

Agenda

Meeting: Scarborough & Whitby Area Constituency Committee

**Venue: The Street, 12 Lower Clark Street,
Scarborough, YO12 7PW**

Date: Wednesday 12 December 2018 @ 10:30am

Business

Recording is allowed at County Council, committee and sub-committee meetings which are open to the public, please give due regard to the Council's protocol on audio/visual recording and photography at public meetings, a copy of which is available to download below. Anyone wishing to record is asked to contact, prior to the start of the meeting, the Officer whose details are at the foot of the first page of the Agenda. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive. <http://democracy.northyorks.gov.uk/>

1. **Minutes of the meeting held on 26 September 2018** (Pages 5 to 12)
2. **Declarations of Interest**
3. **Public Questions or Statements**

Members of the public may ask questions or make statements at this meeting if they have given notice and provided the text to Melanie Carr of Democratic Services (*contact details below*) no later than midday on Friday 21 September 2018. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease whilst you speak.

- 4. Transport Update – Highways & Transportation Report** **(Pages 13 to 20)**
Purpose of Report: To provide members with an overview of current issues relating to the rail and highway routes most relevant to the Scarborough and Whitby Constituency Area.
- 5. Update on Phase 3 Delivery of Superfast Broadband across North Yorkshire – Report of Nynet Limited.** **(Pages 21 to 22)**
Purpose of Report: To update Members on the ongoing work to deliver Superfast fibre based Broadband to the county
- 6. Scarborough and Whitby Area Constituency Committee Work Programme – Report of the Assistant Chief Executive (Legal and Democratic Services)** **(Pages 23 to 24)**
Purpose: To provide a Work Programme for the Area Constituency Committee to consider, develop and adopt.
- 7. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.**

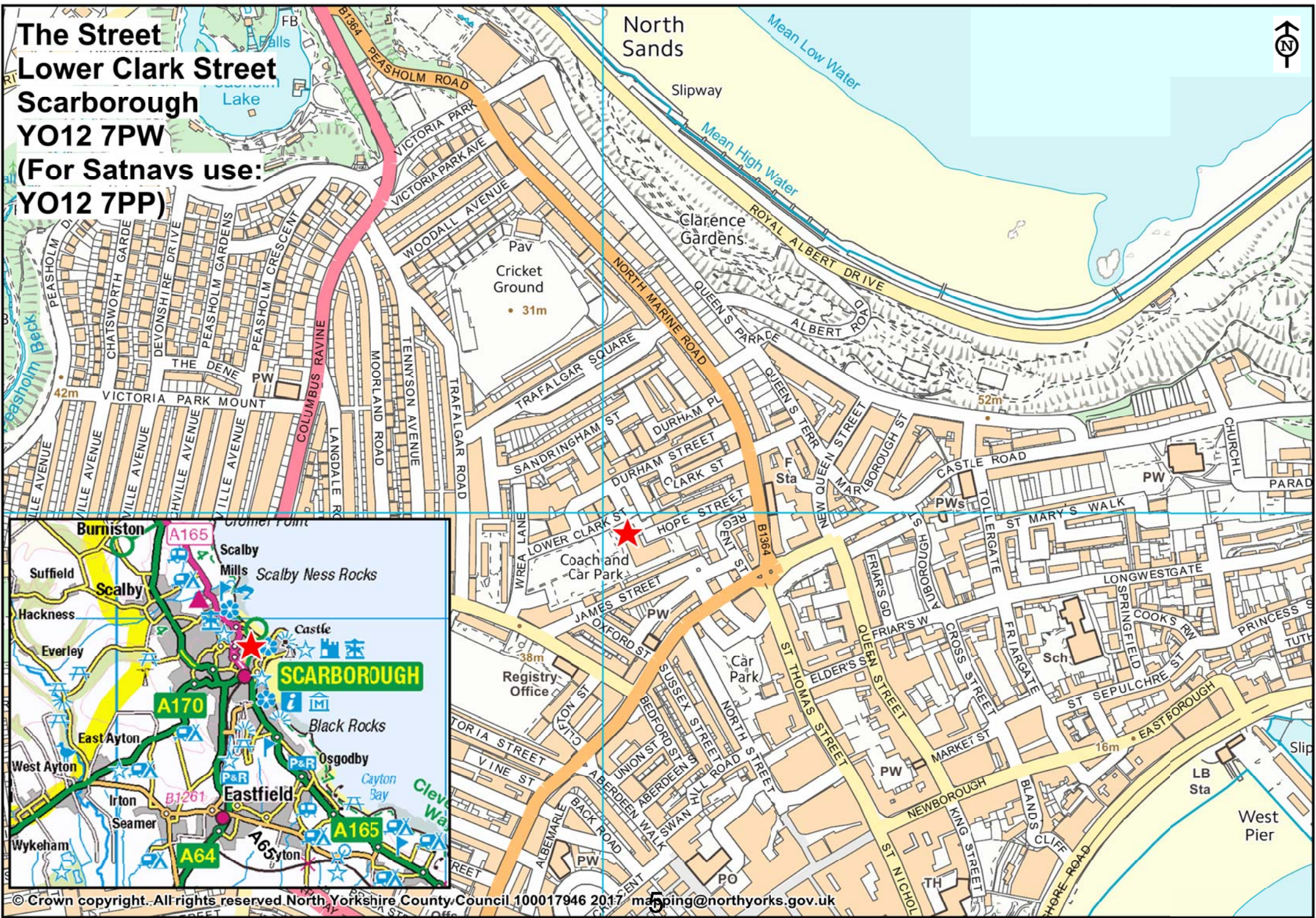
Barry Khan
Assistant Chief Executive (Legal and Democratic Services)
County Hall
Northallerton
04 December 2018

