

Agenda

Meeting: Skipton and Ripon Area Constituency Committee

Venue: Ripon Community House, Sharow View, Allhallowgate, Ripon, HG4 1LE

Date: 10am on Thursday 14 March 2019

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 of the Skipton and Ripon Area Constituency Committee held on 13 December 2018**
(Pages 6 to 16)
2. **Any 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 Daniel Harry of Democratic Services (*contact details below*) no later than midday on Monday 11 March 2019. 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. **Update on road safety and improvement work that has been undertaken at the site of the Junction A6131 (Skipton North) crossing A65 (Harrogate)** – this links to a petition previously received by the Craven Area Committee on 9 November 2017 – Daniel Harry, Democratic Services and Scrutiny Manager, North Yorkshire County Council
(Pages 17 to 19)
5. **Strategic Highways updates:**
 - a) **Briefing on A59 at Kex Gill - update on report to committee on 13 December 2018** – Colin Quinn, Highways and Transportation, North Yorkshire County Council
(Pages 20 to 21)
 - b) **Briefing on progress with the Coniston Aire Causeway - update on report to committee on 13 December 2018** – John Smith, Highways and Transportation, North Yorkshire County Council
(Page 22)
6. **Stronger Communities Community showcase - Community role in access to health and support services** – Liz Meade and Marion Tweed-Rycroft, Stronger Communities Team, North Yorkshire County Council, Caroline King from Ripon Community House and Leon Fijalkowski from Pioneer Projects
(Pages 23 to 25)
7. **Home to School Transport Policy update** - Gail Chester, SEND Transport Manager, North Yorkshire County Council
(Pages 26 to 28)
8. **Committee work programme** – Daniel Harry, Democratic Services and Scrutiny Manager, North Yorkshire County Council
(Pages 29 to 32)
9. **Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.**

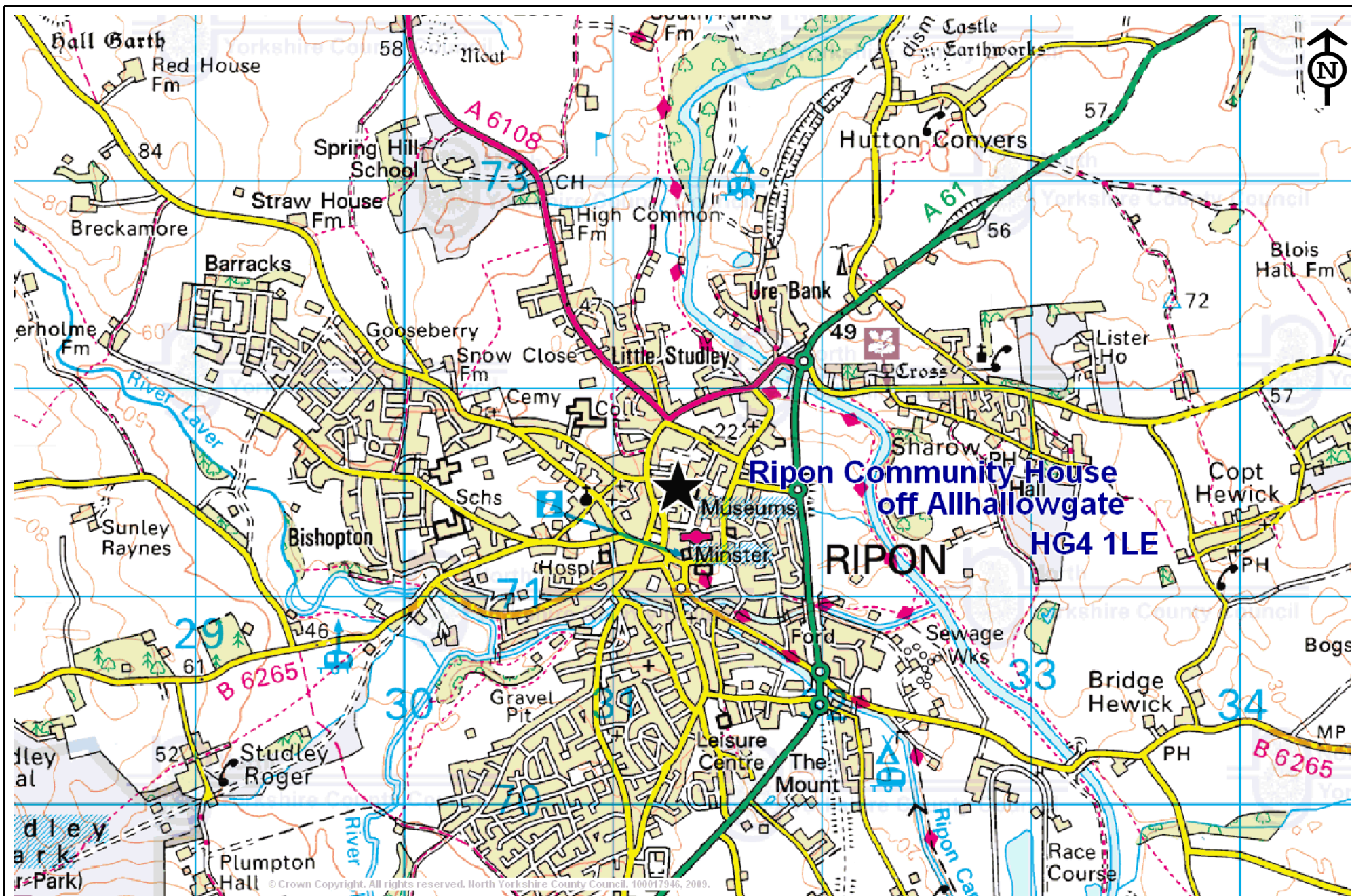
Barry Khan
Assistant Chief Executive (Legal and Democratic Services)
County Hall
Northallerton

