

## Agenda

**Meeting: Thirsk and Malton Area Constituency Committee**

**Venue: Ryedale Indoor Bowls Club, Scarborough Road, Norton, YO17 8EG**

**Date: Wednesday 28 November 2018 @ 10am**

### Business

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- 1. Minutes of the meeting held 20 September 2018** **(Pages 6 to 10)**
- 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 23 November 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. Malton & Norton Infrastructure Study Findings & Implementation Update** – Report of the Network Strategy Manager, North Yorkshire County Council  
**(Pages 11 to 14)**  
Purpose of report: To provide an update on the implementation progress in response to the Infrastructure Study findings.
- 5. Norton HGV Restrictions Update** – Report of the Area Manager, Highways & Transportation, North Yorkshire County Council  
**(Pages 15 to 16)**  
Purpose of report: To provide an update on the effectiveness of the experimental HGV restrictions at Norton Level Crossing.
- 6. Update on Phase 3 Delivery of Superfast Broadband across North Yorkshire** - Report of Nynet Limited  
**(Pages 17 to 18)**  
Purpose of report: To update Members on the ongoing work to deliver Superfast fibre based Broadband to the county.
- 7. Adult Social Care Green Paper/Funding** - Report of the Corporate Director, Health and Adult Services  
**(Pages 19 to 24)**  
Purpose of the report: To highlight local funding issues and invite Members to identify local concerns that should be taken into account as part of the development of, or consideration of, the Green Paper.
- 8. Thirsk and Malton Area Constituency Committee Work Programme** – Report of the Assistant Chief Executive (Legal and Democratic Services)  
**(Pages 25 to 26)**  
Purpose of report: To provide a Work Programme for the Area Constituency Committee to consider, develop and adopt.
- 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

20 November 2018.

# THIRSK AND MALTON AREA CONSTITUENCY COMMITTEE

## Membership

<b>County Councillors (12)</b>			
	<i>Councillors Name</i>	<i>Political Group</i>	<i>Electoral Division</i>
1	ARNOLD, Val	Conservative	Kirkbymoorside
2	BAKER, Robert	Conservative	Sowerby
3	BURR, Lindsay MBE	NY Independents	Malton
4	DADD, Gareth	Conservative	Thirsk
5	DUNCAN, Keane	Conservative	Norton
6	GOODRICK, Caroline	Conservative	Hovingham and Sheriff Hutton
7	PATMORE, Caroline	Conservative	Stillington
8	SANDERSON, Janet	Conservative	Thornton Dale and The Wolds
9	SOWRAY, Peter	Conservative	Easingwold
10	SWIERS, Helen	Conservative	Filey
11	SWIERS, Roberta	Conservative	Hertford and Cayton
12	WHITE, Greg	Conservative	Pickering
<b>Members other than County Councillors – ( )</b>			
	<i>Name of Member</i>	<i>Representation</i>	
1			
2			
3			
4			
5			
6			
7			
8			
9			
<b>Total Membership – ( )</b>		<b>Quorum – (3)</b>	



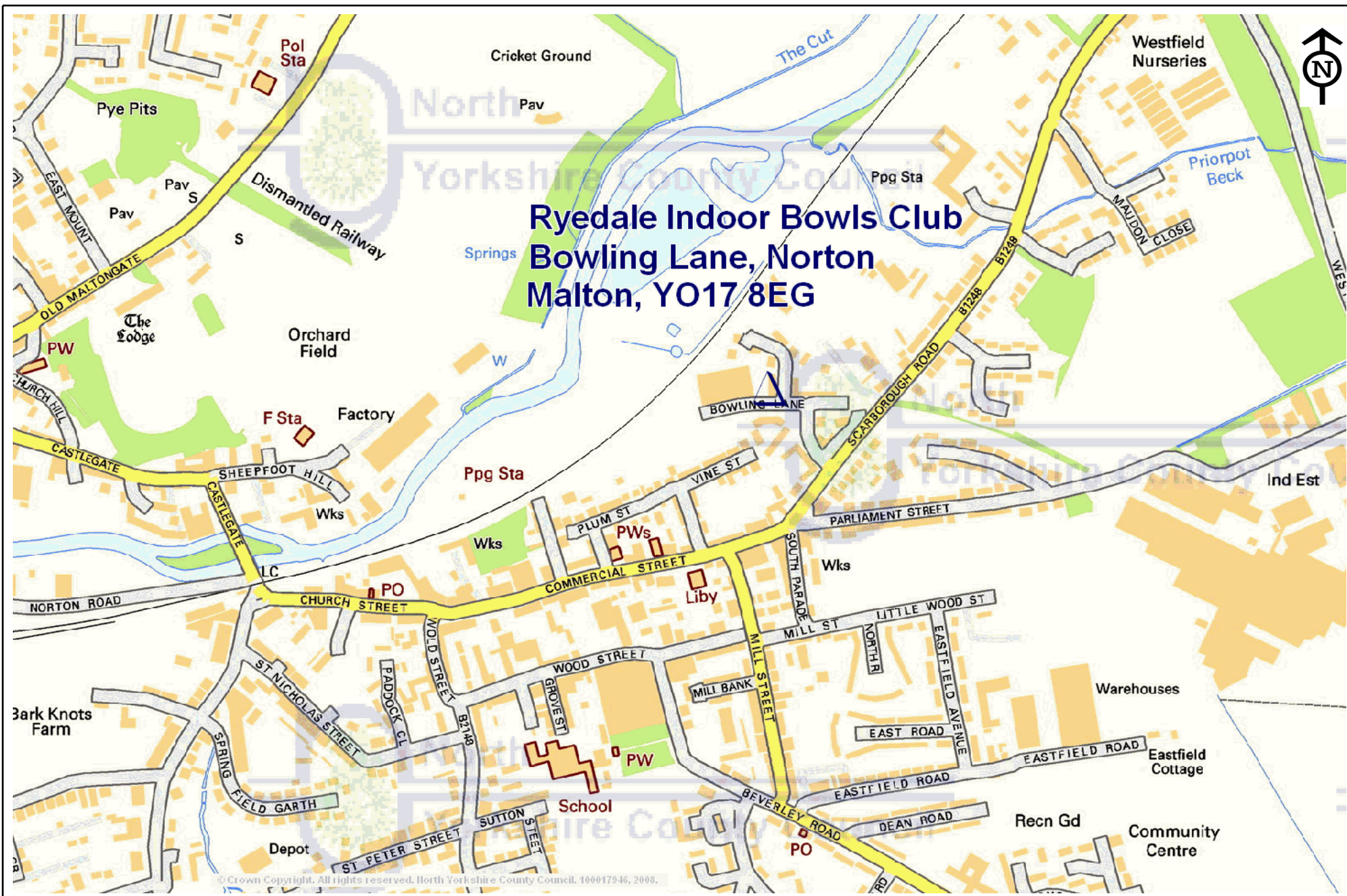
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Ryedale Indoor Bowling Club Bowling Lane Norton Malton YO17 8EG