SCARBOROUGH AND WHITBY AREA CONSTITUENCY COMMITTEE

Membership

County Councillors (13)			
	<i>Councillors Name</i>	<i>Political Group</i>	<i>Electoral Division</i>
1	BACKHOUSE, Andrew	Conservative	Newby
2	BASTIMAN, Derek	Conservative	Scalby & the Coast
3	BROADBENT, Eric	Labour	Northstead
4	CHANCE, David	Conservative	Whitby/Mayfield Cum Mulgrave
5	COLLING, Liz	Labour	Falsgrave & Stepney
6	JEFFELS, David	Conservative	Seamer & Derwent Valley
7	JEFFERSON, Janet	NY Independent	Castle
8	JENKINSON, Andrew	Conservative	Woodlands
9	PEARSON, Clive	Conservative	Esk Valley
10	PLANT, Joe	Conservative	Whitby/Streonshalh
11	RANDERSON, Tony	Labour	Eastfield & Osgodby
12	SWIERS, Roberta	Conservative	Hertford & Cayton
13	WALSH, Callam	Conservative	Weaponness & Ramshell
		Total Membership – (13)	Quorum – (3)

**The Street
Lower Clark Street
Scarborough
YO12 7PW
(For Satnavs use:
YO12 7PP)**



North Yorkshire County Council

Scarborough and Whitby Area Constituency Committee

Minutes of the meeting held on Wednesday 26 September 2018 at 10.00 am at Sneaton Castle Centre, Castle Road, Whitby.

Present:-

County Councillors Eric Broadbent, David Chance, Janet Jefferson, Andrew Jenkinson, Clive Pearson (Vice Chairman), Joe Plant (Chairman), Tony Randerson, and Roberta Swiers.

Officers: Daniel Harry (Democratic Services and Scrutiny Manager), Richard Webb (Health and Adult Services), Claire Robinson (Public Health), Richard Marr (Highways), and Alice Gill (Business Support).

In attendance: County Councillors Carl Les and Michael Harrison. Also in attendance was the Rt Hon Robert Goodwill MP.

Apologies for absence: County Councillors Derek Bastiman, Liz Colling, David Jeffels and Callum Walsh.

9. Minutes of the meeting of the Yorkshire Coast and Moors County Area Committee held on 20 June 2018

Resolved -

That the Minutes be noted.

10. Declarations of Interest

There were no declarations of interest.

11. Public Questions or Statements

The following question was submitted by Whitby Town Councillor Linda Wild:

“Whilst we are aware that the Park & Ride on the A171 Guisborough Road does have an impact on the reduction of traffic into the Town, there is no such relief for traffic using the A171 Stainsacre Lane from Scarborough. Has the County Council any plans to expand its park and ride service to alleviate the number of cars coming into the Town Centre Car parks or would they consider installing digital parking signs to direct visitors to the existing Park and Ride or Abbey Car Park before entering the Town Centre?”

The question was answered at the meeting by Richard Marr of NYCC Highways, as follows:

Currently NYCC has no proposals to construct a new Park and Ride facility to the south of Whitby. These facilities are expensive to construct and we have no identifiable capital funding available for the project. However, we are mindful of the request and will consider it should any appropriate funding stream become available.

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Similarly for the electronic signing, we have submitted funding bids for such signs for Whitby but have, to date, been unsuccessful. Again, we are ready to resubmit our bid should a funding opportunity become available.

Whitby Town Councillor Linda Wild asked a supplementary question, querying the need to close Whitby Swing Bridge on busy tourist days.

The supplementary question was answered at the meeting by Richard Marr of NYCC Highways, as follows:

The sheer number of pedestrian tourists on the bridge creates hold ups for vehicles. This results in vehicles being unable to clear the bridge under the green light. This leads to the traffic from the opposite direction setting off and meeting to oncoming vehicles in amongst the large number of pedestrians. Apart from the road safety issues this presents, it can lead to vehicles taking to the footway to get past. The edge beams of the swing bridge are vulnerable under excessing loading and vehicles driving on the footway can lead to unacceptable loadings on these edge beams. Therefore we take the proactive step of closing the bridge.

12. Green Paper and Fairer Funding for Local Government

Considered -

The report of Richard Webb the Director of Health and Adult Services at North Yorkshire County Council providing an overview of adult social care funding and provision in the committee area and also the likely approach of the government to the adult social care funding Green Paper.

Cllr Michael Harrison introduced the paper summarising the current position, as below:

- Adult Social Care is the largest single service and budget area (excluding schools) for the County Council
- The average hourly rate paid to providers for domiciliary care is 15% higher in super rural areas compared with the rate in urban areas
- Key adult social care workers in the county spend 45 minutes on average as “downtime” – for each visit in rural areas. This compares with 20 minutes in urban areas
- The Improved Better Care Fund is due to cease in March 2020, with no government plans as yet for its continuation
- Prevention and early intervention is important with over 200 people in the constituency referred to the Living Well service
- The County Council works with 71 residential and nursing homes and home care providers in the area
- National research suggests that county councils will face a funding gap of £1.6bn in social care by 2020/21
- Local Government Association has launched a consultation on a Green Paper of its own called “The lives we want to lead”. This outlines possible solutions for paying for adult social care in the long-term.

Richard Webb said that the current consultations by the Local Government Association (LGA) and the County Councils Network (CCN), on the funding of adult social care, offered an opportunity to influence some of the thinking around the Green Paper.

Richard Webb said that the Council had responded to the challenges that arose from the delivery of adult social care services in the county by investing in prevention and early intervention and moving towards a strength-based model of assessment. Some

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structural issues persisted, such as recruitment to social care posts in Whitby and the surrounding area. Work was underway, however, to promote social care as a viable, long term employment option and career. Richard Webb referred members to the Council's 'Make Care Matter' website - <http://www.makecarematter.co.uk/>

Richard Webb said that there was early, anecdotal evidence that some care workers from Eastern European countries were leaving jobs in the care sector in the county. This could be in response to concerns about the UK exit from the EU. Richard Webb said that the situation was being monitored.

Cllr Michael Harrison said that the provision of high quality adult social care services costs money. Also, that further work needed to be done to support the care provider market that enabled them to invest in their services and infrastructure. An option could be for the Council to build modern care homes that could then be rented back to the care provider.

