statement from the Residents' Association. These are as follows:-

1. *"The housing numbers are increasing beyond what was stipulated by the government inspector yet HBC still works to the same overall target that was slated by the inspector as being over-provision"*

This is something that would require response by Harrogate Borough Council relating to the rationale behind that. Ultimately, North Yorkshire County Council, in its capacity as local highways authority, would need to see that the local highway can accommodate the volume of housing or that its impacts can be mitigated, in order to recommend approval of the specific application.

2. *"Highway plans to overcome congestion and provide for the extra housing, employment and education has been largely ignored"*

This is on-going through the planning process and a lot of meetings are taking place with Harrogate Borough Council where these things are being discussed.

That is part of the Parameters Plan work and is an on-going process through planning and opportunities are being given for the communities to engage in the stakeholder process.

3. *“There is a lack of direction with respect to energy-saving, carbon-reduction and planning for future renewable energy”*

Options to support west Harrogate are still being discussed. This does inevitably have to be balanced by what the local highway authority considers the future typical car use to be and that provision is made for the likely future use as projected through transport models to avoid additional congestion. This will ultimately be included in the infrastructure delivery plan and the eventual outputs from the Parameters Plan and the agreements that that brings.

**(d) County Councillor Don Mackenzie (Executive Member for Access) advised of his reaction, as set out below, to the statements from both Councillor Howard West and Mr David Siddons**

I know both Howard and David both very well. We've met often in the past and discussed these sorts of subjects. Just to confirm what Emily has said – I chair the Steering Group that's going to be looking, in the next couple of weeks, at further options available to us in the light of the Harrogate Congestion Study.

The Harrogate Congestion Study, just to remind everyone, was a very successful public engagement. There were over 15,000 replies, which is a very high number, and 78% of those people who replied told us that they want to see sustainable transport measures and they don't want to see new roads. That is advice that the general public have given me and it's a piece of advice that I'm not particularly keen to depart from.

David and Howard both mentioned their leaflet “Campaign for Sustainability of Development”. I have that leaflet here which, thank you, you sent me earlier this week. I had actually already picked it up on social media even before then.

I have to say to both David and Howard, and this is something you and I are going to have to discuss outside the boundaries of this meeting today, because I am totally unclear as to exactly what you want us to do. The aims of your campaign are unclear. On the one hand, in this eight paged leaflet, you are calling for new roads to alleviate congestion. Yet, in another section, a section 3 entitled “Green and Low Carbon Issues”, clearly written by one of your partners who considers green options to be over-ridingly important, you there call for more green measures, more cycling paths, and no through roads. So I'm totally confused as to what you want us to do.

We have developed a proposal, as you know, for a cycle path up Otley Road, from Beech Grove, and a cycle path at Beech Grove. Both will start shortly. Yet many of your residents, especially residents of Otley Road, are totally opposed to the cycle path. These are people that you represent.

I can see that you also have difficulty with this dichotomy because the Western Arc Coordination Group, and your leaflet “Campaign for Sustainability of Development”, is itself a contradiction. I don't know what you're calling on us to do, whether you want more sustainable measures or you want more roads. Certainly, if I look at the section entitled “Traffic Issues”, here you say you continue to press for further significant improvements to the road infrastructure and you say that cycling is not going to overcome these problems. So there's confusion here. I'm keen to help. North Yorkshire County Council is keen to help. However, we need a clear message from yourselves and that is something I'd like to take up with you after this meeting.

**(e) Supplemental Question from Councillor Howard West, Chairman of Pannal and Burn Bridge Parish Council:-**

It's not so much of a question but more of a statement. County Councillor Mackenzie said he wasn't sure what was requested. When one considers the traffic being generated from the western arc, some of it will go towards Harrogate. There is where we wish to have sustainable transport with buses, cycle paths, footpaths etc. However, that will do nothing to alleviate any of the traffic problems and the congestion of those wishing to get to and from the A61 and on to Leeds and Bradford. Therein lies the dichotomy. Yes we need measures which will improve carbon usage towards Harrogate, but you still have a problem with some 3,000-5,000 cars, additional to that which we have at the moment, trying to get to the A61 and to the areas around Cardale Park.