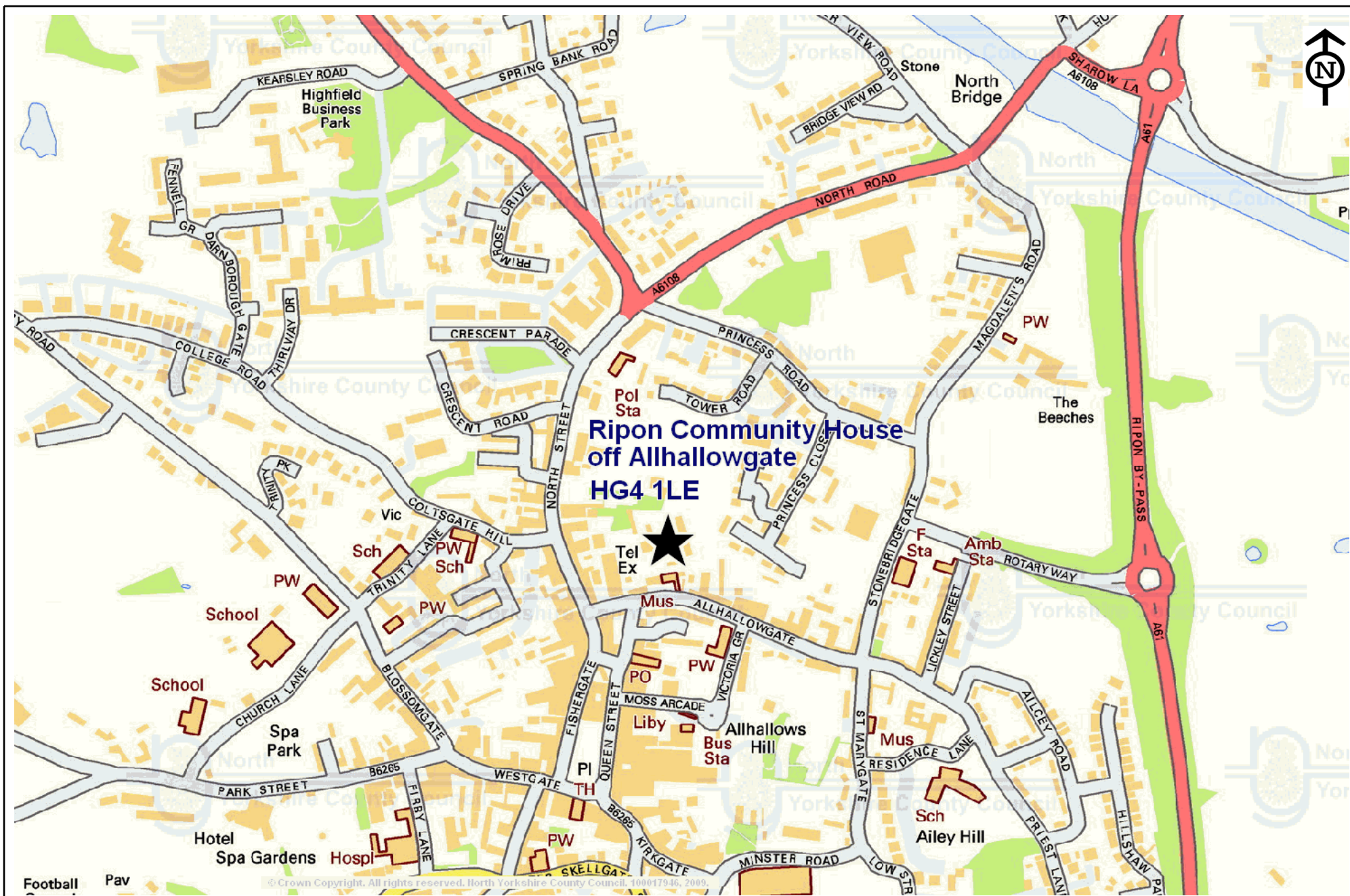
5 March 2019.

SKIPTON AND RIPON AREA CONSTITUENCY COMMITTEE

Membership

County Councillors (13)			
	<i>Councillors Name</i>	<i>Political Group</i>	<i>Electoral Division</i>
1	ATKINSON, Margaret	Conservative	Masham and Fountains
2	BARRETT, Philip	NY Independents	South Craven
3	CHAMBERS, Mike MBE (Vice Chairman)	Conservative	Ripon North
4	HARRISON, Michael	Conservative	Lower Nidderdale and Bishop Monkton
5	HESELTINE, Robert	Independent	Skipton East
6	IRETON, David	Conservative	North Craven
7	LUMLEY, Stanley	Conservative	Pateley Bridge
8	MARTIN, Stuart MBE	Conservative	Ripon South
9	MULLIGAN, Patrick	Conservative	Airedale
10	QUINN, Gill	Conservative	Mid-Craven
11	SOLLOWAY, Andy	Independent	Skipton West
12	WELCH, Richard (Chairman)	Conservative	Ribblesdale
13	WINDASS, Robert	Conservative	Boroughbridge





Ripon Community House, off Allhallowgate, HG4 1LE - Street Map

Map scale: Scale 1/6130
 Date: Date 21/10/2009
 Created by: JD
 Grid Ref: Centre = 431333 E 471639 N

North Yorkshire County Council

Skipton and Ripon Area Constituency Committee

Minutes of the meeting of the Skipton and Ripon Area Constituency Committee held on 13 December 2018, commencing at 10.00 am, at Bishopside and Beweley Memorial Hall, Park Road, Pateley Bridge.

Present:-

County Councillors Margaret Atkinson, Mike Chambers MBE, Robert Heseltine, David Ireton, Stanley Lumley, Stuart Martin MBE, Patrick Mulligan, Gill Quinn, Andy Solloway and Richard Welch (Chairman).

County Council Officers: Daniel Harry (Democratic Services and Scrutiny Manager), Hannah Bowles, Business Support, Andrew Bainbridge, Team Leader, Transport Planning, Highways and Transport, Rebecca Gibson, Senior Transport Planning Officer (Projects), Highways and Transport, Andrew Dixon, Strategic Planning Manager, Education and Skills.

Other: Sue Pitkethly, Director Accountable Care Airedale, Airedale Wharfedale and Craven Clinical Commissioning Group (AWC CCG), Colin Renwick, Executive GP, AWC CCG, Mike Dyson, Principle Construction Manager, NHS Property Services, Stacey Hunter, Chief Operating Officer, Airedale NHS Foundation Trust.

In attendance: County Councillors Carl Les, David Chance and Don Mackenzie.

There were approximately ten members of the public present.

Apologies for absence were received from County Councillors Philip Barrett, Michael Harrison and Robert Windass.

Copies of all documents considered are in the Minute Book

21. Introduction by the Chairman

The Chairman, Cllr Richard Welch, welcomed members to the third meeting of the committee. He reminded all present that this was a county council committee meeting that was held in public and not a public meeting.

Cllr Richard Welch informed the committee that he would follow up with Highways on the petition that the former Craven Area Committee had received regarding the concerns about road safety at the junction off the Skipton by pass.

22. Minutes of the Skipton and Ripon Area Constituency Committee Meeting held on 31 August 2018

That the Minutes of the meeting held on 31 August 2018 be taken as read and be confirmed and signed by the Chairman as a correct record.

Daniel Harry said that there had been one outstanding action from the last committee meeting, which was not being picked up on the agenda for today's meeting. Cllr

Stanley Lumley has advised that the candidate for the vacant seat on the Gouthwaite Reservoir Board of Management is Cllr. Ian Skaife, of Pateley Bridge Town Council.

23. Any Declarations of Interest

Cllr Andy Solloway advised that, regarding item 6, he worked as a private tutor.

24. Public Questions or Statements

There were the following public questions:

PQ1 - Malcolm Margolis, Harrogate District Friends of the Earth

This question was asked by Anne Proctor, on behalf of Malcolm Margolis, who was unable to attend the meeting.

Councillors, Ladies and Gentlemen

‘The so-called relief road should be dropped – and dropped right now’. This is the message my colleagues and I have been giving for the last two years but in fact they are not our words but those of Andrew Jones, MP for Harrogate and Knaresborough, in his column in the Harrogate Advertiser on November 22nd, 3 weeks ago.

Why does our MP believe the road should not be included in a consultation? First he says the environmental damage would be unacceptable. To quote: ‘The Nidd Gorge and the land surrounding it is a part of what makes our area special. It isn’t an added extra that we can do without. It has high environmental value in itself and welcomes thousands of walkers, horse-riders and cyclists. How can a road which means crossing Forest Moor in Knaresborough even though it has many homes on it, bisecting Harrogate Golf Club, crossing somehow the Nidderdale Greenway and potentially the River Nidd outweigh the environmental value of that land?’