Richard Webb noted that other pressures within the system included the need to invest in mental health care and also to look at new ways of working with young adults with disabilities who are living longer.

Richard Webb said that the LGA consultation 'The lives we want to lead' suggests the following ways in which the increasing costs associated with adult social care could be paid:

- Means-testing universal benefits – savings could be invested in adult social care. For example, means testing the winter fuel payment could raise up to £1.9 billion a year in 2024/25
- Social care premium – a contribution, such as an addition to National Insurance or another mechanism, paid by employers and people over 40, including over 65s
- 1 per cent on Income Tax – on the basic rate of tax (those earning £11,851 to £46,350), this would raise £4.4 billion in 2024/25
- 1 per cent on National Insurance – this would raise £10.4 billion in 2024/25
- 1 per cent on council tax – this would raise another £285 million in 2024/25
- Charging for accommodation costs - would raise £200 million a year.

Cllr Michael Harrison said that the Secretary of State for Health and Social Care, the Rt Hon Matt Hancock MP, was keen to see responses to the LGA and CCN consultations as these would help shape some of his thinking about the Green Paper.

Cllr Joe Plant raised his concerns about the future of the Improved Better Care Fund after the current funding ends in 2020.

Cllr Michael Harrison said that the Better Care Fund monies are passported directly from the NHS locally and that they currently fill a £3m to £4m shortfall in the social care budget. If the Better Care Fund is not renewed after 2020, then this will be a significant additional pressure upon the adult social care budget.

Cllr David Chance raised concerns about the additional costs associated with delivering social care services in rural areas and the apparent rise in the number of older people living in remote villages.

The Rt Hon Robert Goodwill MP said that the government had been reviewing current planning laws, particularly regarding building in rural areas. He noted that once the Potash mine was up and running, there would be a need for more housing in the immediate vicinity.

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Richard Webb said that the County Council was beginning to work with the District and Borough Councils on a review of the total housing stock in a given area and whether it met the needs of the local community. This is particularly important when considering the future needs of an ageing population.

Cllr Eric Broadbent said that there needed to be a long term, sustainable solution for the funding of adult social care.

The Rt Hon Robert Goodwill MP said that there was a need to come up with a funding solution that was fair and which recognised the different financial positions that people were in in later life. He identified three different groups of people: those living in rented accommodation, on limited means and with a state pension; those who own their house but have little disposable income; and those who own their house and have a private pension. The question was how people could contribute some of their capital, whilst still protecting their legacy.

The Rt Hon Robert Goodwill said that people were now openly discussing the possibility of changing National Insurance and linking it to social care provision. The key will be to build a cross party consensus that enables new ideas to be explored.

The Rt Hon Robert Goodwill MP noted that North Yorkshire is perceived at Westminster to be a healthy and prosperous county. It is recognised, however, that the current levels of funding do not take into account the issues associated with delivering services in rural areas nor do they take into account the ageing population and the multiple long term health conditions that people often have.

Richard Webb said that there was a need to develop a settlement that created stability in the care provider market and which also provided clarity for people about the costs that they are likely to face for care and so what plans they needed to put in place to fund it.

Cllr Tony Randerson stated that the government policy of austerity had not helped the situation of the poor and vulnerable in the county.

The Rt Hon Robert Goodwill replied that this was a political question but that the government was spending more than ever, when taken as a proportion of National Income. He said that there was a need to live within our means and control government finances.

Cllr Michael Harrison said that austerity had forced the Council to look at new ways of delivering services, particularly prevention and early intervention.

The Rt Hon Robert Goodwill MP raised his concerns about the pressures being faced by children and young people's social care services. Whilst the Council provided outstanding services the associated costs were rising as there was greater demand for services for children with SEND.

Cllr Carl Les said that the North Yorkshire MPs were all helping the Council raise its concerns about funding and that the Rt Hon Rishi Sunak MP was leading the fairer funding review. He said that his immediate concern was the need for the BCF to continue beyond 2020 and for its administration to be reviewed so that there was a fairer allocation of funding between the NHS and the Council.

Cllr Janet Jefferson said that she had concerns about the transition between children and young people's services and adult services.

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The Rt Hon Robert Goodwill MP said that more could be done to use technology to assist with the delivery of health and social care services in rural areas, reducing the demands upon the workforce and also upon acute services. This could include greater use of Skype, AI diagnosis and robotics.

The Rt Hon Robert Goodwill MP raised his concerns about mental health and the need to boost resources in community mental health services. Also, he raised concerns about the impact that Botton Village was having, as it attracted people from out of area and meant that the Council would, eventually, be responsible for their care.

Richard Webb said that the 'ordinary residence rule' did mean that after a period of time the responsibility for people's care at the Botton Village site transferred from their home authority to North Yorkshire County Council. He confirmed that the Council is working with Trust to develop a new model of delivery.

Cllr David Chance stated that the investment in prevention, through programmes like 'Living Well', had been successful and that technology was increasingly being adopted to help people live independently for longer. He referred to the work being done with residents of Sleights village.

Cllr Tony Randerson said that there was a need to build more social and affordable housing, as in the Borough there were 3,000 people in temporary accommodation awaiting places in social housing.

Richard Webb responded to the comment by Cllr David Chance and said that the work on prevention had arrested the growth in referrals to adult social care services. Also, that the Sleights project had used technology to enable people to take greater control of their own lives and also to keep people connected and involved in their community.

Claire Robinson said that the Council's Public Health team and Technology and Change service were working together to see how technology could be used as an enabler to promote good health and independence.

Resolved -

- (i) Thank Cllr Michael Harrison and Richard Webb for attending
- (ii) Maintain a watching brief on the developments with adult social care funding, particularly the Better Care Fund.

13. Overview of activity to reduce suicide in the area

Considered – the report of the Claire Robinson to provide the Area Constituency Committee with an overview of the current activity to reduce suicides in Scarborough and Whitby.

