



Agenda

Notice of a public meeting of: **Skipton and Ripon Area
Constituency Committee**

To: **Councillors Margaret Atkinson, Phillip Barrett, Mike Chambers MBE (Chairman), Michael Harrison, Robert Heseltine, David Ireton (Vice-Chair), Stanley Lumley, Stuart Martin MBE, Patrick Mulligan, Gillian Quinn, Andy Solloway, Robert Windass.**

Date: **Thursday, 11th March, 2021**

Time: **10.00 am**

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

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

The meeting will be available to view once the meeting commences, via the following link - www.northyorks.gov.uk/livemeetings. Recording of previous live broadcast meetings are also available there.

Business

1. **Apologies for absence**
2. **Minutes of the committee meeting held on 7 January 2021** (Pages 3 - 10)
3. **Declarations of Interest**

4. **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 8 March 2021. 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.

Enquiries relating to this agenda please contact Daniel Harry Tel: 01609 533531 or e-mail daniel.harry@northyorks.gov.uk Website: www.northyorks.gov.uk

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.

5. **Update from Rt Hon Julian Smith MP**
6. **Final update on the re-provision and re-use of the Castleberg Community Hospital, Giggleswick - Ali Jan Haider, Bradford District and Craven CCG** (Pages 11 - 20)
7. **NYCC Permit Scheme and Co-ordination of Works - Karl Battersby, Corporate Director Business and Environmental Services, NYCC** (Pages 21 - 26)
8. **Stronger Communities: COVID19 Social Isolation and Approach to Community Efforts – Marie-Ann Jackson, Stronger Communities, NYCC** (Pages 27 - 32)
9. **Committee work programme – Daniel Harry, Democratic Services and Scrutiny Manager, NYCC** (Pages 33 - 36)
10. **Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances**

Barry Khan
Assistance Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

3 March 2021

North Yorkshire County Council

Skipton and Ripon Area Constituency Committee

Minutes of the meeting of the Skipton and Ripon Area Constituency Committee held on 7 January 2021 remotely using MS Teams, commencing at 10am.

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

Present:

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

County Council Officers: Daniel Harry (Democratic Services and Scrutiny Manager), Karl Battersby (Corporate Director, Business and Environmental Services), Allan McVeigh (Highways and Transportation, BES), Rebecca Gibson (Highways and Transportation, BES), Gary Fielding (Corporate Director, Strategic Resources).

Other County Councillors present: David Chance, Gareth Dadd, Carl Les and Don Mackenzie.

Guest speaker: the Rt Hon Julian Smith MP.

87. Apologies for absence

Apologies for absence were received from County Councillors Philip Barrett, Patrick Mulligan, Richard Welch and Robert Windass.

88. Minutes

Considered the minutes of the meeting of the Skipton and Ripon Area Constituency Committee held on 17 December 2020.

Resolved -

- a. That the Minutes of the meeting of the Skipton and Ripon Area Constituency Committee held on 17 December 2020, having been printed and circulated, be taken as read and confirmed and signed by the Chairman as a correct record.

89. Any Declarations of Interest

There was none.

90. Public Questions or Statements

There was a public statement from Mr Rod Beardshall, Chair of Zero Carbon Harrogate transport working group.

The statement was read out by Daniel Harry as Mr Beardshall was unable to attend the meeting. The statement was as follows:

I would like to make some observations on behalf of Zero Carbon Harrogate about the update on the Harrogate Transport Improvement Programme (HTIP). Whilst the report arose from a consideration of local traffic congestion, I hope we can all agree

that transport policy is a key lever in addressing issues of climate change. If you have not already done so, I advise you to study the report published on 9th December, 2020, by the Climate Change Committee (CCC) entitled "Local Authorities and the Sixth Carbon Budget". Although the report recognises that the current lack of national coordination and funding constraints limits the effectiveness of local authorities to tackle climate change, it concludes that around 33% of emissions can be influenced by local authority "place-shaping leadership". We should do everything within our power to influence what we can.

There is much to commend about the HTIP report, especially the emphasis on prioritising active travel and the willingness to consider low traffic neighbourhoods. I would like to congratulate the council for their achievements to date such as securing funding through the Transforming Cities Fund and the roll out of superfast broadband which will influence working and therefore travel behaviours for the better. Notwithstanding these successes and the limitations mentioned above, we now need a significant acceleration of the rate at which considerations, discussions and reports translate into actions on the ground.