**(f) Supplemental Question from David Siddons of Harlow and Pannal Ash Residents' Association:-**

Thank you County Councillor Mackenzie for offering to continue this dialogue. I think that will be extremely useful and we look forward to that. Secondly, we very much like a lot of the stuff in the Local Plan and just I'd like to draw attention to the vision statement at the beginning which says - This is the vision for 2035 – "There are now greater opportunities to make journeys safely on foot or by bike. Whilst these improvements have reduced the need to travel by car, investment has also been made in the road network that has achieved reduced levels of congestion and improved air quality". That the vision of the Local Plan and is something we very much endorse that we're looking at, not just one bullet to solve this problem, but a combination of bullets to solve the problem and I hope we can explore that in further discussions. Thank you.

**(g) Response from County Councillor Don Mackenzie to the Supplemental Questions:-**

I have nothing further to add and look forward to meeting David and Howard again in the near future.

**North Yorkshire County Council  
Harrogate and Knaresborough Area Constituency Committee  
Friday 8 January 2021**

**County Council Budget 2021/22**

**1.0 Purpose of Report**

- 1.1 To advise of the arrangements for reporting the County Council's budget for 2021/22 to this meeting and to seek the Committee's comments concerning the budget for referral to the Executive.

**2.0 Background**

- 2.1 The local government finance settlement is the annual determination of funding to local government and requires the approval of the House of Commons.
- 2.2 The local government settlement for 2021/22 was published in the week prior to Christmas and consequently it has not been possible to prepare a paper regarding the settlement for circulation with the agenda for this meeting.

**3.0 Arrangements**

- 3.1 Gary Fielding (the County Council's Corporate Director - Strategic Resources) will attend this meeting to give a verbal briefing on the 2021/22 local government settlement and to respond to questions.
- 3.2 The Committee, having received the verbal briefing, is invited to comment on the County Council's budget for 2021/22.

**4.0 Recommendation**

- 4.1 That the local government settlement, as reported verbally at this meeting, be noted.
- 4.2 That the Committee's comments concerning the County Council's budget for 2021/22 be referred to the County Council's Executive for consideration.

Ruth Gladstone  
Principal Democratic Services Officer  
Legal and Democratic Services  
North Yorkshire County Council  
County Hall, Northallerton, DL7 8AD

Background Documents – None

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## County Council meetings held remotely during the Covid-19 Pandemic

### Public questions or statements – a guide for members of the public

This guide is for members of the public who wish to put a question or statement to a meeting of the County Council, or one of its committees, which is being held remotely during the Covid-19 pandemic.

It should be read in conjunction with the user guide on Viewing a Remote Meeting of the County Council.

### Public questions or statements

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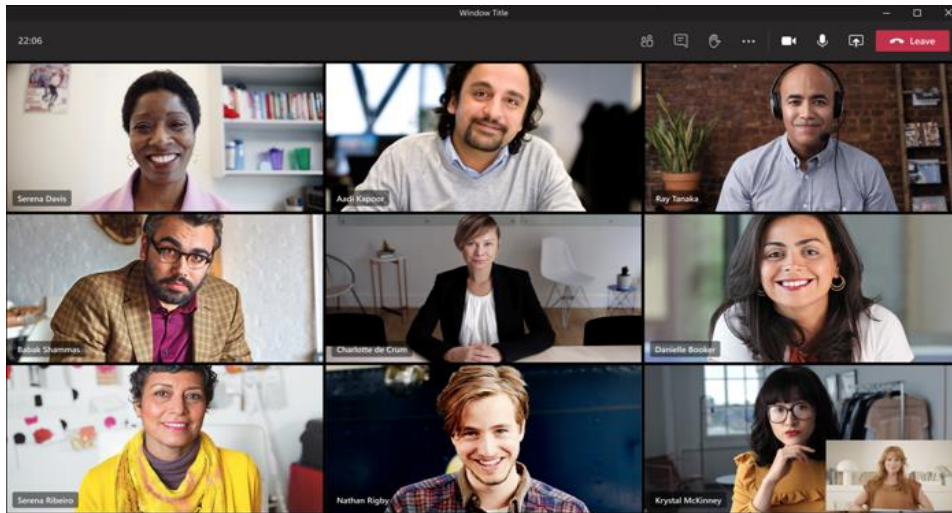
Where invited to do so on a committee meeting agenda published on the County Council's website, any member of the public may ask a question, or make a statement, by emailing notice, including the full text of the question/statement, to the Committee's supporting officer by midday three working days in advance of the meeting. Contact details for the supporting officer can be found at the bottom of the first page of the agenda sheet. Please refer also to other requirements regarding the operation of public questions and statements, as set out on the agenda sheet for the meeting at the item of business "Public Questions or Statements".