Map scale: Scale 1/24525  
 Date: Date 9/7/2008  
 Created by: JD  
 Grid Ref: Centre = 479765 E 471603 N

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**Ryedale Indoor Bowls Club**  
**Bowling Lane, Norton**  
**Malton, YO17 8EG**

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**Ryedale Indoor Bowls Club Bowling Lane Norton Malton YO17 8EG**

Map scale: Scale 1/6130  
 Date: Date 9/7/2008  
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## North Yorkshire County Council

### Thirsk and Malton Area Constituency Committee

Minutes of the meeting held at Ryedale Indoor Bowls Club, Scarborough Road, Norton on Thursday 20 September 2018 at 10.00 am.

**Present:-**

County Councillors Lindsay Burr MBE, Keane Duncan, Caroline Goodrick, Janet Sanderson, Helen Swiers, Roberta Swiers and Greg White.

Officers in attendance: Graham North (NYCC Transport Development), Barrie Mason (Assistant Director Highways & Transportation), Melanie Carr, (Principal Democratic Services & Scrutiny Officer), Daniel Harry (Democratic Services and Scrutiny Manager) Alice Gill (Business Support Officer).

Also in Attendance: Simon Jones (Highways England) & MP Kevin Hollinrake  
2 Members of the public attended the meeting.

Apologies: County Councillors Val Arnold, Robert Baker, Gareth Dadd, Caroline Patmore and Peter Sowray.

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

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**10. Minutes of the meetings of the former Hambleton and Ryedale Area Committees**

**Resolved –**

That the Minutes of the previous meeting of the Thirsk & Malton Area Constituency Committee held on 4 July 2018, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

**11. Declarations of Interest**

There were no declarations of Interest at the meeting.

**12. Public Questions or Statements**

There were no questions or statements from members of the public.

**13. Introduction to East West Connectivity & its Impact on Economic Growth**

Considered -

The report of NYCC's Network Strategy Manager providing an introductory rail update on the Scarborough-Seamer-Malton-York rail line and Thirsk Station.

Graham North, who leads on rail matters at NYCC provided a detailed overview of the report, providing additional information on a forthcoming national review of the rail industry to be undertaken in 2019. He confirmed that the review was likely to lead to the most significant changes in the delivery of rail services since privatisation. He

confirmed that NYCC continued to work with Transpennine Express to ensure the best service possible for the region, including highlighting issues with timetabling etc. He also drew attention to the plans in place to improve rail reliability across the North from December 2018, and the long term plans to upgrade routes which would have a beneficial effect on travel times and capacity between Malton and Manchester.

Graham North also highlighted the 26% increase in users of Malton station and the 38% increase in users of Thirsk Station in the last 10 years, and the plans to develop a feasibility report to identify the future need and associated improvements required to those stations. In particular, it was noted that any future improvements would address the fact that Thirsk station was not access compliant.

County Councillor Lindsay Burr welcomed the new addition of an early from Malton that get passengers in to York before 7am enabling them to travel on to London by 9am, and the new late train from Scarborough which would support tourism in the area etc. However she highlighted the ongoing issues with travel chaos in Malton around the level crossing and the associated problems with air pollution etc and recognised that those issues would only worsen with the addition of extra trains and increased capacity. She asked that it be recognised that those problems were issues affecting the whole of Ryedale and not just Malton and Norton as residents from across the district use Malton train station to access the wider region and beyond.

Barrie Mason, AD for Highways & Transportation confirmed that work was ongoing with Ryedale District Council, Network Rail and other partners to address the traffic situation in Malton. He also confirmed that a new working group had been formed to look at future measures to improve access for drivers, cyclists and pedestrians and that funding (600K) was available to support the introduction of those measures.

County Councillor Keane Duncan expressed concern that Network Rail had not attended recent stakeholder meetings and sought reassurances that they would in the future. Graham North confirmed that NYCC continued to work closely with Network Rail to improve signalling and traffic light co-ordination that could help improve air quality.

County Councillor Helen Swiers expressed concern for the potential loss of smaller stops as a result of increased train speeds through the future introduction of new improved rolling stock, and officers reassured her that the policy was not to make improvements that would affect other aspects of the current service. Councillor Swiers also suggested there needed to be improved connectivity between rail and bus services and Barrie Mason agreed that a review of the parking strategy for the area around Malton station would also be helpful.