The HTIP report talks about improvements at five key junctions. Given that improvements to promote traffic flow alone will inevitably lead to more traffic flowing, I am very pleased to note that paragraph 5.22 emphasises the need to focus on reducing traffic volumes to ensure that junction improvements do not have unintended negative consequences.

Unfortunately these aims appear to have been ignored in the decision mentioned in paragraph 6.7 that a standalone Killinghall bypass be added to the county council's existing major schemes development list. Residents of Killinghall would understandably love to see less traffic on the A61 through the village, but a bypass would induce more traffic overall, encourage more development, destroy more countryside and could damage the Nidderdale Greenway and probably the Nidd Gorge. All other non-road solutions to Killinghall traffic should be considered before a bypass, including lower speed limits, vehicle weight limits, and narrowing the road where possible which would also make space potentially for a safe cycle link from Killinghall to the Greenway. In the long term I would like to see non residents pay for the right to drive through villages such as Killinghall, but this would need new legislation. It would be an incomparably more environmentally beneficial solution to the traffic problem than a bypass. It would also be a flexible solution unlike a bypass which would be permanent, even when rendered irrelevant by progress.

The Department for Transport's Decarbonising Transport document of March 2020 calculates that between 2018 and 2050, with current policies, car kilometres travelled will increase by more than 35% and car greenhouse gas emission will fall by 52%. However, it is now generally accepted that we need to be much more ambitious. This acceptance comes from a wide range of sources from the CCC (which concluded that a 70% reduction in transport emissions is needed by 2035), to UN secretary general Ban Ki-Moon to UK Business Secretary Alok Sharma. Consider also that any increase in traffic in the Killinghall area will go somewhere, much of it into Harrogate. This will make it much harder to meet the stated aim of traffic reduction at key junctions in town. We need a consistent coordinated approach to traffic management. A Killinghall bypass does not fit with this. ZCH opposes it and asks that you do the same.

The response to the public statement was read out by Allan McVeigh, Highways and Transportation, BES, North Yorkshire County Council. It was as follows:

We thank Mr. Beardshall for his comments on behalf of Zero Carbon Harrogate and note:

The Council recognises the important role that active travel and sustainable transport solutions will play as part of a low carbon future. At the same time, the council has a duty to consider all viable options, including measures to remove through traffic from Killinghall, a village which is growing very rapidly and whose residents (and local elected member) are concerned about the effects of increasing traffic flows on their daily lives, road safety and air quality. The recommendation is that the potential scheme is added to the County Council's list of reserve major schemes.

We recognise that there has been a shift in focus at a national level on carbon reduction and a renewed emphasis on walking and cycling from the government, and we are now considering how best to embed this into our policies and projects at a countywide level. As is also noted, where funding is available, schemes such as the Transforming Cities Fund and superfast broadband aim to support ongoing changes to travel and commuting behaviour and offer viable alternatives to daily commuting by car. For assurance, the Council will continue to take every opportunity to bid for grant funding, which seeks to promote sustainable transport and encourage a low carbon future.

In all cases, where any projects are taken forward for further development public and stakeholder engagement would form a key part of project development and would be undertaken at the appropriate stage.

After the response was read out, County Councillor Don Mackenzie said that the County Council had previously been in contact with the Zero Carbon Harrogate transport group. Also, that the Council has a duty to respond to the concerns raised about traffic volumes in Killinghall, the safety issues and the impact upon air quality. A by-pass has to be considered as an option when looking to address the local concerns raised.

The committee Chairman, County Councillor Mike Chambers MBE, then moved onto item 7 on the agenda, to enable to discussions that been started upon the Harrogate Transport Improvement Programme to be continued.

91. Harrogate Transport Improvement Programme

Considered -

A report by Karl Battersby (Corporate Director, Business and Environmental Services).