Claire Robinson presented the report and the key points are summarised as below:

- A county-wide and multi-agency Suicide Prevention Strategic Group (SPSG) was created in 2014
- Annual suicide audits conducted for the periods 2015 and 2016 have been carried out, which led to a refresh of the North Yorkshire Suicide and Self-harm Prevention Strategic Plan 2018-2023
- The rate of suicides in North Yorkshire (10.1 per 100,000) is lower than that observed regionally (10.4 per 100,000) but slightly higher than the national average (9.9 per 100,000)

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- Craven and Scarborough districts have the highest rate of suicide (11.5 per 100,000) in the county
- The majority of suicides are committed by men, aged 40 to 49 years and involve alcohol, albeit not the explicit cause of death
- There has been investment into the Council's Stronger Communities team and Living Well programme to identify and support vulnerable people in the community
- Applied Suicide Intervention Training (ASIST) and Mental Health First Aid training (MHFA) have been undertaken
- Signage put up along the coast and on Spa Bridge in Scarborough.

Claire Robinson said that a surveillance group has been established to ensure that the work undertaken by the Suicide Prevention Strategic Group is effective.

Claire Robinson said that the North Yorkshire Suicide and Self-harm Prevention Strategic Plan 2018-2023 had 7 priorities, as below:

1. Reducing the risk of suicide in high risk groups;
2. Tailoring approaches to improve mental health in specific groups;
3. Reducing access to means of suicide;
4. Providing better information and support to those bereaved or affected by suicide;
5. Supporting the media in delivering sensitive approaches to suicide and suicidal behaviour;
6. Supporting research, data collection and monitoring; and
7. Reducing rates of self-harm as a key indicator of suicide risk

Claire Robinson said that there were opportunities to access new funding for suicide prevention through the three Sustainability and Transformation Partnerships that cover the county.

Cllr David Chance asked whether there were any clusters of incidence of suicide in the area.

In response, Claire Robinson said that, to date, the only pattern had been a spate of suicides in caravan parks.

Cllr David Chance queried whether more could be done to identify people at risk of suicide. He said that he had heard of cases of older people who had made detailed preparations for what would happen to their property and belongings before committing suicide. Surely there were points at which the alarm could have been sounded.

Claire Robinson said that a multi-agency group is reviewing a cohort of people who have been assessed to be at high risk of suicide. These are mostly people with chaotic lifestyles who are in regular contact with the Police and/or mental health services.

Cllr Eric Broadbent said that he was concerned about the increasing pressures faced by young people as they grow up and how this could increase their risk of self-harm and suicide.

Claire Robinson replied that work is done in schools to raise awareness about mental wellbeing and also to encourage children to talk to people about their feelings and the stresses that they experienced.

Cllr Tony Randerson queried whether steel netting and cages could be put along and over the Spa Bridge in Scarborough to prevent people committing suicide there.

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Richard Marr said that barriers could not be added to the existing structure of the bridge due to its design and age.

Cllr David Chance asked whether the mental health first aid training had been given to library staff and volunteers.

Claire Robinson said that she did not know but would find out and report back. The Rt Hon Robert Goodwill MP said that he would not want to see the Valley Bridge and the Spa Bridge in Scarborough become a focal point for suicides.

Claire Robinson said that the signage that was put in place was discrete, had positive messages and assistance and was located where there had previously been a suicide.

Resolved -

- (i) Thank Claire Robinson for attending
- (ii) Note the information in the report
- (iii) Support the work of the Suicide Prevention Strategic Group
- (iv) Raise awareness of this agenda.

14. Attendance of Rt Hon Robert Goodwill MP for Scarborough and Whitby

Cllr Joe Plant noted that the Rt Hon Robert Goodwill MP had been actively involved in the committee discussions and asked whether there was anything else that he would like to draw to the attention of the committee.

The Rt Hon Robert Goodwill MP said that he had concerns about the quality of secondary school education in the Borough and that he felt that, despite a great deal of effort and resources going in, 2 key schools were still not performing at the level that they should.

The Rt Hon Robert Goodwill MP said that, at present, there were not enough children in Whitby to support the schools there. This meant that the schools competed for children. The schools that were not able to keep the numbers up faced significant budgetary pressures. He noted that the expansion of housing in and around Whitby and the opening of the Potash mine would both help the situation in the medium term.

Resolved -

- (i) Thank Rt Hon Robert Goodwill MP for attending
- (ii) Invite the MP to attend a future meeting of the committee.

15. Scarborough and Whitby Area Constituency Committee Draft Work Programme

Considered -

The report of the Assistant Chief Executive (Legal and Democratic Services) asking Members to review the draft Work Programme, taking into account the outcome of discussions on previous agenda items and any other developments taking place across the area.

Resolved -

- (i) The draft agenda for the next meeting of the committee on 12 December 2018 is confirmed as below:

Railway – Scarborough to York and Scarborough to Hull
Roads – A64 and A69 – Highways England to attend
Rural bus services and community transport.

(ii) To add in the following to the meeting of the committee on 20 March 2019:

Educational outcomes and the progression from level 2 to level 3.

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

The Chairman requested that a letter of thanks be written to the staff of the Sneaton Castle Centre for hosting the committee so well over the past years (the centre is due to close and the meeting yesterday was the last one that will be held there).

The meeting concluded at 12noon

DH



North Yorkshire County Council

Scarborough and Whitby Area Constituency Committee – 12 December 2018

Transport Update

1.0 Purpose of the Report

- 1.1 To provide members with an overview of current issues relating to the rail and highway routes most relevant to the Scarborough and Whitby Constituency Area.

2.0 Introduction

- 2.1 This report provides an update on the key strategic transport corridors relevant to the Constituency Area covered by this committee, namely the A64 / A1237 / A59 road corridor, and Scarborough to York and Scarborough to Hull rail links. The report also provides a brief overview of Transport for the North.