I believe unless you have experienced the wildlife and wonderful tranquillity of the Nidd Gorge and the Nidderdale Greenway you cannot appreciate why Andrew Jones is so strongly opposed to the road.

But he also doubts its effect on congestion. Quoting WSP’s figures, he continues: ‘Through traffic is seven per cent of all traffic. Would the effect of a relief road in that location really have such a dramatic effect on congestion as to be worth the environmental damage it would cause.?’

And he concludes: ‘With the competing priorities for road funding across the United Kingdom would such a road really attract the national funding it would require in order to be built? The answer to all those questions is no. That is why I think the idea should be dropped – and dropped right now.’

Mr. Jones, who is a transport minister, is ideally placed to reach that conclusion. All but 2 of the local county councillors who have been involved in the congestion study since it was announced in 2016 oppose the road and agree with our MP who states: ‘a package of measures under a sustainable transport heading is where progress lies.’

Cllrs Don Mackenzie and Michael Harrison have made their support for a road clear throughout the process. Andrew Jones’ article may not have changed their view. Even so, surely it’s time they accepted the inevitable. The road is not going to happen. WSP’s report short-lists 26 sustainable measures such as park and ride, various public transport improvements, and promotion of walking and cycling. These are the issues on which the congestion review and any consultation now need to focus.

Cllr Richard Welch asked that Andrew Bainbridge respond once both of the questions that related to the Harrogate Congestion Study had been given.

Cllr Richard Welch also made a point of clarification relating to the first Public Question. He had received an email from Cllr Michael Harrison, who had given apologies for not being able to attend the meeting, which stated that he supported a public consultation on all of the options and not just a Harrogate relief road and bypass for Killinghall, as had been stated by Mr Margolis in his public question.

PQ2 – Rod Beardshall

I am here to present the view of Zero Carbon Harrogate, on the addendum to the Harrogate Congestion Review Options Assessment Report. It is important to consider this in the context of October's report from the Intergovernmental Panel on Climate Change (IPCC) which makes clear that we must all engage with cutting our carbon emissions at every decision making level. It is especially relevant to the congestion relief review, given that transport is one of the few sectors where carbon emissions are still increasing and the problem is especially acute in rural counties such as North Yorkshire. We need to limit global average temperature rise to 1.5C and to do this we need "rapid, far reaching and unprecedented changes in all aspects of society": a 45% reduction in carbon emissions by 2035 and zero by 2050. These dates are all within the timeframe of the transport choices being considered today. These targets represent our best chance of preventing unthinkable human suffering and the opportunity to create a viable climate resilient future for our children and grandchildren.

We are very pleased that the report focuses largely on sustainable methods of congestion relief that reduce our environmental impact, including our carbon footprint. These methods rely on making active travel (walking and cycling) safer and more inviting, and rebalancing the equation regarding cost and convenience to increase the attractiveness of public transport relative to private transport. Modest reductions in traffic volumes significantly reduce congestion so we can think of this as a process of evolution rather than revolution. The report recommends consulting the public on numerous possible sustainable solutions and we would wholeheartedly endorse this as an important step toward devising the most practical and cost effective package of measures.

The report also considers the possibility of a major new road as part of a package of measures. This would be by far the most costly and environmentally damaging of all the proposals. If it were to provide an effective solution, some may consider this acceptable, though possibly a minority. However, the proposal is doubly frustrating because it would be ineffective in its stated aim of congestion relief. The modestly positive, though far from compelling, Benefit Cost Ratios (BCRs) attributed to the road need to be put into context in order to expand on this opinion. In line with national guidelines many aspects of the environmental and social costs and benefits will not be considered until a later stage of the decision making process. It would seem inevitable that when loss of amenity and loss of environment is considered in due course, the true BCR is going to reduce. Even more significant but not even touched on by the report is the established phenomenon of induced traffic, whereby increased road capacity leads to increased overall traffic volumes. It won't take much additional traffic to render obsolete the calculated improvements in local journey times which are behind the overwhelmingly major part of the benefits applied to the BCR calculation.

Zero Carbon Harrogate is opposed to consulting on the option of a new road, largely because to do so would inevitably polarise opinion between those for and those against a road rather than help to encourage a mature debate about real, sustainable, solutions. We hope you take a similar view.

You will no doubt be aware of the strong opposition to a new road of those elected to represent the areas most affected by it, i.e. Andrew Jones MP and the Harrogate and

Knaresborough Area Constituency Committee. We ask that you support their position. We also ask you to ensure that should the option of a road be taken forward for public consultation, these views are clearly reflected by NYCC in any consultation material.

Andrew Bainbridge gave the following response to the two public questions that related to Harrogate Congestion Study:

Answer to public question 1

Thank you Mr Margolis for your comments. We are aware of the comments of Andrew Jones MP, from the article in the Harrogate Advertiser. The process we are undertaking, in developing options to address congestion relief in Harrogate, is well established and the arguments for considering a wide variety of options, are well rehearsed.

As members are aware the problem we are looking to address is the ongoing issue of congestion in Harrogate, and initial modelling has shown the relief road to be an effective approach to so doing. We do understand that any relief road will have an environmental impact and that this needs to be balanced against the congestion relief benefits. What we wish to be able to ask the wider public in Harrogate and Knaresborough is their views on whether, firstly they think any action should be taken, and if so, what form that might take.

Answer to public question 2

Thank you Mr Beardshall for your comments on behalf of Zero Carbon Harrogate, and more specifically on the measures suggested through the OAR addendum.

To clarify for Members the BCR's set out in the OAR are for the relief road in combination with sustainable transport measures and not for the relief road as a standalone measure. Without wishing to go into too much detail the BCR is just one element of the assessment of transport schemes and most of the social and environmental impacts are not included in the assessment of a BCR but are assessed separately. As such they are unlikely to have any impact on the BCR.

To clarify the situation with the Harrogate ACC. There was not a Member vote on the matter, they considered essentially the same report as you. The views of the Members are a matter of record and can be seen in the draft minutes but many Members, although having concerns about the relief road, supported the need to consult the public on the option.

I can also assure members that any consultation materials will clearly set out the wider benefits and costs of all the options within the packages and will be carefully developed to ensure a balanced approach.

PQ3 – Andrew Murday

North Yorkshire County Council is currently proposing drastic reductions to funding of educational provision for children who are excluded from mainstream schools.

These changes are driven by an ideology which puts budget before benefit and is symptomatic of conservative elected representatives both in local government and parliament.

There are seven Pupil Referral Units (PRU) in North Yorkshire. They are all recognised as either good or outstanding by OFSTED. These institutions provide life chances to children who would otherwise be left by the wayside. The PRU in Harrogate, The Grove Academy, takes children excluded from 11 secondary schools in North Yorkshire and is threatened with closure within the next few months, as is the Craven Pupil Referral Service in Skipton. It will be impossible for them to function with the

proposed cut in funding of at least 50% and probably as much as 66%. The alternative provision, such as virtual schooling, proposed by NYCC is clearly far inferior.

May I ask the council today if they will consider delaying this decision to allow for a fuller and proper public consultation and to allow the PRU's time to manage the drastic change to their financial circumstances?

In response to the third public question, Daniel Harry apologised to Mr Andrew Murday for not having a reply to his question at the meeting itself. He said that a reply would be sent by email as soon as possible after the meeting.