Once your notice of your question/statement has been accepted as valid, you will be contacted by the supporting officer, or another officer from Democratic Services, to offer you the option to put your question or statement directly to the committee during the remote meeting. This will be by joining the remote meeting using the video conferencing platform Microsoft Teams. Alternatively, you may choose for the supporting officer to read out your question.

If you opt to join the meeting via video conferencing, the supporting officer will send you an appointment and arrange for you to be brought into the live proceedings at the appropriate point on the agenda. You will be admitted to the meeting lobby once you have accepted the invitation.

At the meeting, when you are invited by the Chair to speak, you may choose for your camera to be turned off, if you wish, by clicking on the camera icon on the toolbar towards the bottom of the screen.





Please be aware that as the live meeting is being recorded, so will your participation in the event also be recorded if you choose to speak directly to the meeting.

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The County Council reserves the right to remove a member of the public from the remote meeting should their conduct be considered by the Chair to be defamatory or offensive.

A supplementary question, not to exceed one minute in duration, is permissible. Once your question/statement has been responded to, the supporting officer will arrange for you to leave the live broadcast. You will be able to continue viewing the remainder of the proceedings by going to [www.northyorks.gov.uk/livemeetings](http://www.northyorks.gov.uk/livemeetings)

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In the event of technical issues being encountered by committee members, which causes them to leave the meeting, the Chair may take a decision to adjourn the meeting; generally for no more than 15 minutes. If issues persist then the Chair may decide to adjourn to a different date.

**North Yorkshire County Council**  
**Harrogate and Knaresborough Area Constituency Committee – 08 January 2021**  
**Update on the Harrogate Transport Improvement (HTIP) Programme**

**1.0 Purpose of the report**

- 1.1 To update members on the outcomes of the Harrogate Transport Improvement Programme study.
- 1.2 To advise members on recommended next steps in the HTIP development work streams.

**2.0 Background**

- 2.1 At the meeting of the Executive, on 15 October 2019, recommendations were approved with regards to next steps of scheme development on the Harrogate Congestion Study. It was agreed that following extensive public engagement during the summer of 2019, and a conclusive rejection of the proposal for an inner northern relief road for Harrogate, further option development work would be undertaken on a number of thematic areas, with a view to reducing congestion in Harrogate and Knaresborough.
- 2.2 Further to this, our framework consultants, WSP, were commissioned to develop further possible interventions that had proved most popular through the public consultation as part of the Harrogate Congestion Study. This commission, known as the Harrogate Transport Improvement Programme (HTIP) sought to further assess the feasibility of options for potential implementation. Work has taken place throughout 2020 to develop proposals, and to consider potential costs and timescales for delivery.

**3.0 HTIP thematic areas**

- 3.1 In 2019 we undertook extensive consultation to gather views on how we might seek to reduce congestion in Harrogate and Knaresborough – the headline results of this were as follows:
- 15.5k responses were received to the consultation
  - 77% said that cycling and walking facilities should be improved
  - 71% said park and ride should be developed
  - 75% said smarter choices and travel behaviour change should be encouraged
  - 59% said bus priority should be improved
  - 80% rejected the further development of a northern relief road option.
- 3.2 In addition to this, analysis of the comments received as part of the consultation highlighted a number of issues of concern for residents and businesses, including repeated mentions of specific junctions that experience delay and operational constraints.
- 3.3 Having sought approval from Executive in October 2019, officers commissioned WSP to undertake further development of possible options for intervention under the following work streams; cycling and walking, bus priority, park and ride, junctions, behaviour change and highways (Killinghall bypass and western area link road).