3.0 Transport for the North

- 3.1 In April 2018 Transport for the North (TfN) became England's first sub-national transport body, overseen by the 19 different transport authorities across the North.
- 3.2 The TfN Strategic Transport Plan sets out pan-Northern transport requirements up to 2050 and is due to become a statutory document in late 2018/early 2019. It will be used to help TfN and partners make the case for investment in the North.
- 3.3 TfN identified seven Strategic Development Corridors¹ to be the focus of potential future improvements to transport infrastructure, if funding can be sourced. The 'East Coast to Scotland' and 'Central Pennines' Corridors are the most relevant to this Constituency Committee, and in particular sub-corridors 7 York – North East Coast and 11 Hull – Scarborough.
- 3.4 TfN are currently undertaking a comprehensive multi-modal analysis of road and rail networks, including transport modelling and appraisal for these corridors looking at future requirements for movement of people and freight. NYCC officers are fully involved in stakeholder meetings and the priorities for the corridors are likely to become clearer towards the end of the year.

¹ TfN (2018) Strategic Transport Plan Draft for Public Consultation Key Messages
<https://transportforthenorth.com/wp-content/uploads/STP-Key-Messages.pdf>

4.0 Economic Growth – East West Connectivity Study

4.1 In 2017 NYCC commissioned a study to assess the economic impacts of a range of proposed transport infrastructure improvements primarily aimed at improving east to west connectivity including between the North Yorkshire Coast and York by road and rail. The transport schemes review initially looked at the proposed interventions contained within the North Yorkshire Strategic Transport Prospectus and at their potential impact on the network.

4.2 The study carefully examined the impact of transport interventions in economic terms and sought to identify benefits in terms of journey time savings and new development potential. This was achieved through a number of activities which included modelling journey time savings, consulting businesses about their investment plans and consulting local planning authorities about future growth aspirations. The estimated impacts across the entire study area (North Yorkshire, East Riding of Yorkshire and Hull) were as follows:

- Approximately 5,150 additional new homes.
- A higher level estimate of up to 3,200 additional jobs as a direct result of transport improvements by 2030.
- A higher level estimate of up to £134m of additional GVA as a direct result of transport improvements by 2030.
- A contribution to the Northern Powerhouse (NPH) Transformational Growth Scenario outcomes of 4,600 additional jobs and £803m additional GVA in the wider study area by 2030.
- A longer term outcome of 4,000 additional jobs and £320m of GVA delivered by 2050.

Other key indications from the study also included the following:

- Improvements to the A1237 York Outer Ring Road and the A64 have significant benefits for the tourism sector in Scarborough, York and Harrogate.
- Improvements on the A64 can mitigate some transport related production and skills issues in the manufacturing sector in Ryedale and Scarborough Districts.

4.3 The review generated forecast traffic flows up to 2030 using existing traffic count data and applying DfT road traffic forecasts for Yorkshire and Humber which identified an increase in vehicle numbers of 17.5% over this period. The results are identified as ‘Road Stress’ and are classified as below 85% road stress, 85 – 99% road stress and above 100% road stress. Analysis of the current levels of traffic use indicates above 85% road stress exists on the A64 east of Hopgrove Roundabout and West of Malton on sections currently single lane and also on York outer ring road A1237. Over 100% road stress is identified on the northern section of York outer ring road.

4.5 Applying the interventions identified within the North Yorkshire Transport Prospectus, alleviates link stress levels at York Outer Ring Road (A1237 Dualling), A64 to the North of York (Hopgrove Dualling) and West of Malton. However 85% plus road stress remains on the York Ringroad A1237 between the A64 and the A1079. These forecasts do not take account of any improvements to Junction 47 on the A1(M) at Flaxby. Estimated journey time savings as a result of transport improvements on these routes are shown in the table below:

Route	Existing Average Peak Travel Time	Average peak time saving (minutes)
Scarborough to York	60	-8.72
Skipton to York	61	-11.12
Hull to York	42.5	-2.5
York A1237	31.5	-4.45

- 4.6 These aggregated figures do not necessarily reflect the wider more general perception of traffic issues in these locations nor do they reflect individual experiences or local anecdotal evidence regarding traffic congestion. To better understand these locations were chosen (including on the A64 near Sand Hutton) on the basis that they were considered to be particularly congested at certain times. Traffic analysis showed hourly variation that reflects times of day when average traffic speeds are considerably reduced to the low 20 mphs however these instances cover relatively short periods in the day, and are often seasonal.

5.0 Rail

- 5.1 This section of the report provides Members with a rail update on the Scarborough – Seamer - York Rail Line; Scarborough – Seamer – Filey – Hunmanby - Hull Rail Line; and Whitby – Middlesbrough Line.
- 5.2 Rail services and stations on the Scarborough – Seamer – York railway line are operated by First TransPennine Express <https://www.tpexpress.co.uk/>, their franchise runs until 31 March 2023 with potentially two years added, they will pay a premium to Government to operate the service. The franchise is managed by the Rail North Partnership (Department for Transport and Rail North now part of Transport for the North (North Yorkshire County Council are members)). The current service on the line is one train in each direction per hour which after York continues on to Leeds – Huddersfield – Manchester and Liverpool. See Figure 1 for the current TransPennine Route.
- 5.3 Rail services and stations on the Scarborough – Seamer – Filey – Hunmanby to Hull route are operated by Northern <https://www.northernrailway.co.uk/> (with the exception of Scarborough, Seamer and Hull stations), their franchise runs until 31 March 2025 the subsidy to the franchise will be significantly reduced over this period. The franchise is managed by the Rail North Partnership (Department for Transport and Rail North now part of Transport for the North (North Yorkshire County Council are members)). The current service on the line is one train in each direction roughly every one and a half hours and takes around one and a half hours from Scarborough to Hull.
- 5.4 The Whitby – Middlesbrough (Esk Valley) line is also within the constituency boundary and its rail services and stations are operated by Northern on the same basis as the Hull – Scarborough line albeit with a current service of four trains per day in each direction (including a recently introduced all year round Sunday service) in each direction and a journey time of around one and a half hours. The infrastructure, railways tracks, signals, stations etc. are owned and maintained by Network Rail.
- 5.5 There are current timetable issues on all lines, including delays between Leeds and Manchester and trains terminating short of destination especially but not exclusive to, the York – Scarborough line, these have been worked through and changes made by the industry and gradual improvements to services have been made with further improvements planned in the timetable change from 9 December 2018.
- 5.6 In the long term Parliament is working on the development of proposals for High Speed Rail (HS2) in England to connect London, with the Midlands, the North West and North East of England. At the present time, parliamentary progress is being made on phase 1 London to Midlands due for completion by 2026, with the Phase 2 hybrid bill being laid before parliament shortly, paving the way for the delivery of HS2 to Manchester, Leeds and via connections on the existing network to Sheffield, York and Newcastle with full completion by 2033.