The response was received from Jane Le Sage, Assistant Director for Inclusion, Children and Young People's Services later on the day of the meeting. The response is as below:

Answer to public question 3

NYCC currently provides £2.7m of non-statutory High Needs Block funding to PRS and AP to work proactively with local schools to reduce exclusion, this is in addition to £1.9m of statutory funding. Despite this investment, exclusions are increasing rapidly and schools report regularly being unable to access support from the current PRS model early enough to prevent exclusion.

We recognise the Ofsted judgements of all PRS in North Yorkshire and have not sought to question the quality of provision. However we must recognise and respond to the challenge of increasing exclusions and stretched budgets by ensuring that young people can access support before, and not after, they are excluded from school and ensure that funding arrangements from the High Needs Block (HNB) are fair and equitable across a vast range of SEND provision.

Currently the national average cost for alternative provision is £18,000 per place. North Yorkshire's present funding arrangements are disproportionately higher than this national average. A full time place at The Grove Academy currently stands at around £48,000 per place. For the purposes of context, and to illustrate the disproportionate levels of funding, maintained SEMH special school provision funded from the HNB costs, on average, £19,769 per place.

The HNB is currently running at a projected deficit of £5.7m for this financial year. This level of deficit is unsustainable into the future. The proposed reduction in spend in relation to alternative provision for those who have been, or at risk of being, excluded is 29% and the proposals will give school leaders more scope to shape a system of support that can be accessed before exclusion.

Irrespective of the pressure on the HNB budget we would still be bringing forward these proposals to address the effectiveness of early intervention, the disparity of funding between PRS and other HNB funded provision and the role of local education leaders in shaping the AP offer in each locality.

The Council has undertaken extensive consultation in respect of the High Needs Budget proposals and has carried out a legal consultation. The LA is not of the view that there is a need for a second consultation on these principles.

Officers are currently fully considering those consultation responses prior to developing recommendations to propose to the Executive in January 2019.

All consultation feedback is under analysis.

25. Harrogate Congestion Study

Considered -

The report of Dave Bowe, Corporate Director, Business and Environmental Services, North Yorkshire County Council on the Harrogate Congestion Study.

Daniel Harry stated that the intention was for the committee to comment on the draft Executive report. He said that members were not expected to come to a consensus or to pass a resolution as a committee. Instead, individual comments were sought, which would then be included in the report to Executive.

Andrew Bainbridge introduced the report and said that the report had also been considered by the Harrogate and Knaresborough Area Constituency Committee at their meeting on 8 November 2018. He went through the detail of the report explaining to committee members key aspects of the development of the options that were being considered. This included information about two packages which were emerging as the strongest:

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

Andrew Bainbridge said that Executive will consider the report at their meeting on 15 January 2019. They will look at what options could be consulted upon and not what to adopt.

The Chairman then invited committee members to comment.

Cllr Mike Chambers MBE said that he had been chairman of the County Area Committee for the Harrogate District when the Congestion Study was being developed. He said that he supported measures that promoted sustainable transport but did not want to rule anything out at this stage as the issue was complex. Cllr Mike Chambers MBE said that he supported a full public debate and consultation that took into account all options so that an effective solution could be found.

Cllr David Ireton said that there needed to be a consultation on a range of issues for it to be meaningful.

Cllr Andy Solloway said that a key issue for people living in the Skipton and Ripon constituency was east-west connectivity as this was important for economic development and prosperity. What people in this area want may impact upon the people of Harrogate.

Cllr Stuart Martin MBE said that there should be a full consultation on options and that ruling out a consultation at this stage would not be democratic.

Cllr Margaret Atkinson said that any consultation would need to cover a large geographic area as changes to the flow of traffic in Harrogate would impact upon a much wider and largely rural area.

Cllr Patrick Mulligan said that there was a need to look at all options and to let the public have their say.

Cllr Stanley Lumley said that he agreed with the comments of his fellow committee members and that it would be wrong to discount anything at this stage.

Cllr Richard Welch queried whether the various road haulage professional bodies and associations would be consulted with.

In respond, Andrew Bainbridge confirmed that they would. Also, that the impact of any proposals upon local businesses would be considered.

Resolved -

- 1) That the comments made by committee members be included in the report to the County Council's Executive
- 2) If there is a public consultation on options, then the committee has an opportunity to submit a response.

26. A59 Kex Gill Diversion and Coniston Aire Causeway – Progress Updates

Considered – the report of Dave Bowe, Corporate Director, Business and Environmental Services, North Yorkshire County Council on the Harrogate Congestion Study.

Rebecca Gibson, Senior Transport Planning Officer (Projects), Highways and Transport, introduced the report and highlighted the following issues in relation to the A59 Kex Gill diversion:

- Work on permanent repairs is ongoing. It will take longer than expected because ground conditions are more difficult than the original investigations indicated. As such, traffic signals will remain in operation over the Christmas period
- Executive approved the preferred route on 24 July 2018 and work is now progressing on the detailed design of the scheme
- The submission of the planning application is programmed for October 2019
- A draft Outline Business Case has been submitted to the Department for Transport (DfT)
- Construction of the new road is expected to commence in spring 2020 and may take about 16 months. It is anticipated that the new road could open in the summer of 2021.

Cllr Stanley Lumley said that good progress has been made with the realignment work and that there is widespread support for the new road.

Rebecca Gibson then gave an update on the recent repairs to the Coniston Aire Causeway and the proposal for improvements to the crossing:

- A report was previously brought to the meeting of the Skipton and Ripon Area Constituency Committee on 31 May 2018. At that meeting, the committee stated its support for Option 5, which is the construction of a multi-span causeway with an estimated cost of £9.5 million
- Design work is underway and a business case is being developed for submission to DfT, when funding becomes available
- The design work will take about 12 months. Land purchase and procurement could be completed within 18 months of getting the necessary funding. Construction of the new multi-span crossing could take about 12 months.

Cllr Richard Welch said that the new crossing would be welcomed as there were continual problems with damage to the bridge and the subsequent disruption caused by repair work.

Cllr David Ireton said that it was good to see progress being made as any diversion put in place was usually substantial.

Cllr Gill Quinn stated that local Parish Councils were particularly concerned about this issue and so progress was welcomed.

Cllr Andy Solloway said that key east-west routes needed to be improved and the traffic kept flowing.

Resolved -

- 1) To note the contents of the report
- 2) To come back to a future meeting of the committee with updates on the A59 Kex Gill Diversion and Coniston Aire Causeway.

27. Schools and educational achievement

Considered – the report of Stuart Carlton, Corporate Director – Children and Young People's Service on some of the factors affecting the short, medium and long term sustainability of schools in the Skipton and Ripon Area Constituency Committee area.

Andrew Dixon, Strategic Planning Manager, Education and Skills introduced the report and summarised the key aspects as follows:

- In the Skipton and Ripon area, there have been fewer primary school Academy conversions than the rest of the county (7% compared to 22%). The secondary school conversions are in line with the rest of the county
- In the area, 86.2% of primary schools are judged good or outstanding by Ofsted, which is above the region, but below the North Yorkshire and national benchmarks. 88.9% of secondary schools are judged good or outstanding, which is above all benchmarks
- Both primary and secondary attainment in the area is above all benchmarks
- Nearly 20% of LA maintained schools in the county are in deficit. That is projected to rise to nearly half by 2019/20 and two out of every three by March 2021
- On average, a secondary school in North Yorkshire received £4,897 per pupil in 2018-19 compared to £7,840 per pupil in Hackney
- There are 62 primary schools, 5 secondary schools, 2 special schools in the committee area
- By March 2019, it is projected that 13 schools will be in deficit (19% all schools in the area)
- Three key issues that affect the long term sustainability of school: falling pupil rolls; school standards; and financial difficulty.