Karl Battersby presented the report and the key points are as summarised below:

- The Council's Executive recommended in October 2019 that the Harrogate Congestion Study be progressed and that further option development work be undertaken on reducing congestion in Harrogate and Knaresborough
- The proposal for an inner northern relief road for Harrogate was rejected
- Work has taken place throughout 2020 to develop proposals on the following themes: cycling and walking, bus priority, park and ride, junctions, behaviour change and highways including a Killinghall bypass and a western area link road
- There are high levels of support for cycling and walking and Bilton may be considered as a potential area for implementation of a 'low traffic neighbourhood'
- Two bus corridors, the A61 and A59, were considered and whole route improvement plans developed
- A review of existing literature and previous Harrogate Park and Ride studies was undertaken and an assessment indicated that an area to the south of Harrogate, in the vicinity of the A61 could be suitable

- A Killinghall bypass option was researched and found to offer high value for money. The western area link road offered poor value for money due to the very high costs of construction
- Five junctions were identified as a priority for investment: Parliament Street / Kings Street / Ripon Road, Empress Roundabout, Gracious St / York St / Park Row, Wetherby Rd / Hookstone Corner (Woodlands Corner), Leeds Rd M&S Junction.

There followed a discussion, during the course of which County Councillors raised some specific queries.

County Councillor Michael Harrison asked who would make the decision as to whether a Killinghall bypass should be pursued.

Karl Battersby said that the next step would be to develop an Outline Strategic Business Case. Once completed the detailed proposal for a bypass would be added to the reserve list for highways projects.

County Councillor Andy Solloway said that none of the active travel schemes that had been applied for in the Skipton area had been successful. He said that he recognised the impact that high traffic volumes was having upon people living in Killinghall and so supported a bypass as it would significantly improve quality of life.

County Councillor Don Mackenzie said that the active travel schemes that had been put forward for Craven area were not sufficiently developed or advanced. Further funding had been identified, however, for active travel schemes in the committee area.

County Councillor Michael Harrison said there needed to be a greater focus upon efficient and effective transportation and vehicle movement. There needs to be greater balance as part of the overall discussions about and planning for sustainable transport.

County Councillor Mike Chambers MBE summed up and noted that there were opportunities to encourage active travel through such projects as the use of disused railway lines that still connect towns and villages. He also said that a bypass around Killing hall was long overdue.

County Councillor Mike Chambers MBE thanked officers for attending the meeting and answering questions from the committee members.

Resolved –

- a. To receive an update on progress with the Harrogate Transport Improvement Programme in the next 6 months.

The committee Chairman, County Councillor Mike Chambers MBE, then moved onto item 5 on the agenda.

92. Update from the Rt Hon Julian Smith MP

The committee Chairman, County Councillor Mike Chambers MBE, invited the Rt Hon Julian Smith MP to give an overview to the committee some of his areas of work, concerns and priorities. The key points are as summarised below:

- In response to the increase in covid infections a lockdown has been implemented. The working assumption is that this will last until Easter, in some shape or form. Further restrictions are then likely to apply

- Local authorities across North Yorkshire have worked extremely hard to manage and respond to the pandemic
- It will be of paramount importance that the ability of school children to work remotely is supported by government, local authorities and schools
- There is extensive support already in place for businesses but it is recognised that even with this support some business will be forced to close. There is a key role for local authorities in working with businesses to mitigate this and help the local economy emerge from the pandemic. There will be a need to be creative and think about new business opportunities, markets and approaches rather than simply doing more of what worked pre-pandemic
- The Brexit deal that has been negotiated is better than no deal. The focus is now upon understanding how businesses are responding and what support they need to trade in this new economic environment.

There followed a discussion, during the course of which County Councillors made the following points:

County Councillor Michael Harrison asked whether the national lockdown was likely to be followed by a tiered approach to managing the spread of the virus.

In response, the Rt Hon Julian Smith MP said that the national priority was upon the implementation of the vaccination programme and once that had progressed looking at a gradual reduction in the restrictions that had been put in place.

County Councillor Andy Solloway asked whether teachers and police officers could be treated as a priority group for vaccinations.

In response, the Rt Hon Julian Smith MP said that the priority list for vaccination had been set nationally and that teachers and police officers had not been included.

County Councillor Mike Chambers MBE thanked the Rt Hon Julian Smith MP for attending the meeting and answering questions from the committee members.

The Rt Hon Julian Smith MP left the meeting at 10:50am.

93. Council Budget proposals

Considered -

A presentation by Gary Fielding, Corporate Director, Strategic Resources.