## **4.0 Progress to date**

- 4.1 All work streams were completed in autumn 2020 and a comprehensive report produced covering each theme. Further to that, the HTIP steering group, comprised of members and officers from NYCC and Harrogate Borough Council, met virtually in December 2020, to discuss the outcomes and potential next steps recommended in the HTIP. Those next steps are set out below.
- 4.2 The final report for each work stream sets out what the key priorities for intervention should be, based on; the response from the congestion study consultation in 2019, data gathered both as part of the earlier studies, and also more recent data collection, transport modelling and forecasting, economic appraisal and reviews of best practice and local comparator areas.
- 4.3 WSP undertook desktop studies and where possible site visits, and used data already gathered as part of the earlier congestion study, to build an evidence base for further scheme development. In all cases, discussions were held with officers to assess suitability of proposals. Colleagues at Harrogate Borough Council also had the opportunity to input to the work streams and to review the study documents.
- 4.4 In view of the Covid 19 pandemic, it should be noted that some site visits could not take place, because of the first period of 'lockdown'. In addition to this, only traffic and transport data collected in advance of March 2020 has been used, as the lasting effects of Covid 19 on travel habits are, as yet, uncertain.
- 4.5 The Department for Transport (DfT) is monitoring the impact of Covid 19 on travel behaviour and has not yet set out any revised approaches to transport modelling and forecasting as a result of the pandemic. Therefore existing modelling and appraisal approaches, whilst potentially not entirely fit for purpose, are the best tools we currently have available to us.

## **5.0 Findings**

- 5.1 The headline results of the thematic studies are set out below. In each case, there is a detailed study report available on request for each thematic area. The headline results and suggested next steps are as follows:
- 5.2 Cycling - A review of the four existing Local Cycling Infrastructure Plan (LCIP) priority corridors was undertaken to ensure that they are still fit for purpose when considered in the context of no additional highway capacity being delivered through a relief road.
- 5.3 The corridors considered were:
- Bilton to Starbeck
  - Bilton to Hornbeam Park (via town centre)
  - Starbeck to Hornbeam Park
  - Jennyfield to Harrogate town centre
- 5.4 Outcome - The assessment found that the LCIP corridors remain appropriate, but because a relief road will not redistribute traffic and reduce volumes on some key routes, cycling may be less attractive without further intervention in terms of segregated facilities. Improved infrastructure would be needed on all of the Harrogate LCIP corridors to facilitate increased cycling levels.
- 5.5 High levels of support for cycling and walking identified in the congestion study consultation, and propensity for cycling identified through the LCIP, suggest that

Bilton may be a potential area for implementation of a 'low traffic neighbourhood'. This approach recommends that some residential streets may be closed to through-traffic, to encourage those making shorter journeys to walk or cycle, and to encourage greater emphasis on 'place' within local communities. This approach was suggested through the 2019 consultation.

- 5.6 Bus - The study focused on two bus corridors; the A61 and A59. Options for improvement were developed in line with the DfT's guidance on scheme development and also with reference to information provided by bus operators and their data on current bus performance, and barriers to efficient operation.
- 5.7 Outcome - The study found that both corridors offer the potential to attract more passengers and improve reliability if bus priority was improved.
- 5.8 There is scope to incorporate bus priority, using a number of different approaches, both infrastructure and technology based, at key locations. Whole route improvement plans (WRIP) were developed for each corridor. The WRIPs set out a range of changes that could be made to the corridor to improve bus operation and reliability and reduce bus journey times. The WRIPs also take into account some of the junctions, which have been studied as part of the junctions work stream. Further detail on this is set out below.
- 5.9 Town centre bus routing, including the operation of Station Parade, was studied. This took into account both the investment being delivered through the Transforming Cities Fund, but also the operational issues raised by bus operators relating to the current layout of the highway in that area.
- 5.10 Park & Ride - Review of existing literature and previous Harrogate P&R studies was undertaken. In addition, an appraisal of existing park and ride sites in locations with similar characteristics to Harrogate and Knaresborough was carried out. A multi criteria appraisal, demand forecasting and financial viability assessment helped to determine which sites might offer the best potential for success.
- 5.11 Outcome - 102 potential sites were identified. After sifting, assessment showed that the area to the south of Harrogate, in the vicinity of the A61, has the greatest potential for success, and two sites in that area were added to a final shortlist. Following further discussion at the HTIP Steering Group meeting officers are also considering whether any other sites close to the A61 may also offer potential.
- 5.12 Proximity to existing bus services provided the greatest determinant of financial viability and sustainability, meaning that an adaptive bus service would be the proposed model for a park and ride operation in Harrogate and Knaresborough. Therefore, it is suggested that if park and ride is developed further, officers will engage the relevant bus operators in further discussions on this, at the earliest appropriate opportunity.
- 5.13 The study notes that for park and ride to be operationally sustainable, and attractive to users, experience from successful sites elsewhere illustrates that there would need to be introduction of a complementary parking management regime to dissuade drivers from parking in the town centre. As parking management is a duty split between both the county and borough councils, it would be essential to ensure a coordinated approach on this.
- 5.14 Highways - Modelling and high-level economic appraisal was undertaken for a standalone Killinghall bypass and a western relief road/link road.