Cllr Margaret Atkinson queried whether the closure of small rural schools and the subsequent transport of children to schools further afield led to an increase in costs that was similar to the savings made by closing the school. If that was the case, then there was a strong argument for keeping the schools open.

In response, Andrew Dixon said that there were significant transport costs but that these were relatively low compared to the ongoing costs of running a school.

Cllr Andy Solloway said that parental choice had distorted things. Also, that often children were placed at schools that suited parental access to work and child care, as opposed to the performance or quality of the schools themselves.

Cllr Richard Welch noted that there were only a limited number of companies that were willing to provide home to school transport in the area.

Cllr Robert Heseltine raised his concerns that the national funding formula for schools had not been reviewed by the government. Rural areas continued to lose out and as a result there was a managed decline of school funding in the area.

Cllr Robert Heseltine asked whether more work needed to be done with the district councils regarding planning school capacity increases in line with increases in housing stock.

In response, Andrew Dixon said that the County Council worked closely with the district councils to plan school places. He said that an increase in housing stock did not always mean that there was going to be a significant increase in the number of children in the area.

Cllr Stanley Lumley noted that federation of small rural schools can help to manage the impact of falling roll numbers. Also, that where pupils with complex needs or challenging behaviour are not adequately supported, then they can impact upon the performance of the school and so impact upon the number of children being admitted to that school.

Cllr David Ireton queried why the projected deficits, in section 4.4 of the report, for secondary schools were unchanged 2018/19 over the period 2020/21 whilst over the same period the deficits for primary schools increased threefold.

Andrew Dixon said that he would check the data and contact Cllr David Ireton outside of the meeting.

Cllr Stuart Martin said that a maintained school that has a deficit and which becomes an academy leaves the deficit with the local authority. He said that this was unfair and should be challenged.

Cllr Patrick Mulligan said that it was important to note that although there were challenges associated with managing schools in rural areas, the standard of education was high with large numbers of OFSTED judged good or outstanding schools. He said that he was concerned that there were times when a failing school was forced to become an academy but could not find a sponsor. In such circumstances, the school often closed and the County Council was unable to intervene.

Cllr David Ireton asked whether more could be done to maximise the contributions to school infrastructure made by housing developers.

Andrew Dixon replied that a lot of work was done with housing developers to look at what infrastructure was needed in the local area and what could be done to support school growth and development. He noted that in cases where Community Infrastructure Levy arrangements were in place, it could be more difficult to channel funding into specific uses.

Resolved -

- 1) To note the contents of the report.
- 2) To provide an update on the factors affecting the long term sustainability of schools in the area in the next 6 to 9 months.

28. Castleberg Community Hospital, Giggleswick

Considered – the report of Sue Pitkethly, Director Accountable Care Airedale, Airedale Wharfedale and Craven Clinical Commissioning Group providing a summary of the current position with regard to the development of the Castleberg Community Hospital.

Sue Pitkethly introduced the report and provided an update, as summarised below:

- A 'mobilisation group' has been established to oversee the development of the hospital. The group meets bi-weekly and includes representatives of the providers of the service, NHS Property Services, Morecambe Bay CCG and Airedale, Wharfedale and Craven CCG
- Architects' plans have been drawn up and the ground floor will see: private ensuite facilities for people nearing the end of life and those needing palliative care; a separate family room and treatment room; and improved access to the ground floor for people with disabilities
- The intention is to make the first floor available for use by community groups. This could also be developed as a hub for the delivery of a range of health and social care services
- The use of the first floor is potentially limited due to the access only being by stairs. It is estimated that an external lift may cost in the region of £80,000 and would be subject to planning permission. The NHS locally cannot fund the installation of a lift
- It is anticipated that the refurbished hospital will open in May 2019. The second survey that had been undertaken revealed a number of issues associated with the site being vacant for 12 months.

Cllr Richard Welch asked a number of questions that had been suggested to him by the Chair of North Craven Health and Wellbeing Group (formerly Castleberg Steering Group):

- 1) The statement made by the CCG after the initial consultation was to avoid replacing like with like, and instead develop an exciting 'Castleberg Plus' in partnership with the community. The expectation seems to be that it is up to the community to make 'Castleberg Plus' a reality. Why is practical and financial support being withheld by the CCG?
- 2) What steps are being taken by the CCG to fully involve the local community in decision making in relation to the future use of Castleberg Hospital?
- 3) What is the position of NYCC Social Services in relation to the use of space at the Castleberg Hospital?

In response, Sue Pitkethly gave the following replies:

- 1) The Craven Community First Group is inclusive and enables the community to engage in the planning and development of the new hospital. All ideas and suggestions are welcomed and investigated but we have to keep within the financial envelope.
- 2) The Craven Community First Group is heavily involved, as previously stated, and the CCG is happy to talk to anyone who has an interest in the development of the hospital.
- 3) There has been a meeting between the CCG, Airedale NHS FT and NYCC Health and Adult Services to explore what opportunities there are to run a joint service from the hospital.

Cllr David Ireton queried whether the May 2019 date for opening the hospital was reasonable and achievable, as he did not want to see people's hopes raised falsely.

Sue Pitkethly said that the work was on track at present and so May 2019 was achievable.

Cllr Richard Welch noted that there had been hopes in the community that the vacant Settle Middle School site could be developed for the provision of a number of other services. He had learned, however, that there was not sufficient capital funding

available to support any significant development, such as a health and wellbeing hub or a new GP surgery as had previously been suggested.

Cllr Richard Welch asked Daniel Harry to circulate to committee members a copy of the briefing note that had been provided by Jon Holden, Head of Property Service, North Yorkshire County Council.

Daniel Harry asked whether there were any lessons that had been learned from the management of the Castleberg Hospital and its redevelopment that could be shared with other commissioners and providers. He noted that there were a number of small, community hospitals in North Yorkshire that may experience difficulties in the future.

Stacey Hunter, Chief Operating Officer, Airedale NHS Foundation Trust said that the Rt Hon Julian Smith MP had been interested in what was happening with the Castleberg Hospital.

Resolved -

- 1) To note the contents of the report.
- 2) To provide updates on the progress and to attend the meeting of the committee at 10am on 30 May 2019.

29. Skipton and Ripon Area Constituency Committee Work Programme

Considered - the report of Daniel Harry, Democratic Services and Scrutiny Manager on the committee work programme.

Daniel Harry introduced the report outlining those items for scrutiny that had been scheduled for the next two committee meetings. He invited members to comment on the work programme and make suggestions for additional items to be included.

A number of areas were identified that could be researched further before inclusion in the work programme:

- What is the impact of public sector recruitment problems upon the sustainability of services and quality of life in the local area? Of specific concern were NHS and teaching recruitment shortages.
- What is being done to develop the digital economy in rural areas?

There was a discussion about the venue for the next meeting of the committee. It was decided to hold the meeting in Ripon. Subsequent meetings to be held in Settle and Skipton.