County Councillor Janet Sanderson highlighted the number of accidents that happen at level crossings between Malton & Scarborough. Graham North confirmed that North Yorkshire had a high number of level crossings and that Network Rail's remit was to close as many as possible in order to reduce the risk of accidents. Any such intervention work could be co-ordinated with rail line improvements and would include looking at diverting public rights of ways etc.

County Councillor Greg White suggested Thirsk Station should be a credible station to use but that timetabling issues affecting connectivity resulted in long waiting times at York/Leeds.

Finally, County Councillor Roberta Swiers drew attention to the knock on effects that new housing estates can have on road capacity giving Cayton South as an example, and suggested that railway investment in those areas would help. Officers confirmed that a study was currently underway at Seamer Station to take account of new housing and the new Business Park in that area.

In summing up, County Councillor Caroline Goodrick confirmed her view that Ryedale and Scarborough had to grow and that road and rail connectivity were paramount to enabling that growth.

**Resolved -**

- (i) That the report be noted;

**14. Attendance of RT Hon Kevin Hollinrake MP for Thirsk & Malton**

County Councillor Caroline Goodrick welcomed the MP to the meeting and The Rt Hon Kevin Hollinrake provided the following views on connectivity and other issues:

In regard to improving connectivity, MP Hollinrake was pleased to note the joint working being undertaken between NYCC and TPE as he believed it was the best way forward and would enable positive change. He also confirmed that strategically, there was a need for equality of opportunity for all regardless of where you lived – urban or rural, and offered his future support.

He confirmed that:

- The gap between the first city and other cities was larger than in any other country, but future investment per capita across the north would exceed that of London.
- Proposals from Transport for the North would accelerate the proper distribution of expenditure across the country. However, the consequence of future road and rail investment was likely to be delays caused by the improvement works - diversions etc.
- Investment in the A64 was crucial to improving connectivity - additional stretches of the road required dualling – firstly the stretch between the Hopgrove and Barton Hill.
- Improvements to the A64 would also improve air quality issues in Malton and Norton.
- Digital Network connectivity was also crucial to economic growth - Phase 3 would ensure 97% of the county is connected by 2021. Connection in rural areas needs to be delivered at the same rate as urban areas

In regard to Fairer Funding, he confirmed that:

- For too long there had been disparity between Local Authorities and adult social care was a huge issue for Local Authorities – North Yorkshire currently received approximately £770 per person, and MP Hollinrake confirmed he would recommend moving to the German model of social care
- A Fairer Funding deal was also needed for schools.

On other issues he stated:

- High streets were not dead but free parking is critical, and business rates for companies need addressing.
- His support for Fracking only if air, water and land quality could be guaranteed.
- In regard to Yorkshire Devolution, a solution was required that would unlock money and provide the powers to use the funding. He wanted to see local people re-empowered and would not choose to have one Yorkshire but instead a York city region encompassing York, North Yorkshire and East Yorkshire only.
- In regard to Brexit, the next 3-4 months would be the most turbulent yet, and that in his view 'no deal' was not an option as it would result in chaos. He acknowledged the difficulties of identifying a deal that be fair to businesses, recognising that they had been working in a certain way (In line with EU regulations) for 30-40 years and they could not be expected to change overnight.

In response to MP Hollinrake's comments on the A64, Simon Jones from Highways England confirmed that a traffic model had been constructed to show the high usage of the route which supported the business case for further dualling works. Those works

would require an increase in funding, which was currently being lobbied for. He confirmed that scheme was on track and that the project team were meeting with CYC & NYCC to provide updates on the study and their plans for public consultation.

In regards to the future dualling of the route passed Malton, Simon Jones confirmed they were awaiting a DFT announcement in 2019 regarding the funding of that stage.

In regards to the joint working of highways England and NYCC on the east west connectivity study, Simon Jones confirmed that work was ongoing to look at the A64 corridor route and to raise its profile to increase awareness of future requirements.

County Councillor Janet Sanderson referred to MP Hollinrake's comments on disparity of funding for schools and drew attention to the gap in funding for Disabled Children Services which had widen in recent years, with NYCC ranked 138 out of 150 Local Authorities. County Councillor Caroline Goodricke highlighted the high cost of transport for children with Special Educational Needs and agreed that fairer funding was needed to support those with SEN, the elderly and the vulnerable.

Daniel Harry, Democratic Services & Scrutiny Manager also highlighted the rapid pace of change in health provision and the lack of sustainability of that provision resulting in some services needing to move to James Cook at Middlesbrough (outside of the region), which had an adverse effect on patient transport.

The MP accepted that closing a unit in a rural area had a greater impact than in an urban area and used this an example of where regional devolution would be of benefit. County Councillor Caroline Goodricke suggested that smarter working would reduce the need for travelling e.g. consultations over Skype.

In regard to MP Hollinrake's comments on fracking, County Councillor Greg White accepted the legislation on fracking but did not accept not allowing for regulation of fracking at a local level i.e. not whether it happened but how it happened. He confirmed he did not agree with edits from central Government to allow fracking without restriction. He also drew attention to NYCC's Minerals & Waste Plan and expressed disappointed that it had not been well received

County Councillor Burr confirmed she was unhappy that the Minerals & Waste Plan was being fought against by big business and with the issues around permitted development. She asked the MP to support NYCC to ensure the Plan was upheld.

MP Hollinrake agreed that fracking needed to be regulated properly by central and local Government, and not by businesses.

County Councillor questioned whether the Executive had made representations and asked that the Norton & Malton Study be brought to the next meeting of the committee for discussion and endorsement.