Figure 2 - Future TransPennine Express train from Scarborough / Seamer



Scarborough - Seamer – Malton - York line

- There will be increased frequency from December 2019. In addition to the current TPE service Northern are introducing an hourly service throughout most of the day. This will mean that there will be a half hourly service frequency between Scarborough, Seamer, Malton and York.
- This will lead to the current seating capacity on the line increasing from 169 to around 400 seats an hour in each direction and should significantly reduce overcrowding at peak times.
- TransPennine have introduced an earlier morning train from Scarborough – Seamer – York (departing Scarborough at 06:00 and Seamer 06:05) to give an arrival in York before 07:00 and with connection to London by 09:00.
- Earlier morning and later evening trains all week, last train from Scarborough has recently changed to after 2230 allowing people to visit Scarborough for an evening out.

Whitby – Middlesbrough: Esk Valley Line

- From December 2019 there will be an additional early morning train from Whitby – Middlesbrough arriving 0830, a long time aspiration for the community.
- As part of the York Potash Ltd Section 106 planning agreement , North Yorkshire County Council are seeking to develop improvements to the Esk Valley services
- The first phase is looking to deliver additional train service(s) in December 2019 that are possible without mitigating infrastructure change.
- The next phase of work will identify options for infrastructure enhancements to enable up to eight trains per day in each direction to be operated.

Scarborough – Hull: Yorkshire Coast Line

- Northern plan to introduce an hourly service between Scarborough - Seamer (Filey and Hunmanby) - Bridlington – Beverley – Hull from December 2019 at the latest but this is being planned for earlier introduction in 2019 if possible,
- Earlier and later services are also planned.
- From December 2019 increased frequencies should improve connections to/from the Yorkshire Coast Line at Seamer.
- All trains on the route will be modernised.

Stations

Scarborough Station

- 979,098 users annually, a 27% increase in the last ten years
- Free station Wi-Fi since 2017
- New customer information screens installed in 2017, providing more information (number of carriages and in future reservation levels by carriage) and train running information.
- New ticket vending machines installed by 2017
- Better Cycle facilities installed in early 2018
- Provision of a community hub

Seamer Station

- 137,594 users annually, a 70% increase in the last ten years
 - Free station Wi-Fi since 2017
 - New customer information screens installed in 2018, providing more information (number of carriages and in future reservation levels by carriage) and train running information.
 - New ticket vending machines installed by 2017
 - Better Cycle facilities are planned
- Seamer station is not access compliant and a bid to Government is imminent for Access for All funding for the station, NYCC have been working with TransPennine Express and support the bid.

Work continues to develop proposals to improve car parking in the area as well as feasibility work on other potential improvements at the station.

Esk Valley Stations

There have been some improvements to stations along the line and Ticket Vending Machines have been installed in most stations along the line, new Customer Information Screens will be installed during 2019. The Esk Valley Railway Development Company (Community Rail Partnership) have been very active along the line improving the look and feel of the stations through local station adopter volunteers and in the last year re-opened the toilets at Glaisdale this project was subsequently put forward for a Community Rail Award.

Whitby Station - 131,810 users annually, a 3% increase in the last ten years

Ruswarp - 2,568 users annually, a 5% decrease in the last ten years

Sleights - 4,188 users annually, a 5% increase in the last ten years

Grosmont - 13,514 users annually, a 44% decrease in the last ten years

Egton - 12,088 users annually, a 12% increase in the last ten years

Glaisdale – 18,298 users annually, an 18% decrease in the last ten years

Lealholm - 17,358 users annually, a 33% increase in the last ten years

Danby – 6,334 users annually, a 50% decrease in the last ten years

Castleton Moor – 5,444 users annually, a 3% decrease in the last ten years

Commondale – 3,754 users annually, a 26% decrease in the last ten years

The figures on the Esk Valley line fluctuate considerably as a result of where the school children who use the train, board each year. Weather is a further important consideration.

Yorkshire Coast Stations

Filey Station - 122,776 users annually, 21% increase in the last 10 years

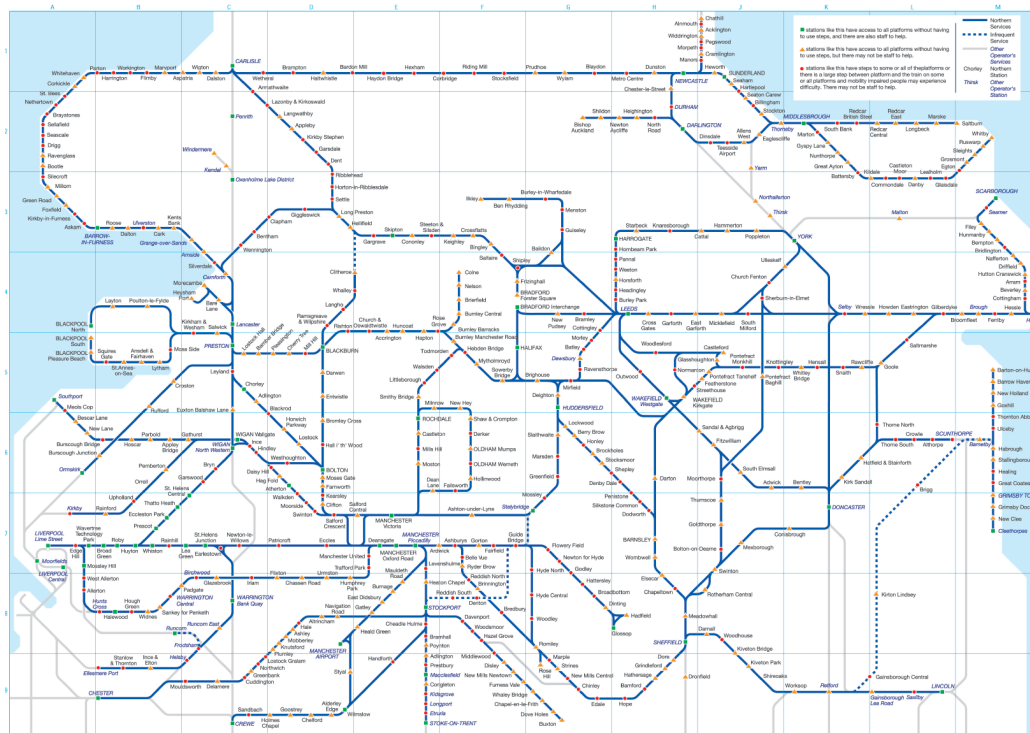
Hunmanby Station - 23,792 users annually, 9% increase in the last 10 years