Resolved -

- 1) Daniel Harry to update the committee work programme and develop the lines of inquiry that had been identified by members
- 2) Daniel Harry to review the agenda for the committee meeting 14 March 2019.

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

There were no items of other business.

The meeting concluded at 11.55am

DH



**North Yorkshire County Council
Skipton and Ripon Area Constituency Committee
10am on 14 March 2019**

Update on road safety and improvement work that has been undertaken at the site of the Junction A6131 (Skipton North) crossing A65 (Harrogate)

1.0 Purpose of report

To provide committee members with an update on road safety and improvement work that has been undertaken at the site of the Junction A6131 (Skipton North) crossing A65 (Harrogate), following a fatal accident there on 13 October 2017.

2.0 Background

At the meeting of the Craven Area Committee on 9 November 2017, a petition entitled 'Make safe dangerous Junction A6131 (Skipton North) crossing A65 (Harrogate)' was received and discussed. The petition had 5,301 signatories. The number of signatories has since increased to over 6,000.

The petition was in response to the death of a 20 year old man on 13 October 2017 at the junction.

The decision of the committee was that the matter would be considered after the release of the anticipated Coroner's report. The relevant extract from the minutes of the meeting on 9 November 2017 is in Appendix 1.

3.0 Work to improve safety

The driver of the vehicle involved in the accident was recently convicted of Causing Death by Careless Driving. As such, there will not be a Coroner's Inquest into the death.

A fatal collision investigation was carried out, which identified a number of pieces of work that could be undertaken by the County Council at the junction to improve safety. These are listed as below along with details of the progress that has been made:

- Replace speed limit repeater signs, removal of unnecessary and non-prescribed signs – completed in May 2018
- Replace street lighting columns with passively safe system and alterations to illuminated bollards – the lighting has been upgraded to LED lamps, which provide improved illumination at the junction. The groundwork for replacing the lamp columns with passively safe columns relocated from the central reservation

into the verge has been completed and an order to our contractors to carry out the physical works is imminent.

- Further alterations to the signage, and changes to the markings at the junction – these works will be undertaken during the next resurfacing/surface dressing of the junction, which is currently not scheduled.
- Proposal to make more substantial changes to the layout of the junction through altered screening for vehicles approaching the junction on the A6131 – this proposal is complex and there are discussions ongoing between the Traffic Engineering and Area 5 (Skipton) highways teams regarding whether the proposal would have a positive impact on reducing collisions at this junction.

4.0 Recommendation

Members are asked to maintain a watching brief on progress with the road safety and improvement work and receive updates from the Highways Area Office as appropriate.

Daniel Harry
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Appendix 1 - Extract from the Minutes of the meeting of the Craven Area Committee held on 9 November 2017, relating to public concerns about the safety of the junction of the A6131 where it crosses the A65.

Public Questions or Statements

Mrs Julie Holmes presented a petition to the Area Committee, making the following statement which had been circulated to all present:

“My name is Julie Holmes and I am speaking this morning on behalf of the group which was instigated by the sad death of local man, 20 year old Edward Brier on Friday, 13 October 2017 at the junction of the A6131 where it crosses the A65.

An online petition, which is still ongoing, was set up on Change.Org to ‘Make safe dangerous Junction A6131 (Skipton North) crossing A65 (Harrogate)’. As at Sunday, 5 November at 15.45 the number of people who have signed the petition stands at 5279 (will update this at the meeting). A paper petition is also being circulated around the area. I wish to present to the Committee the current list of online signatures together with some of the signatories on the paper petition.

A Freedom of Information request has also been submitted on the number of accidents at the junction, but unfortunately, the relevant authority which holds this information has not yet been determined.

There have been numerous accidents over the years (not all of them will have been recorded with North Yorkshire Police) due to the misleading and unclear road markings and the three ‘give way’ junctions which leave motorists confused and lead them to sometimes make impulsive/rash decisions whilst trying to enter or exit the junction.

There is also the development of the ‘pig field’ on the Knaresborough Road which will increase the use of this junction to be taken into account.

Some suggested safety improvements include a roundabout, 40 mph speed limit or improved signage. There is also the suggestion from District Councillor John Dawson which was reported in the Craven Herald last week. The right-hand turn from the east-bound side of the A65 into Skipton should be blocked off and traffic required to go to the roundabout at the A59/A65 junction and come back to the Skipton turning.

The Group is aware that Members of the Committee and Highways Officers are not able to report on or to comment on this matter until the Coroner’s Report has been issued.

However, the group wishes to make Members of the Committee aware of the depth of feeling of users of the road that some changes do need to be made.

If Members wish to view the online petition it can be found at www.change.org

Thank you for your time.”

The Chairman County Councillor Richard Welch thanked Mrs Holmes for bringing the petition to the Committee’s attention and he advised that the concerns raised would be debated at a future meeting after the release of the Coroner’s report.



North Yorkshire County Council

Skipton and Ripon Constituency Committee – 14 March 2019

A59 Kex Gill Diversion– Progress Update

1.0 Purpose of the Report

- 1.1 To provide an update on the progress of the A59 Kex Gill Diversion.

2.0 Background

- 2.1 The A59 is a key trans-Pennine route, which runs between Skipton and Harrogate. There is a long history of land instability and movement of the land above the A59 to the west of Blubberhouses at Kex Gill.
- 2.2 This movement has caused a number of landslips, the most recent of which occurred in May 2018 and led to a closure of the A59 for six weeks while initial repairs were carried out followed by a number of months with only one lane open to traffic while detailed site investigations and design work were carried out so that permanent repair options could be established. Work to carry out the permanent repairs is currently under way and is expected to be complete by early April 2019.
- 2.3 As a result of ongoing slope instability, there remains a high risk that there will be further landslips in the future, which could potentially result in long term closures of the route, severely impacting on connectivity between Skipton and Harrogate.
- 2.4 Whilst short to medium term management measures are being undertaken, the County Council recognises that in the longer term there is a need to develop proposals for a permanent solution. This would require a major realignment of the route. As such, improvements to the A59 at Kex Gill are identified within the County Council's Local Transport Plan, Strategic Transport Prospectus and also within the York, North Yorkshire and East Riding Local Enterprise Partnership's Strategic Economic Plan.

3.0 Progress Update

- 3.1 The Executive approved the preferred route on 24 July 2018. Following this further detailed Geotechnical Investigation was carried out which has confirmed that the preferred route lies in an area where the ground is stable. Detailed design is progressing and the alignment has now been fixed.
- 3.2 Discussions with affected landowners and statutory bodies are ongoing and proceeding well. A workshop session was held with non-motorised user (NMU) groups to look at options for addressing amendments to the public rights of way in the area. These were then considered by the project team and referred to the Steering Group for agreement of the routes to be taken forward. A further meeting was held with the NMU groups in February to report back on the proposed design

which was a variation to one of the routes discussed at the workshop. While the final proposed route strategy was not the NMU groups preferred option it was agreed that it was a workable solution which could be developed further during the detailed design to address some of their outstanding concerns.

- 3.3 The first year of the environmental surveys have been completed and scoping of the second year surveys has been agreed with the RSPB and Natural England. The RSPB complemented the project team on the quality of the first year surveys and reports. The second year surveys will be completed in September 2019 prior to the submission of the planning application which is programmed for October 2019.
- 3.4 A supplier day was held in February which was attended by approximately 20 interested contractors and sub-contractors. A presentation about the proposed scheme was followed by a question and answer session. This was well received and confirms that there is interest in the scheme. Preparation of pre-qualification questionnaire (PQQ) and tender documents will commence in March 2019 with a view to publishing the PQQ in July 2019.
- 3.5 The final version of the Outline Business Case was submitted to the Department for Transport (DfT) in January 2019 and we are currently awaiting feedback. Work on the Full Business Case will commence in March 2019.