Barrie Mason, Assistant Director for Highways, confirmed that the Study was scheduled to be approved by the appropriate Executive Member later in September and that following that, a working party would be formed to progress the work.

County Councillor Keane Duncan reiterated his view that the study needed to come to Committee so it could decide how to support and monitor the work going forward. He also requested that the consultation on the HGV ban be brought to the November 2018 committee meeting as part of the Study update.

**Resolved -**

- (i) That the information provided and issues highlighted be noted.
- (ii) That the Norton & Malton Study be added to the work programme for the next scheduled meeting of the Committee in November 2018.

**15. Thirsk and Malton Area Constituency Committee Work Programme**

Considered -

The report of the Assistant Chief Executive (Legal and Democratic Services) providing a Work Programme for the Area Constituency Committee to consider, develop and adopt.

Members undertook a discussion of future potential items for the Work Programme and agreed to the addition of the Norton & Malton Study for November 2018

**Resolved -**

- i) That the work programme be agreed subject to the changes above.
- ii) That the next meeting of the Thirsk and Malton Area Constituency Committee be held on Wednesday 28 November 2018 at 10 am

The meeting concluded at 12:05pm

MLC

**North Yorkshire County Council  
Thirsk and Malton Constituency Committee – 28 November 2018  
Update - Malton and Norton Infrastructure and Connectivity Improvements Study**

**1.0 Purpose of the Report**

- 1.1 To provide Members with an update on the Malton and Norton Infrastructure and Connectivity Improvements Study.

**2.0 Background**

- 2.1 In December 2017 WSP were commissioned by North Yorkshire County Council (NYCC) and Ryedale District Council (RDC), to undertake a study into potential options for improvements (both highway and non-highway) to the infrastructure and facilities within the towns of Malton and Norton. The study is titled the Malton and Norton Infrastructure and Connectivity Improvements Study – Options Assessment Report (referred to herein as ‘the Connectivity Study’). The Connectivity Study is particularly focussed on identifying measures to mitigate adverse impacts resulting from increased closure of the railway crossing as a result of the doubling in frequency of rail services through Malton from December 2019. However, the Connectivity Study also seeks to identify measures to support use of the improved rail services and considers the impact that poor connectivity and existing congestion may have on future development plans for the area.
- 2.2 The full Connectivity Study report is a large and very detailed document and is available to be viewed, together with the Appendices, at the following web links
- [https://www.ryedale.gov.uk/images/PDF/business/Malton\\_Norton\\_Infrastructure\\_ConnectivityImprovements\\_Study\\_Options\\_Assessment\\_Report\\_FINAL\\_230718.pdf](https://www.ryedale.gov.uk/images/PDF/business/Malton_Norton_Infrastructure_ConnectivityImprovements_Study_Options_Assessment_Report_FINAL_230718.pdf)
  - [https://www.ryedale.gov.uk/images/PDF/business/Malton\\_Norton\\_Infrastructure\\_ConnectivityImprovements\\_Study\\_Appendices\\_FINAL\\_230718.pdf](https://www.ryedale.gov.uk/images/PDF/business/Malton_Norton_Infrastructure_ConnectivityImprovements_Study_Appendices_FINAL_230718.pdf)
- 2.3 The Report was approved by RDC’s Policy and Resources Committee on 26 July 2018 and NYCC’s Corporate Director, Business and Environmental Services (BES) and the BES Executive Members on 28 September 2018. Funding was also approved to enable further project development and implementation work.
- 2.4 In brief, the final report identifies:
- i) a number of suggested potential “Quick Wins” – i.e. measures that have the potential, subject to further investigation/consultation and identification of funding, to be implemented prior to additional rail services starting on December 2019;
  - ii) a list of suggested Interventions. These were short listed using the Department for Transport’s “Early Assessment and Sifting Tool” (EAST). EAST has been designed to be consistent with Transport Business Case structure to provide more robust funding opportunities.

- 2.5 Quick Wins are listed as follows :-
- i) Provision of pedestrian crossing between bus / rail station (e.g. zebra crossing).
  - ii) Provision of dropped kerb on north side of Norton Road (to cross over Castlegate).
  - iii) Provision of advanced stop lines and filter cycle lanes at key junctions and on routes to schools.
  - iv) Provision of safe & secure cycle parking / storage near the station and within the towns of Malton & Norton.
  - v) Improved parking signage to manage traffic flow from different directions and direct traffic to most appropriate car park.
  - vi) Sat Nav to use specific routes avoiding level crossing.
  - vii) Initiatives to encourage safe use of level crossing e.g. education/PR/Enforcement.
  - viii) Measures to improve management / operation of level crossing – including consideration of, but not limited to:
    - Improve communication between signaller and rail service;
    - Rail Infrastructure improvements and remodelling of the track layout to optimise speeds and crossing barrier down time
    - Increase rail speed on the railway line through Malton - to reduce impact of barrier down time.
  - ix) Implementation of permanent Heavy Goods Vehicle Restriction (*Experimental Order implemented in Feb 2018*).
  - x) Link traffic signals between Butcher Corner and the rail barrier signals to reduce impacts of barrier down time.
  - xi) Provision of signage on the A64 to encourage routes that avoid Butcher Corner/Level Crossing

2.6 The preferred package of Interventions is listed below. It includes interventions that are aspirational, with likely long timeframes for delivery (e.g. second rail platform and A64 junction improvements), together with interventions where delivery may be possible over a short to medium timeframe, subject to funding (e.g. car parking strategy, junction improvement strategy)