Community Rail Partnerships

There are two Community Rail Partnerships one is the Esk Valley Railway Development Company <http://www.eskvalleyrailway.co.uk/> and the other is the Yorkshire Coast Community Rail Partnership <http://www.yccrp.co.uk/>.

Both organisations are community based with funding from Northern and North Yorkshire County Council and other sources to help develop and promote their lines.

Figure 3 – Current Northern Route Map



6.0 Highways

- 6.1 Highway maintenance continues to be the top transport priority for the County Council and the recent Government Budget announcement of an additional £420m to be made available to councils in 2018/19 for road maintenance including tackling potholes is welcomed. This section provides Members with a brief update on the current situation with regards to key roads impacting on the Constituency Area.
- 6.2 Representatives from Highways England have been invited to update this Constituency Committee on matters relating to the Strategic Road Network, including on the A64. Members may have noted the plans outlined recently in the press for A64 improvements including potential for dualling sections of the road. Highways England have confirmed that they are developing a scheme for consideration for construction in 2020-2025. Different options are being considered including junction improvements and dualling of various sections of the A64.
- 6.3 This is welcome news given that North Yorkshire County Council has been an active member of the A64 Growth Partnership which includes employers, councils, business organisations and the York, North Yorkshire and East Riding Local Enterprise Partnership. The partnership has been calling for investment and upgrades to the road including through the '#A64justdualit' campaign.

- 6.4 NYCC officers are working with Scarborough Borough Council to develop the business case for a £3.875m project to implement improvements to four key junctions within Scarborough town centre, namely: A170 Falsgrave Road / A171 Scalby Road – New Traffic Signals; Manor Road / A171 Scalby Road – Alterations to roundabout (widening of entrances and exits); A170 Stepney Road / Stepney Drive – Alterations to roundabout (widening of entrances and exits); A171 Scalby Road / Stepney Drive – New Traffic Signals, road and junction widening.
- 6.5 The four Scarborough junction improvements are proposed to address the impact of forecast traffic growth to the end of the proposed Scarborough Borough Council Local Plan period of 2032 and beyond. The outcomes would lead to increased capacity at the junctions to improve connectivity and journey times with the ultimate aim to support the delivery of housing and economic growth in the town. The business case has been submitted to the York, North Yorkshire and East Riding Local Enterprise Partnership for consideration in terms of funding from the Local Growth Fund.
- 6.6 City of York Council are continuing to progress their A1237 York Outer Ring Road improvements programme with works underway at the B1224 / A1237 Wetherby Road roundabout and plans to bring the Monks Cross roundabout improvement scheme forward approved. The schemes will increase capacity at the roundabouts and ease congestion on the York Outer Ring Road to improve journey time reliability. This will contribute to improved East-West connectivity to and from North Yorkshire's coastal areas. NYCC will continue engage with City of York Council and other partners on improving journey times in the area, including on the A64, A59 and York Outer Ring Road.
- 6.7 Further afield, in relation to East-West Connectivity officers are continuing to develop a scheme to improve the resilience of the A59 route through the realignment of the road at Kex Gill. NYCC also has plans to start the implementation of an A1 (M) Junction 47 improvement scheme in October 2019 which will include signalisation of the A1(M) / A59 junction (and nearby A168 / A159 junction); widening on all approaches to accommodate left turn flares on both diverge slips, and to increase the length of both right turn flares on the A59 approaches; and widening to accommodate a three lane circulatory carriageway at the north east and south west corners of the junction. This scheme will deliver a much needed improvement in capacity at the A59 / A1(M) junction which will lead to improved safety at the junction as well as improving east-west journey times and unlocking the potential for new jobs and homes.

7.0 Going forward

- 7.1 NYCC will continue to work with partners including Highways England, district councils, network rail, train operators, and the Local Enterprise Partnership to bring forward transport improvements to benefit North Yorkshire's economy and residents.

8.0 Recommendation

- 8.1 It is recommended that Members note the content of the report and further updates will be provided at appropriate intervals.

Authors: Graham North & Mark Kibblewhite & Victoria Hutchinson
Highways and Transportation
Business and Environmental Services
North Yorkshire County Council
21 November 2018



Scarborough and Whitby Area Constituency Committee
12th December 2018

Update – Superfast North Yorkshire

What is Superfast North Yorkshire and what have we achieved so far?

Superfast North Yorkshire (SFNY) is the project bringing Superfast Broadband to North Yorkshire. The project is built around a partnership between North Yorkshire County Council (NYCC) and BT to deliver fibre based broadband to the County, and also brings together other initiatives to address rural access to better broadband. The SFNY project is managed on behalf of NYCC by NYnet, it's 100% owned broadband company, and is financed by a mixture of funds from Central Government (BDUK), Europe and NYCC.