4.0 Construction phase

- 4.1 Construction of the scheme is expected to commence in spring 2020 and is estimated to take approximately 16 months though this may alter as the design is developed. Subject to satisfactory progress, it is currently anticipated that the new road could open in the summer of 2021.
- 4.2 Construction of the new road is offline and therefore there will be little impact on the travelling public during the construction works. There will be some disruption during tie in works at each end of the scheme which would be managed with traffic signals to allow alternate traffic movements, however every effort will be made to keep this to a minimum. Only once the new road is open would work on decommissioning the old road commence.
- 4.3 During the construction of the scheme, news of progress on the works and any changes to traffic control will be communicated by press releases, updates on social media and via newsletters delivered directly to local residents in the immediate vicinity of the scheme.

5.0 Recommendation

- 5.1 Members of the Skipton and Ripon Area Constituency Committee note the contents of the report.

Author: Colin Quinn
Highways & Transportation
Business and Environmental Services
North Yorkshire County Council



North Yorkshire County Council

Skipton and Ripon Constituency Committee – 14 March 2019

A65 Coniston Aire Causeway – Progress Update

1.0 Purpose of the Report

- 1.1 To provide an update on the progress of the A65 Coniston Aire Causeway.

2.0 Background

- 2.1 Members will recall that a report was presented to the Skipton and Ripon Area Constituency Committee (ACC) on 31 of May 2018 providing details of the feasibility study that had been carried out looking at options to reduce bridge damage and associated traffic disruption associated with the A65 Coniston Aire Causeway. The Committee resolved to formally support the recommendation of the feasibility study which was to pursue Option 5 which is the construction of a multi-span causeway with an estimated cost of £9.5 million.
- 2.2 In light of the feedback from the ACC, the Corporate Director Business and Environmental Services (BES), in consultation with the BES Executive Members, at their meeting of 28 September 2018, approved a recommendation that Option 5, the construction of a New Coniston Aire Causeway at an estimated cost £9.5 million, is taken forward.

3.0 Progress Update

- 3.1 The County Council continues to explore potential funding sources for the bridge scheme and the fact that an approved option was adopted last year means that the scheme is now more 'bid ready' than was previously the case.

4.0 Recommendation

- 4.1 Members of the Skipton and Ripon Area Constituency Committee note the contents of the report.

Author: John Smith
 Highways and Transportation
 Business and Environmental Services
 North Yorkshire County Council

**North Yorkshire County Council
Skipton and Ripon Area Constituency Committee**

14th March 2019

Stronger Communities – Community Showcases

1.0 Purpose of Report

- 1.1 To provide Members with an update on the Stronger Communities Programme linked to the committee's theme of interest regarding the sustainability of and access to local health services and what makes communities sustainable and places in which people want to live and work; and to showcase the work of key delivery partner organisations: Pioneer Projects working collaboratively with Orb Community Enterprise and Community House in Ripon an example of a key Community Hub.

2.0 Background

- 2.1 The Stronger Communities Programme, working with a wide range of partners from within the Council, health and from the voluntary and community sector, agreed a strategy in 2017 and published the investment prospectus 'Inspire, Achieve, Innovate'. The work of the Programme and any projects supported through it will need to demonstrate that they are making a positive contribution to one or more of the following outcomes:
- Reduced inequalities;
 - Improved social connectedness; and
 - Improved social, physical or emotional well-being.
- 2.2 The scope for transforming the Council's services from traditional direct service delivery models to those that are more collaborative in their design, production and delivery is substantial; therefore the four priority programme service areas are:
- Libraries;
 - Community Transport
 - Children, Young People & Families, and
 - Services for Older People and Adults.
- 2.3 The committee has previously expressed an interest in the sustainability of local health services and how people access them in the context of the overall sustainability of our very rural communities. The Stronger Communities showcases will seek to illustrate how the support of this programme and the Council can enhance the role that the voluntary and community sector can play in enabling access to sustainable services and support so that people can optimise their health and wellbeing, particularly people experiencing mental ill health.

3.0 Community Showcases

Pioneer Projects

- 3.1 In 2015 Pioneer Projects, an organisation with a history of delivering acclaimed

services to people experiencing dementia and their family carers was in difficulties. The organisation had lost focus, funding was critically low, and the future of the organisation was at risk. The Stronger Communities Delivery Manager (SCDM) was concerned to prevent the loss of a key delivery organisation one that was considered to be a crucial and valued organisation serving people in North West Craven. There was also concern that the district of Craven would lose another smaller, locally based organisation, with embedded grassroots connections and that good local knowledge that regional providers typically do not have. This helps ensure that delivery is aligned with local need and does not duplicate other provision.

- 3.2 Recognising them as a potential key community anchor organisation, Stronger Communities has worked with Pioneer since 2016 with investment in capacity building support. Consultancy was funded to write and then implement a Business Plan, and Stronger subsequently funded a strategic director post to enable collaboration with The Orb in Knaresborough.
- 3.3 The presentation will show how this has paid dividends in:
- Enabling Pioneer Projects to maintain and expand service delivery
 - Developed Pioneer as a local 'anchor' organisation
 - Ensuring the sustainability of Bentham library
 - Pioneer securing a contract to deliver mental health support across Craven
 - Pioneer securing a contract to lead the implementation of Compass E Hub
 - Pioneer leading voluntary and community sector collaborations
 - Orb being able to learn from the success in Craven and start to develop a similar model for Harrogate district.
- 3.4 Stronger Communities investment has directly led to the creation of sustainable health and wellbeing provision for people living in Craven.

Ripon Community House

- 3.5 Ripon Community House was formally the Hospital Wing of the old Workhouse on Allhallowgate in Ripon. The building was renovated in 2006 and is now run by a charity, Ripon Community House Limited, the building is a community facility for the benefit of Ripon and the surrounding area. Ripon Community House offers a safe environment and facilities for all sectors of the community.

The facility is increasingly becoming a key Community Hub for the Ripon area. Alongside office space used by voluntary sector organisations the centre hosts adult education classes, health provision for babies and families, physical exercise sessions and has received financial support from Stronger Communities to assist with moving the Ripon Food bank into the building in order to ensure its sustainability, prior to this the Food bank was run from an individual's property.

- 3.6 The Stronger Communities Delivery Manager is working with them to develop some shared ambitions and to identify how the programme can best support them to continue to deliver services for the people of Ripon and strengthen its role as a community anchor organisation.
- 3.7 The presentation will show how Ripon Community House fulfils its vision as the hub for community life in Ripon and the surrounding villages.

4.0 Point for discussion

- 4.1 How can NYCC continue to support communities in the most effective way possible to ensure they are sustainable and places where people want to live and work?

5.0 Recommendation

- 5.1 It is recommended that Members note the content of this report.

Marion Tweed-Rycroft
Stronger Communities Delivery Manager (Craven)

Liz Meade
Stronger Communities Delivery Manger (Harrogate District)

26 February 2019



**North Yorkshire County Council
Area Constituency Committee
Home to School Transport Policy update**

1.0 Purpose of the report

- 1.1 To provide the committee with an update on the recent changes to the Home to School Policy in May 2018.