- i) Bus service connectivity improvements:  
This intervention will review current bus services, including the potential for providing services that avoid impacts of the level crossing.
- ii) Behaviour Change Measures:  
Targeting local businesses, schools and new residential developments to encourage a change in travel behaviour for shorter journeys.
- iii) Walkway and Bridge:  
To cater for pedestrians, cyclists and provide access for people with disabilities, over the railway line in the vicinity of Malton Station.
- iv) Improved Footpath and Cycle Links:  
To ensure a coordinated approach for footpath and cycle provision and linkages across the towns.
- v) Car Parking Strategy for the Ryedale District:  
To improve coordination of parking, and reduce the need to drive across the towns and the recognised congestion points
- vi) Internal Junction Improvements and Traffic Signal Strategy:  
To consider improvements to various junctions across the towns. Measures need to be considered and tested as part of a towns-wide package.
- vii) Relocation of Livestock Market:  
Relocation of the Livestock Market to an out of town centre location.
- viii) Transport Hub / Interchange Masterplan:  
Masterplanning for the area around the bus and rail stations.

- ix) Provision of Second Platform at Malton Railway Station:  
Potential for the introduction of a second platform together with access.
  - x) Provision of a New All Movements Junction between A64 and Broughton Road.
  - xi) Upgrade A64 Musley Bank Junction:  
To provide an all movements junction
  - xii) Link road between Beverley Road and Hugden Way:  
A requirement of the proposed housing allocation in the emerging Local Plan but could potentially be delivered earlier if funding could be identified. To improve accessibility to and from a number of proposed development sites, and contribute to a reduction in traffic through the town centres.
- 2.7 Further project development work will be required to progress individual interventions so future funding bids can be made towards implementation. (e.g. options appraisals, feasibility studies) .
- 2.8 NYCC are working with RDC, via the Working Group, to prioritise how delivery of these interventions is progressed, seek to ensure alignment with partners' priorities, identify appropriate funding and progress funding applications to enable progress to be made on further project development. Following the implementation of the junction improvement scheme on the A64 at Brambling Fields there is a total of approximately £600k remaining from the Regional Funding Allocation for measures to reduce congestion in the towns of Malton and Norton which can be used to fund, or contribute towards funding, some of the projects identified in the preferred Package of Interventions.

### **3.0 Progress to Date**

- 3.1 In terms of the Quick Wins (to be delivered before December 2019):-
- A location has been identified for a drop kerb crossing on Castlegate and design has commenced.
  - A location has been identified for the zebra crossing on Railway Street and design has commenced.
  - The car park signing will be assessed as part of an overall car parking strategy.
  - NYCC have met with Network Rail regarding the Level Crossing and potential saving of downtime. Network Rail have been requested to provide a cost of undertaking the necessary feasibility work to guide us through what can be done.
- 3.2 In terms of the package of Interventions :-
- WSP have been commissioned to undertake a car parking strategy and this is presently underway.
  - WSP have been commissioned to build a microsimulation traffic model. This will provide a computer simulation of the current traffic movements around the towns and can be used to test the implication of changes to the road network (e.g. junction alterations, one-way systems, changes to traffic signals). Survey information is presently being collected and reviewed.
- 3.3 NYCC has powers both to improve the highway under the Highways Act 1980 and to introduce Traffic Regulation Orders and establish pedestrian crossings under the Road Traffic Regulation Act 1984.

#### **4.0 Recommendation**

4.1 Members to note the contents of this update.

Author: Richard Marr  
Area Highways Manager  
Business and Environmental Services  
North Yorkshire County Council  
28 November 2018

**North Yorkshire County Council  
Thirsk and Malton Constituency Committee – 28 November 2018  
Update on the Experimental 7.5T Weight Restriction – Norton Level Crossing**

**1.0 Purpose of the Report**

- 1.1 To provide Members with an update on the Experimental 7.5T weight restriction at Norton Level Crossing.

**2.0 Background**

- 2.1 On 9 February 2018 an Order was made for the prohibition of heavy commercial vehicles with an operating weight exceeding 7.5 tonnes for an experimental period of eighteen months.
- 2.2 Permits to allow the continued use of the level crossing for businesses in the immediate vicinity of the level crossing, mainly undertaking shorter trips where using an alternative route would be disproportionately excessive. Permits have been granted to 3 businesses covering 18 vehicles.
- 2.3 North Yorkshire County Council (NYCC) Trading Standards are engaged in the enforcement of the HGV restriction. 51 vehicles are presently being investigated for breaching the restriction and 7 have been summoned to appear in court in early December.
- 2.4 New and historical traffic counters are being used to monitor the impact of the Order.
- 2.5 The statutory six month period for objecting to the indefinite continuation of the Order has now expired, however, NYCC has agreed to take any further representations up to 1 May 2019, (although the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provide that no variation or modification of an Experimental Order can be made more than 12 months after the Order was made).

**3.0 Traffic Impact**

- 3.1 At Butcher Corner the traffic counts have indicated:
- a reduction in HGV's travelling to/from Butcher Corner via Newbiggin
  - an increase in HGV's travelling to/from Butcher Corner via Old Malton Road.
  - surprisingly a slight increase in HGV's travelling towards Butcher Corner from Castlegate, although HGV's travelling into Castlegate from Butcher Corner have decreased.
  - On Yorkersgate the permanent traffic counter indicates that HGV traffic heading eastbound into Malton has remained constant although the number of HGV's travelling through Butcher Corner towards Old Maltongate appears to have increased.
- 3.3 On Church Street HGV's flows have increased in an eastbound direction which is likely to be a result of routing away from the level crossing.