SFNY's objective is to deliver superfast broadband capability, i.e. greater than 25Mbps download speed, to approximately half of North Yorkshire, the other half having been delivered commercially. The original contract with BT (Phase 1), valued at £26.5m, covered circa 150,000 premises. A contract extension was extended (Phase 2) to deliver superfast broadband to an additional 15,400 premises, valued at £7.2m. Both phases are fully deployed. The contribution from the public purse for Phase 1 worked out at an average of £177 per premise, with Phase 2 costing significantly more at an average of £465 per premise. The majority of Phase 1 and 2 have been delivered using a technology called Fibre to the Cabinet (FTTC) which delivers 25Mbps or above at distances of up to 1.2km from each cabinet.

A further procurement has been awarded to BT (SFNY Phase 3), the contract value is £20.5m with scope to extend this by £12.5m. Phase 3 will deliver NGA to 14,239 premises; with the public contribution an average of £1,440 per premise. Fibre to the Premise (FTTP) will be deployed to over 85% of the 14,239 premises. Due to the premise density of conurbations being deployed to, FTTP is becoming more cost effective than FTTC. FTTP does not suffer from the challenges of distance and will see some of the best connectivity in the country reaching some of our more remote locations. Phase 3 deployment will be complete by June 2021.

The proposed premises to be included in Phase 3 are identified on the SFNY website and can be seen on our website at <http://superfastnorthyorkshire.com/#where-when>. Detailed survey and costing work is ongoing to confirm the 'proposed' premises can be delivered and once confirmed the status will change on the map to "planned", with build work then scheduled. The mapping will be updated as we progress through the contract.



What is Superfast North Yorkshire's current and planned activity?

Funding for Phase 3 comes from; BDUK (Central Government) £7.32m, EU £1m and NYCC £12.13m. SFNY's State aid approval, which permits public sector intervention in a failed commercial market place, allows us to spend up to £33m on the existing contract. SFNY has been awarded additional funding from the Rural Payments Agency (RPA). Negotiations are ongoing with BT to understand the additional premises that the new funding will bring.

SFNY undertakes a number of initiatives to raise awareness of the availability of superfast broadband and the benefits of upgrading. This demand stimulation has helped consistently raise take-up in North Yorkshire. Currently, take-up is over 54%, and is increasing month on month.

For those properties beyond the reach of faster broadband, BDUK, the broadband delivery arm of the Department of Digital, Culture, Media and Sports has created the Better Broadband Subsidy scheme to subsidise basic broadband connectivity. The scheme enables businesses and residents who receive a broadband connection of 2Mbps or less, to apply for a voucher which can be given one of several approved suppliers to subsidise the installation of the equipment necessary for basic broadband. SFNY is administering the scheme in North Yorkshire and we have approved 1300 vouchers since the beginning of 2016.

Participation in the scheme does not preclude anybody from any future investment in next generation broadband by Superfast North Yorkshire.

Residents and businesses can apply for subsidy under the scheme through the SFNY website at <http://superfastnorthyorkshire.com/better-broadband-scheme/>. The scheme is currently set to run until the end of 2018. If the scheme is to be extended, SFNY will continue to be involved and facilitate the award of subsidy codes.

Demand stimulation will continue. As new locations come on stream under the Phase 3 contract, we will be looking to attract early adopters. FTTP is still an emerging technology for the commercial internet service providers with only a small number offering service to homes. More service providers are beginning to supply FTTP to customers, but a strand of the demand stimulation work will be to explain the limited choice to potential customers and that they may need to move away from their current provider to benefit.

SFNY will be identifying those premises that will not receive superfast broadband after the deployment of Phase 3 and will be exploring the alternatives for a potential Phase 4 solution to cover as many of these remaining properties as possible.

Contacts

General enquiries are initially encouraged to visit our website at www.superfastnorthyorkshire.com where our mapping details the existing and proposed coverage, plus more information on how to upgrade, the Better Broadband Scheme and the range of providers operating in North Yorkshire.

More detailed enquiries can be submitted to info@superfastnorthyorkshire.com.

**Bringing access to superfast broadband to homes
and businesses across North Yorkshire.**

**Scarborough and Whitby Area Constituency Committee
Work Programme 2018/19**

9.30am on 20 June 2018	
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
Area Constituency Committee Area Profile	An overview of the key issues in the area covered by this Area Constituency Committee
Work Programme	Draft Work Programme for 2018/19
10.30am on 26 September 2018	
Subject	Description
Adult Social Care Funding	Green Paper & Fairer Funding for Local Government – Richard Webb
Suicide Prevalence & Prevention	Overview of Activity to reduce suicide in the area – Claire Robinson
Key Issues for local MP	Opportunity for the RT Hon Robert Goodwill MP to highlight local issues of concern
Work Programme	Review of areas for Scrutiny
10.30am on 12 December 2018	
Subject	Description
Transport Infrastructure	Railway – Scarborough to York & Scarborough to Hull Roads – A64 & A59 – Highways England to attend
Progress Update on Phase 3 Broadband	Update on NYnet & Opportunity to feed in local issues to countywide scrutiny – Ian Marr
Work Programme	Review of areas for Scrutiny
10.30am on 20 March 2019	
Subject	Description
Community Safety	Overview of community safety issues, including updates from: Police; Fire and Rescue; Community Safety; Highways – road safety; Stronger Communities; and Public Health – identification of any further lines of enquiry
Stronger Communities	Community Showcase
Transport Infrastructure	Rural Bus Services & Community Transport – Cathy Summers ** SEND Transport Changes – To feed in local concerns to county wide scrutiny - Gail Chester
Economic Development & Educational Attainment	Impact of educational attainment (levels 2 & 3) upon the development of the local economy
Work programme	Review of areas for Scrutiny

Areas of work identified but not yet scheduled:

1. Educational outcomes in the area, and progression from level two to level three
2. Life expectancy and disease free life expectancy, and variations across the area
3. Police 101 Service – Customer feedback on responsiveness and effectiveness
4. Access to alternative sources of funding for community projects (not public or private sector)
5. Buses in rural areas
6. Rail infrastructure
7. Funding opportunities
8. Coastal Growth Plan

****** Following report to Scrutiny on 24 January 2019

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