Gary Fielding delivered the presentation, with key points as summarised below:

- There is a estimated £82m cash shortfall projected over next 3 years
- 2021/22 balanced mostly through one off Government funding and use of Reserves
- A key consideration is the setting of Council Tax
- The Locality Budgets will continue in 2021/22 and 2022/23, with £10,000 per member per year
- A £1m Carbon and Environmental Pump Priming Fund will be created
- There are risks inherent in trying to budget over the longer term during a period of such flux and uncertainty
- Work will need to be done to find sustainable ways of reducing the longer term budget shortfall
- The budget will go to the Executive on 26 January 2021 and then County Council on 17 February 2021

- Some primary and secondary schools in the committee area face significant financial challenges and these challenges are likely to get worse over time, with 29 schools projecting to be in deficit by March 2023
- There are significant budget pressures for adult social care services that relate to the pandemic. An additional pressure may emerge as lockdown restrictions are lifted and more people vaccinated as people who had previously been deterred from accessing services due to the pandemic access them
- The implementation of extra care facilities offers a flexible and cost effective way of supporting older and vulnerable people for longer in the community, particularly in the more remote and sparsely populated rural areas
- An unknown was the impact of 'long covid' and the long term impact of health problems experienced by people who had caught covid-19
- There is significant infrastructure investment in the area with the work on Junction 47 on the A1(M), the realignment of the A59 at Kex Gill and the Transforming Cities Fund and the improvements in Skipton mainly linking the railway station to bus station.

There followed a discussion, during the course of which County Councillors made the following points:

County Councillor Stanley Lumley noted that the extra care facilities for older people were working well and could be adopted more widely across the county. He asked whether it would make sense to have more Council led care places available in Harrogate and the surrounding area.

In response, Gary Fielding said that there was a commitment to continue to develop extra care and dementia care. In addition, that there was a need to consider targeted intervention in the care market to help ensure that there was sufficient supply available at the right price.

County Councillor Andy Solloway said that whilst the need to fund adult social care through increases in the local Council Tax precept was understandable, it was not right that a national funding problem was being resolved through local taxation.

County Councillor Mike Chambers MBE summed up and thanked Gary Fielding for attending the meeting.

Resolved –

- a. That Gary Fielding attend the committee meeting in January 2022 to provide an overview of the Council Budget proposals, with a particular focus upon the area covered by the committee.

94. Committee Work Programme

Considered -

A report by Daniel Harry, Democratic Services and Scrutiny Manager, outlining the committee work programme.

Daniel Harry introduced the report and asked 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.

Resolved -

- a. That the committee work programme be reviewed by members.

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

County Councillor Carl Les gave an update on some of the key issues facing the Council, as summarised below:

- The pandemic and the local response to it was the key concern for the Council. The prospect of mass vaccination offered hope that life would soon return to normal but there was a great deal to be done to support communities and businesses in the interim
- Volunteers have played a key role in the response of the Council. Many have been working as part of the community support organisations for the past 9 months and there are real concerns about volunteer fatigue
- Organisations have worked well together throughout and it is hoped that this will continue long after the pandemic has gone
- There are concerns about the long term impact of the lockdowns and restrictions and what this has meant for social isolation and people's mental health and wellbeing
- Much of the work of the Council continues as normal and with the budgetary pressures as they are there will be a need year on year to find new ways of working that are more efficient and help to save money
- The issue of Council Tax being used to fund adult social care is of concern and something that has been raised many times with MPs and Ministers. There is a need for all national leaders to come together and work through a sustainable solution to providing long term health and social care support for older people. This is not a political issue but simply an issue that needs to be addressed.

County Councillor Mike Chambers MBE thanked County Councillor Carl Les for his input and for taking the time to attend the meeting.

The meeting concluded at 11.30 am.

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Airedale, Wharfedale & Craven

Health & Care Partnership

...Happy, Healthy at Home



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Castleberg Community Hospital
March 2021
Skipton and Ripon Area Committee



OFFICIAL

Agenda Item 6

Ali Jan Haider Strategic Director of Keeping Well
Bradford District and Craven CCG (Commissioner of services)

Michael Dyson Principal Construction Manager.
NHS Property Services Ltd (Landlord)

Trudy Balderson Head of Community Services
Airedale NHS Foundation Trust (Provider of services)