- 5.15 Outcome - The outcome was that the Killinghall bypass options offered high value for money using the DfT's classifications. The western area link road offered poor value for money due to the very high costs of construction.
- 5.16 On this basis, it is suggested that the Killinghall bypass is added to the county council's major schemes portfolio. It is recommended that no further work is undertaken on a potential western area link road.
- 5.17 Smarter Choices & Behaviour Change - A best practice review was undertaken, and considered both existing county council initiatives, and those being implemented successfully elsewhere. The review suggested that six area wide packages could be developed, as follows:
- Business Engagement
  - Incentivisation & Gamification (using game elements in a non-game setting, e.g. competitions, reward schemes, challenges)
  - Travel Planning & Information Provision
  - Marketing & Promotion
  - Active Travel
  - Travel Demand Management / Parking Restrictions
- 5.18 Outcome - The study notes that whilst this work stream does not require investment in infrastructure, or capital funding, some of the measures suggested are revenue and resource intensive. In order for these interventions to be successful and effective, they will require commitment to be made to provision of ongoing revenue funds.
- 5.19 Junctions - Assessments identified the most problematic junctions in the study area, using quantifiable evidence and also the responses collated as part of the 2019 engagement. This resulted in a longlist of junctions ranked using a multi criteria analysis tool.
- 5.20 Outcome - Nineteen junctions were added to the longlist, with level of delay afforded the highest priority in the rankings, but with a variety of other criteria used to sift and prioritise the junctions for investment.
- 5.21 From this, the top five junctions were identified as follows:
- Parliament Street / Kings Street / Ripon Road
  - Empress Roundabout
  - Gracious St / York St / Park Row
  - Wetherby Rd / Hookstone Corner (Woodlands Corner)
  - Leeds Rd M&S Junction
- 5.22 It is recognised that in most cases, work has been undertaken on these junctions in recent years, but there are limits to the capacity that can be delivered in the face of rising traffic volumes. On that basis, it is suggested that a coordinated, multi modal, approach is taken to junction operation, alongside a focus on reducing traffic volumes.

## 6.0 Recommended next steps.

- 6.1 The assessment work undertaken as part of this study has provided further details of what steps can be taken to reduce congestion in Harrogate and Knaresborough. The evidence suggests that in all cases, in order to deliver quantifiable and long lasting benefits, projects should be delivered in a consistent and coordinated way, rather than on a piecemeal, project-by-project basis. This will also ensure that the benefit of the schemes are fully realised due to the complementary nature of the elements within the package.
- 6.2 The cost of implementation of these projects is significant, with major investment in all of the proposed work streams exceeding the capital funding that the county council has available within existing budgets.
- 6.3 For this reason, it is recommended that a major schemes business case for funding by the DfT be developed. This will seek investment on a multi-modal, corridor basis. In addition, officers will continue to consider all funding opportunities that arise, which may help to accelerate the development of these proposals.
- 6.4 Officers will consider both the A61 and A59, to improve facilities for all road users, but would particularly seek to improve provision for pedestrians and cyclists, provide bus priority to enhance the experience of using passenger transport, and also seek to tackle some of the most problematic junctions in the study area.
- 6.5 This approach is predicted to reduce congestion by encouraging a modal shift, where appropriate, to active travel modes, and would ensure that the maximum capacity be delivered from the existing highway network without the need for additional highway construction.
- 6.6 Consideration of how a low traffic neighbourhood in Bilton could be implemented will be further explored.
- 6.7 It is recommended that the standalone Killinghall bypass be added to the county council's existing major schemes development list. This list is reviewed at regular intervals to determine which scheme should next be taken forward into development of a full DfT compliant major schemes business case.