- 3.4 On Welham Road there is a notable decrease in HGV's particularly towards the level crossing.
- 3.5 It would appear that although there has been a reduction in HGV's into and out of Butcher Corner along the Newbiggin arm, this is negated by the increased number of HGV's travelling to/from the junction via the Old Maltongate arm. This is not unexpected as the restriction does not prevent those HGV's which still choose or need to travel into/from/via Malton using Butcher Corner. Only the route to/from Butcher Corner will alter to avoid the restriction on the Level Crossing. Overall the restriction does not appear to be creating a reduction of HGV movements through Butcher Corner.
- 3.6 There has been a notable increase in HGV traffic along Highfield Road/Pasture Lane. This is likely to be contributable to vehicles diverting to avoid the centre of Malton and also due to the constrained road space at Butcher Corner which makes it difficult for large vehicles to make tight turns. NYCC have received a number of complaints regarding the increase in HGV's along Highfield Road/Pasture Lane. Issues raised include:
- Safety implications of HGV's passing two primary schools.
  - Traffic issues, particularly at school drop off/pick up times as HGV's struggle to manoeuvre past parked vehicles.
  - HGV's unable to pass due to the narrowness of the road adjacent the Old Malton Road mini roundabout, causing blockages.
  - Noise of HGV's travelling over the speed humps.
  - Difficulty for pedestrians crossing the road.
  - Amenity issues of HGV's in the residential area.
  - Pollution.
  - Road damage.
- 3.7 When considering the wider area, complaints have also been received from the residents of Harton village who claim that HGV's are using the village as a route to the A64 which avoids Norton and the weight restriction on Kirkham bridge. Concern has been expressed regarding the impact on the amenity of the village, narrow lanes and Howsham and Braithwaite bridges. NYCC are investigating these reports.

#### **4.0 Air Quality**

- 4.1 The monitoring sites within the Air Quality Management Area have shown a general downward trend in NO<sub>2</sub> concentrations since 2012/13. A recent examination has shown that this continues to be the case. However, in terms of the HGV restriction, reference is made to the Malton and Norton Air Quality Assessment which was undertaken by Systra in 2017 to support the Ryedale Local Plan. The findings of the report were that there would be no significant benefit of introducing the HGV restriction and that it should not be taken forward. Air Quality will continue to be monitored through the period of the restriction.

#### **5.0 Recommendation**

- 5.1 Members to note the contents of this update.

Author: Richard Marr  
 Area Highways Manager  
 Business and Environmental Services  
 North Yorkshire County Council  
 28 November 2018



## Thirsk and Malton Area Constituency Committee 28<sup>th</sup> November 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](http://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](mailto:info@superfastnorthyorkshire.com).

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

**North Yorkshire County Council**  
**Thirsk and Malton Area Constituency Committee**  
**28 November 2018**  
**Adult social care funding and the Green Paper**

**1.0 Purpose of the report**

- 1.1 To provide the committee with an overview of: adult social care funding in the county; the challenges posed in delivering adult social care services in the county; and details of what may be considered as part of the Government's anticipated Green Paper on adult social care funding.

**2.0 Introduction**

- 2.1 Adult Social Care is the largest single service and budget area (excluding schools) in North Yorkshire County Council, with a net budget of £155m countywide.
- 2.2 The service has 38,000 contacts per year countywide, many of which can be resolved at first point of contact through advice and basic support. In the first quarter of 2018/19, more than 1,400 people in the constituency have been supported longer term.

**3.0 What are the key issues and what are we doing about them?**

- 3.1 Funding - Adult Social Care accounts for over 40% of County Council spend and this share has increased since 2010 due to relative protection of budgets. £15m savings have been made countywide in the service since 2015, with a further £8m to be delivered by 2021. Voluntary sector budgets have been protected overall, as has mental health spend, although funding has been re-allocated to address areas of greater need.
- 3.2 Our transformation and savings agenda has included spending more on prevention which will have an overall positive impact both on people's lives and on the budget for long term support. Benchmarking shows that we would need to spend £11m more on long-term support to mirror the Shire authority average and this has helped us deliver the savings referred to above.
- 3.3 Within the Thirsk and Malton area the average hourly rate we pay providers for domiciliary care is 15% higher in super rural areas compared with the rate in urban areas.
- 3.4 We have undertaken work that shows that key ASC 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. This "rural premium" costs us over £2.5m per annum for domiciliary costs and a similar amount for residential services. We also pay £2.8m in transporting users to day centres.

Transport is not part of the means-tested assessment and users currently contribute a small amount to this – approx. £100k.

- 3.5 23% of care home placements for older people in the constituency cost us more than our agreed rates with providers, whilst this is 1 in 4 this significantly lower than the County average of 43%
- 3.6 Approximately 12% of the local social care budget depends on funding being passported from the NHS. Part of this funding (the Improved Better Care Fund) is due to cease in March 2020, with no Government plans as yet for its continuation. If this funding ends, then there will need to be significant cuts to social care services, and, in particular, to the additional support to hospitals for rapid patient discharge, as this is where the passported funding is targeted.
- 3.7 Public Health Grant has been used to invest in prevention, with over 230 people in the constituency referred to the Living Well service and, subsequently, resulting in 73% of them not requiring long term care following early intervention.  
The County Council is investing £9m countywide in extra care schemes. The constituency has 4 of the County's current 22 extra care schemes, an intention to develop further schemes in the coming years.
- 3.8 Overall, adult social care is increasingly reliant on a fragmented mix of funding sources: government grants (reducing), council tax, social care precept (which, in part, covers the national living wage costs), charges and funding passported from the NHS. People who use services often have to pay for some or all of their care costs, with limited ability to plan for the future. Providers we commission who accept the County Council's rates usually have different charging arrangements for self-funders in order to ensure they have the income to remain sustainable. This risks a public perception that self-funders subsidise people funded by the State.
- 3.9 In response, the County Council has given relative protection to adult social care budgets. A demographic contingency fund of £3m has been provided each year up until 2020 to manage pressures. Significant contact has been made with MPs, Ministers and Government departments to make the case for remote rural areas and the additional challenges that communities face and the cost premiums experienced by service providers. Savings programmes continue to transform services and release cash for re-investment in frontline care.
- 3.10 The Care Market - The care market nationally is facing an existential challenge. Locally, the situation is better but still under significant pressure.
- 3.11 The County Council works with 21 residential and nursing homes and 20 home care providers in the constituency. Fee rates for the latter vary between £15.84 and £28.80. The lowest rate is below the national benchmark but the highest is above the national benchmark. Sourcing care packages at home is becoming increasingly difficult throughout the County. 7 of the local care providers do not accept County Council fee rates.