2.0 Introduction

- 2.1 Home to School Transport (H2S) is a legal duty placed on Local Authorities to provide travel assistance of eligible statutory aged children, to enable them to access Education.
- 2.2 North Yorkshire County Council also adopt a policy statement of extending this assistance to include young persons of 16-19 years of age (post 16).
- 2.3 For young adults continuing in education beyond post 19. The Authority will still provide assistance to those with an Education Health and Care Plan (EHCP).
- 2.3 The cost of H2S transport for children with SEN has been rising steadily in the last three financial years (2014-15 to 2016-17). Analysis of activity data over the same period had revealed this is caused by increase in demand, both in terms of pupil numbers and average mileage requirement.
- 2.4 Based on the rate of growth in the last 3 years, the budget forecast would be in the region of £30 million in 2015

3.0 What were the policy changes, and has this been achieved?

3.1 *Introduce charging SEN Post 16 to 18 students*

- 3.1.1 The policy statement had previously granted free transport to post 16 students with special educational needs (SEN), but charges £490 a year for other post 16 students.
- 3.1.2 Following the policy change the contribution charge now applies to all students starting a new post 16 course of education. This change has effectively standardise the discretionary policy for both SEN and mainstream post 16 students.
- 3.1.2 The introduction of the contribution charge has resulted in 70 young people not requesting the assistance, but opting to source other transport means to access their education. Half term indicators are these young people are attending their chosen course.

3.1.3 A further 68 students have paid the contribution charge.

3.2 *Recognise SEN Post 19 students as Adults in Education*

3.2.1 Transport provision for Post 19 students has been individually assessed under the adult social care framework, which takes into account any existing provision available such as a mobility vehicle.

3.2.2 The young adults impacted by this policy update were contacted to request a transport assessment to be undertaken. From the 109 identified:

- 40 left education as no further progress would be made.
- 5 have now moved into Work Based Learning and directed to the Central Government funded – Access to work fund
- 10 have declined the assessment and will be using own or alternative methods of transport.
- 11 have been assessed as not requiring support.
- 43 have received assistance

3.3 *Parental Transport Allowance*

3.3.1 Local Authorities can offer parents an allowance as a form of travel assistance. Historically this has been set at 30p. Feedback from parents both prior and during the consultation was this amount was too low.

3.3.2 Following the increase to 45p per mile, a number of new application for transport assistance have been negotiated into PTA.

3.3.3 Existing solo traveller data had been delayed until Mid-October as a number of changes during the summer break will have influenced the number of pupils travelling in particular vehicles.

3.3.4 Correspondence to the parents of solo travellers has been started in the autumn half term, with some success, however a survey is expected to be sent out in March 2019 asking why parents are not interested in this option.

3.4 *Financial impact of proposals*

3.4.1 The implementation of the 3 proposal has generated a saving of £618,000.

3.4.2 The home to school transport expenditure continues to increase as the number of eligible statutory aged pupils also increases, including those requiring a specialist school provision, which cannot be met locally.

3.4.3 Preventative savings have been created by proposal 3 as more new applicants are selecting a parental transport allowance as the first offer, as it is more attractive than the old rate. This prevention saving is still requiring comparison against commissioned transport, early indications are expected to be around £200,000.

4.0 **What still needs to be done?**

4.1 Apply the policy changes to the protected students over the next 2 years.

- 4.2 Further exploration of the full Home to School Transport policy in line with statutory guidance, has generated a number of proposals in which a request to consult will be sort.
- 4.3 Review on how we deliver our statutory duty, for further efficiencies in processes.

Recommendation

- | |
|--------------------------|
| 1. For information only. |
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Report Author:
Gail Chester
SEND Transport Manager
North Yorkshire County Council
18 March 2019



**North Yorkshire County Council
Skipton and Ripon Area Constituency Committee
10am on 14 March 2019
Committee Work Programme**

1.0 Purpose of Report

That Members review the Committee's work programme, taking into account the outcome of discussions on previous agenda items and any other developments taking place across the area.

2.0 Work Programme

The Work Programme is attached at **Appendix 1** and Members are asked to consider, amend and add to the Committee's draft work programme, as required.

3.0 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.

4.0 Scheduled committee dates

Forthcoming committee dates are:

- 10am on 30 May 2019
- 11am on 6 September 2019 (MP attending from 12noon) – note change of date & time
- 10am on 12 December 2019
- 10am on 12 March 2020.

5.0 Recommendation

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

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4 March 2019

Skipton and Ripon Area Constituency Committee
Work Programme 2018/19 and 2019/20

10am on 14 March 2019	
Subject	Description
Petitions	Briefing on the response to the concerns about road safety at the junction off the Skipton by-pass – the former Craven Area Committee had previously received this petition in 2017 but had not been able to progress until the Coroner had reported upon a fatal accident there
Stronger Communities	Community showcase - Community role in access to health and support services
Home to School Transport	To provide the committee with an update on the recent changes to the Home to School Policy (May 2018) so that any local concerns can be fed back to the Transport Economy and Environment Overview and Scrutiny Committee.
Road network and transport infrastructure	Briefing on A59 at Kex Gill and the Coniston Aire Causeway – Highways - update on report to committee on 13 December 2018
10am on 30 May 2019	
Road network and transport infrastructure	Contribute to any consultation on options arising out of the Harrogate Congestion Study – NYCC Highways
Castleberg Community Hospital, Giggleswick	Briefing from Lynne Scruton from AWC CCG, colleagues from NHS Property Services and Airedale FT - update on report to committee on 13 December 2018
Ripon Community Hospital	Briefing by HRD CCG on the long term plans for Ripon Community Hospital
11am to 1pm on 6 September 2019 (note change of date)	
Road network and transport infrastructure	Briefing on A59 at Kex Gill and the Coniston Aire Causeway – NYCC Highways - update on report to committee on 13 December 2018
Digital economy	Development of the digital economy in rural areas, links to employment and long term sustainability of rural communities
Stronger Communities	Access to a range of alternative funding streams such as the National Lottery and why this seems lower in the area when compared to others
Links with local MP	Rt Hon Julian Smith MP to attend – 12noon to 1pm
10am on 12 December 2019	
Schools and educational achievement	Some of the factors affecting the short, medium and long term sustainability of schools in the Skipton and Ripon Area Constituency Committee area – NYCC, CYPS – update on report to committee on 13 December 2018
Rural Crime Strategy	Rural Crime Strategy including wildlife crime
Tourism and economic development	Tourism and the promotion of local heritage and natural environment

10am on 12 March 2020

Unpaid Carers and community based care

The role of unpaid carers and the support that is given to them

Agenda items under development

- Understanding of place and the area covered by the committee - 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
- Workforce - Assessing the impact of public sector recruitment problems upon the long term sustainability of services and so rural communities
- Air quality.

Meeting venues

Meetings will move between Skipton, Pateley Bridge, Ripon and Settle. Where there is a local issue of particular concern to the committee, every effort will be made to hold the meeting in that area.

Notes

The Rt Hon Julian Smith MP will be attending the meeting on Friday 6 September 2019. The committee meeting will run from 11am to 1pm, with the MP attending from 12noon.

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4 March 2019