## **7.0 Equalities implications**

- 7.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. As this report is for information only, it is the view of officers that the recommendations included in this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 and an equalities impact screening can be found in Appendix A.

## **8.0 Finance implications**

- 8.1 It is suggested that further development work be funded through the transport planning scheme development budget. A major scheme business case is considered likely to be the best approach to securing funding for this programme, however we will seek funding through any other opportunities including the LEP pipeline. A further report will be brought to the Executive Member for Access and the Corporate Director, Business and Environmental Services on the implications of this in the Spring 2021.

## **9.0 Legal implications**

9.1 As this report is for information only, it is the view of officers that the recommendations included in this report do not have any legal implications. Should any legal implications arise as a consequence of further scheme development, reports will be developed as appropriate.

## **10.0 Climate Change Impact Assessment**

10.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. The completed Climate Change Impact Assessment can be found in Appendix B and it is the view of officers that approval of this report will not have a direct climate change impact.

## **11.0 Recommendations**

11.1 It is recommended that Members note the content of the report and provide comments as appropriate.

Rebecca Gibson  
Senior Transport Planning Officer  
Business and Environmental Services  
North Yorkshire County Council  
15 December 2020



<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
<b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	Report to Area Constituency Committee updating on the findings of the Harrogate Transport Improvements Programme (HTIP).		
<b>Officer(s) carrying out screening</b>	Rebecca Gibson		
<b>What are you proposing to do?</b>	To update members of the findings of the HTIP study.		
<b>Why are you proposing this? What are the desired outcomes?</b>	To ensure members are aware of the latest findings of the study on approaches to tackle congestion in Harrogate and Knaresborough.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No. Any further development work at this stage will be funded through existing budgets.		
<b>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	No		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	None		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
<b>Reason for decision</b>	This report is advising on the outcome of a study and the further steps associated with that.		
<b>Signed (Assistant Director or equivalent)</b>	<i>Barrie Mason</i>		
<b>Date</b>	16 December 2020		



## Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Report to Area Constituency Committees on study Findings on Harrogate Transport Improvements Programme.</b>
<b>Brief description of proposal</b>	Report to Area Constituency Committee updating on the findings of the Harrogate Transport Improvements Programme (HTIP).
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Network Strategy</b>
<b>Lead officer</b>	<b>Louise Neale</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>Rebecca Gibson</b>
<b>Date impact assessment started</b>	<b>14/12/2020</b>

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

This report is for information only.

**What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

This report is for information only.

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		X		This report is for information only.		
	Emissions from construction		X		This report is for information only.		
	Emissions from running of buildings		X		This report is for information only.		
	Other		X		This report is for information only.		
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X		This report is for information only.		
Reduce <b>water</b> consumption			X		This report is for information only.		
Minimise <b>pollution</b> (including air, land, water, light and noise)			X		This report is for information only.		

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		<p><b>This report is for information only.</b></p>		
<p>Enhance <b>conservation</b> and wildlife</p>		X		<p><b>This report is for information only.</b></p>		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		X		<p><b>This report is for information only.</b></p>		
<p>Other (please state below)</p>						

**Are there any recognised good practice environmental standards in relation to this proposal?** If so, please detail how this proposal meets those standards.

**Summary** Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

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**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Rebecca Gibson</b>
<b>Job title</b>	<b>Senior Transport Planning Officer</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	
<b>Completion date</b>	<b>14/12/2020</b>

**Authorised by relevant Assistant Director (signature): Barrie Mason**

**Date: 16 December 2020**





**North Yorkshire County Council  
Harrogate and Knaresborough Area Constituency Committee  
8 January 2021  
Committee Work Programme**

**Purpose of Report**

To ask Members to consider, amend and add to the Committee's work programme.