- 3.12 Care Quality Commission ratings for the County are better than the national average. However, most of the 'outstanding' and 'good' rated care homes charge significantly more than the Council's published fee rates.
- 3.13 The Council has signed up to a four year fees deal with residential and nursing home providers. Various approaches have been introduced to stimulate the home care market. Additional support has been introduced to help failing providers and to support recruitment. County Council services have been expanded in areas where there is market failure.
- 3.14 Mental Health funding has been protected and the social care element of the service has had additional investment in experienced staff. The Stronger Communities programme has funded mental health prevention.
- 3.15 Working with the NHS - There are 5 CCGs, 6 main NHS Trusts and 3 STPs serving the County. This constituency is served primarily by:
- Vale of York CCG
  - York NHS FT
  - Leeds NHSFT
  - Tees, Esk and Wear Valleys NHSFT (Mental Health).
- 3.16 Over the past year, social care Delayed Transfers of Care (people ready for discharge from hospital) have halved countywide. This constituency has experienced some of the biggest reductions in delays through our close working with the South Tees trust and its acute hospitals, but it has also experienced some volatility as the new non-acute health service arrangements have come into effect around Malton.
- 3.17 Workforce - Virtual full employment means that the care sector, alongside hospitality and retail are often seeking to recruit the same people. Supermarkets will pay people on average £2/3 more than even the best care providers for jobs that have fewer responsibilities.
- 3.18 The County Council is undertaking a number of initiatives to attract new entrants into the workforce, including via its [www.makecarematter.co.uk](http://www.makecarematter.co.uk) programme.

#### **4.0 What needs to be done nationally?**

- 4.1 The County Council welcomes the Government's commitment to publishing a Green Paper on adult social care in November, alongside the long term plan for the recently announced £20 billion investment in the NHS. We have argued for a two-pronged approach:
- A long term funding settlement for social care, to stabilise the care system and to provide certainty for service providers
  - Reform of the current system so that individuals and families can plan for future care needs and costs.
- 4.2 As we understand it from Government sources, there is unlikely to be any commitment made about future social care funding before the next Spending Review and it may be 2023/24 before a longer term package of reforms and a sustainable funding settlement is in place.

- 4.3 The Local Government Association is undertaking a consultation on its own Green Paper, *The lives we want to lead* <https://www.local.gov.uk/lives-we-want-lead-lga-green-paper-adult-social-care>
- 4.4 This paper sets out options for how the system could be improved and radical measures that need to be considered given the scale of this funding crisis. Possible solutions to paying for adult social care in the long-term outlined in the consultation include:
- **Increasing income tax for taxpayers of all ages** – a 1p rise on the basic rate could raise £4.4 billion in 2024/25
  - **Increasing national insurance** – a 1p rise could raise £10.4 billion in 2024/25
  - **A Social Care Premium** - charging the over-40s and working pensioners an earmarked contribution (such as an addition to National Insurance or another mechanism). If it was assumed everyone over 40 was able to pay the same amount (not the case under National Insurance), raising £1 billion would mean a cost of £33.40 for each person aged 40+ in 2024/25.
  - **Means testing universal benefits**, such as winter fuel allowance and free TV licences, could raise £1.9 billion in 2024/25
  - **Allowing councils to increase council tax** – a 1 per cent rise will generate £2.6m in North Yorkshire (£285 million nationally).
- 4.5 In addition, the County Councils Network has also published its own Green Paper, *Sustainable Social Care: A Green Paper that Delivers a New Deal for Counties* <https://www.countycouncilsnetwork.org.uk/counties-set-out-their-social-care-policy-p...>
- 4.6 This paper argues that if the government’s reform agenda is to be successful, then social care must remain a local service and ministers should ‘not be swayed’ by overly-simplistic arguments to combine all, or elements of social care into the NHS.
- 4.7 In North Yorkshire, the Adult Social Care budget increased by £10m (7%) and £12.1m (8%) in 2017-18 and 2018-19. This was after savings and efficiencies of £8m and a further £3m respectively. Without these savings, the budget would have increased by 13% in 2017-18 and a further 11% this year.
- 4.8 This increasing cost has an impact on the rest of the Council. In 2015-16 the proportion of the overall budget spent on ASC was 38%. That amount is now 43%.
- 4.9 With counties facing a funding gap of £1.6bn in social care by 2020/21 and new figures showing the average county authority now spends 45% of its entire budget on adult social care, the report makes several key recommendations to government:
- If government implements a cap on care at £50,000 per individual, this could cost county authorities collectively £691m a year – double that of a £72,000 cap which was previously put forward. This would add another pressure to North Yorkshire of around £7m.