**Work Programme**

The Committee's work programme is at Appendix 1.

**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.

**Work Programme Items**

The intention is for the Committee to develop a work programme that: is owned by the Committee; has items on it that are important locally but relevant at a strategic, county level; evolves over time and is not static.

The Committee Chairman, Vice-Chairman and the Democratic Services Officer will keep the work programme up to date and determine which items need to be considered at a public committee meeting and which could be picked up elsewhere.

Alternative ways of dealing with issues that come to the Committee could include:

- Referral to an officer at the County Council and/or District Council for a response;
- Referral to the Democratic Services Officer to conduct further research to ascertain whether it was appropriate for the committee to review;
- Referral to County Council and/or District Council Overview and Scrutiny;
- Referral to the Chairman and Vice-Chairman to consider, outside of a formal committee meeting;
- Referral to the appropriate Executive Member to consider.

### **The County Council's Forward Plan**

The County Council publishes a Forward Plan which gives 28 days' notice of key decisions due to be taken. The Forward Plan is published at least once a month and includes:- a description of each matter; details of the decision to be made; consultees; and contact details. Below is a link to the relevant page on the County Council's website, from which the Forward Plan can be viewed. This is provided in case Committee Members wish to refer to the Forward Plan in identifying possible issues for inclusion in this Committee's work programme:-

<https://democracy.northyorks.gov.uk/>

### **Recommendation**

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

Ruth Gladstone, Principal Democratic Services Officer  
North Yorkshire County Council  
Tel: (01609) 532555  
Email: [ruth.gladstone@northyorks.gov.uk](mailto:ruth.gladstone@northyorks.gov.uk)

**Harrogate and Knaresborough Area Constituency Committee Work Programme as at 18 December 2020**

**Informal meetings of the Committee were held on the follow dates during the Covid-19 pandemic when formal meetings of the Council for most committees were postponed**

2 April, 23 April, 14 May, 4 June, 24 June, 23 July, 20 August, 24 September and 16 October 2020

**Thursday 12 November 2020, 9.30am, Live broadcast remote meeting**

<b>Subject</b>	<b>Description</b>
Schools, Educational Achievement and Finance	To consider an annual report about schools, educational achievement and finance, to include attainment data, the landscape regarding organisational status/school places, school finances, and the position in relation to exclusions.
North Yorkshire Healthy Child Programme	To comment on a consultation regarding Service changes.

**Friday 8 January 2021, 9.30am, Live broadcast remote meeting**

Annual Council Budget Review	To review the annual Council budget and make recommendations to the Executive.
Highway Transport Improvement Programme	To hear about the outcomes of the Programme study and the recommended next steps in the Programme development work streams.

**Thursday 18 March 2021, 9.30am, Live broadcast remote meeting**

Discussion with Andrew Jones MP, subject to parliamentary business (to be confirmed in early March.)	To receive an update from Andrew Jones MP on issues of his choice.
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<b>Thursday 10 June 2021, 9.30am, Live broadcast remote meeting</b>	
<i>No business identified for this meeting as at 23 December 2020</i>	
<b>Thursday 16 September 2021, 9.30am, Live broadcast remote meeting</b>	
<i>No business identified for this meeting as at 23 December 2020</i>	
<b>Thursday 11 November 2021, 9.30am, Live broadcast remote meeting</b>	
Schools, Educational Achievement and Finance	To consider an annual report about schools, educational achievement and finance, to include attainment data, the landscape regarding organisational status/school places, school finances, and the position in relation to exclusions.
<b>Possible additional meeting in early January 2022, Live broadcast remote meeting</b>	
Annual Council Budget Review	Possible additional meeting to review the annual Council budget and make recommendations to the Executive. (Contact: Gary Fielding)
<b>Thursday 17 March 2022, 9.30am, Live broadcast remote meeting</b>	
<i>No business identified for this meeting as at 23 December 2020</i>	

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Author: Ruth Gladstone, Democratic Services, Tel: 01609 532555, Email: [ruth.gladstone@northyorks.gov.uk](mailto:ruth.gladstone@northyorks.gov.uk)

Background documents: None