- County leaders suggest these reforms, and the funding gap, could be filled by national taxation and means-testing of winter fuel allowance and attendance allowance to avoid ‘catastrophic consequences’ for local services. Separately, they say they agree with the exploration of further proposals to make the system sustainable, including the recently floated ‘social care levy’ proposals.
- Social care must remain a local service, and social care councils’ role in the reform and integration agenda should not be overlooked by government. Councils contain democratic accountability and strong links to other service areas, such as housing, and they have a proven track record in financial prudence and commissioning.
- With the number of over 85s households in county areas set to rise to ‘unprecedented’ levels by 155% over the next two decades, government must address shortages in both retirement properties and supported housing, by introducing reforms to the planning system and to the administration of grant funding such as Disabled Facilities Grant.
- Prevention should be a key focus of the green paper. To that end, government should invest a ‘significant’ proportion of the £20bn NHS windfall in primary, community, and mental health services.

4.10 However, the lower the cap is set, the higher the costs for county authorities – and with county authorities already facing an existing funding black hole of £949m in social care by 2020 and care home providers in these areas estimating a short-fall of £670m in the fees they receive from councils, the introduction of an un-costed cap would have ‘catastrophic’ consequences for local services; pushing services closer to the brink, fewer residents actually receiving care, and care homes potentially closing. In North Yorkshire we are looking at a funding pressure of approx. £4m per annum – assuming that IBCF continues and we are still able to cover normal inflationary costs.

4.11 These councils also say that a failure to fully fund any care cap, and provide genuinely new money to meet the existing funding gap of £1bn, will further threaten the financial sustainability of England’s largest councils. A CCN survey of county leaders recently showed that only 33% of leaders were confident in delivering a balanced budget by 2020/21; with the outcome green paper pivotal to dealing with the financial uncertainty facing their councils.

4.12 The report presents evidence that shows the consequences of an unfunded cap for rural councils could be particularly acute, with counties facing an ‘unprecedented’ rise in those aged over 85 and these areas containing more ‘self-funders’ who would now, for the first time, be eligible for the cap and potentially enter state-funded care.

4.13 Population projections show that the number of over 85 households in county areas are set to balloon by 155% by 2039, rising from 491,000 to 1,254 million. This growth in rural areas represents over half of the country’s entire projected growth in over 85s, with on average 53% of social care users in counties self-funding their care.

## **5.0 Next Steps**

5.1 This paper sets out some of the actions we are already taking, including continuing to make savings where we can. One area we are looking at is passing on more of the cost of some services (such as transport) to clients, which is a particular issue in this county.

- 5.2 We will continue to look at new models with the NHS and others, but aware that this cannot simply be about cost-shunting from one organisation within the system to another.
- 5.3 It is clear however that while a fundamental review of the expectations of state v individual funding is needed, that review needs to take into account the challenges faced by councils and populations in rural areas and the significant extra costs that they both have to pay.

**Recommendation**

1. That the committee identifies some specific lines of enquiry to follow up at its next meeting.

Report Author:  
Richard Webb  
Corporate Director of Health and Adult Services  
North Yorkshire County Council  
24 August 2018

**Thirsk and Malton Area Constituency Committee  
Work Programme 2018/19**

<b>10.00 a.m. on Wednesday 4<sup>th</sup> July 2018</b>	
<b>Subject</b>	<b>Description</b>
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
Draft Work Programme	To consider what the Committee's Work Programme should be for 2018/19
<b>10.00 a.m. on Wednesday 19<sup>th</sup> September 2018</b>	
<b>Subject</b>	<b>Description</b>
East West Connectivity & Impact on Economic Growth	Rail – Scarborough to Leeds Road – A64 (Highways England to attend)
Key Issues for Local MP	Opportunity for the RT Hon Kevin Hollinrake MP to highlight issues of concern
Work Programme	Review of areas for Scrutiny
<b>10.00 a.m. on Wednesday 28<sup>th</sup> November 2018</b>	
<b>Subject</b>	<b>Description</b>
Malton & Norton Infrastructure Study	Study Findings & Implementation Progress Update – Richard Marr (both reports)
Norton HGV Restrictions Update	Report on the effectiveness of the experimental HGV Restriction at Norton Level Crossing
Phase 3 Broadband	Update on NYnet & Opportunity to feed in local issues to countywide scrutiny – Ian Marr
Adult Social Care Funding	Green Paper & Fairer Funding for Local Government – Richard Webb
Work Programme	Review of areas for Scrutiny
<b>10.00 a.m. on Wednesday 13<sup>th</sup> March 2019</b>	
<b>Subject</b>	<b>Description</b>
Community Safety / Place	Overview of community safety issues inc. updates from Police; Fire and Rescue; Community Safety; Highways (road safety); Stronger Communities & Public Health – identification of any further lines of enquiry
Economic Development & Educational Attainment	Impact of educational attainment (levels 2 & 3) upon the development of the local economy
Transport Infrastructure	Rural Bus Services & Community Transport – Cathy Summers SEND Transport Changes – To feed in local concerns to county wide scrutiny - Gail Chester
Stronger Communities	Community showcase
Work Programme	Review of areas for Scrutiny

**Areas of work identified but not yet scheduled:**

1. Supported Living - review of supported living provision and links to future development of the NYCC services
2. Heritage and Natural Environment - tourism and the promotion of local heritage and natural environment
3. Rural Crime Strategy - response to rural crime, including wildlife crime
4. Appointments to Outside Bodies
5. 101 non-emergency service – performance
6. Friarage Hospital – development of site and changes to services - Joint meeting with Skipton & Ripon ACC – feed in local views to the Scrutiny of Health Committee
7. Malton Hospital –any local developments in the use of the site and what services are available.