CONTENT

Assurance

The Estate

The Services

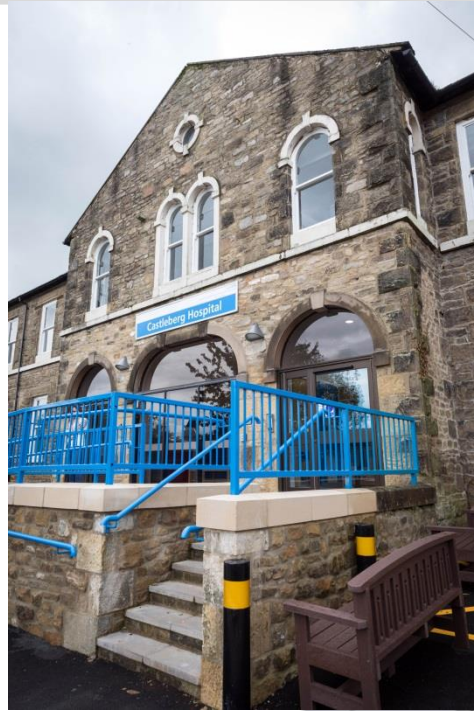
Assurance

- Works completed 2018/19
- Handover took place 12th September 2019
- Public 'drop in' held 30th September 2019
- Open for admissions from 7th October 2019
- Normal opening 26th November 2019
- Mobilisation meetings continued ensuring oversight of 'snagging' completion with some impact on works due to pandemic
- The NHS England Planning and Assuring Service Change for Patients process has concluded
- Skipton and Ripon Area Constituency Committee are asked whether further assurance is required

The Estate - From This



The Estate - To This



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Harden Ward

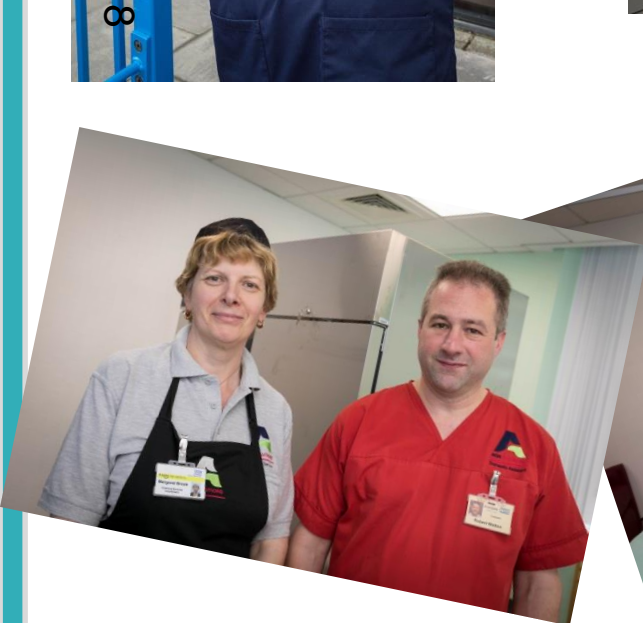
- Re-opened 7 October 2019
- Closed during pandemic 24 April 2020 to 29 June 2020 due to Covid-19 outbreak and staffing pressures
- Average monthly bed occupancy 81%
- 10 admission per month on average
- 83% step down from hospital
- 10 discharges per month on average
- Average length of stay 22.9 days
- 8 people have received end of life care
- 6 people were admitted on the non-weight bearing pathway
- 68% of people were discharged to their usual place of residence
- 32% of people were discharged to other locations (temporary placement, care home, hospital, or died)
- Reached 99 days falls free in early November 2020
- 1 Covid + case detected by routine swabbing, no further cases in patients or staff

Harden Ward Patient and Carer feedback

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Harden Ward Team (Photos taken pre-pandemic)



Questions?

Skipton and Ripon Area Constituency Committee are asked whether further assurance is required
Question from the committee?

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**North Yorkshire County Council
Skipton and Ripon ACC – 11 March 2021
NYCC Permit Scheme and Co-ordination of Works.**

1.0 Purpose of the report

- 1.1 To provide a general overview of the NYCC Permit Scheme and how it operates.
- 1.2 To address the concerns around the quality of work and the co-ordination of works specifically in relation to “emergency repairs” undertaken by Statutory Undertakers and the impact upon local businesses.

2.0 Background

- 2.1 The purpose of the report is to answer a number of specific questions put forward by Members of the Committee in relation to the NYCC Permit Scheme and its operation with specific reference to matters of co-ordination, reinstatement and the impact of COVID-19 lockdown restrictions. The questions themselves are set out in *italics* throughout the report.

How is the permit scheme for highways works managed and how is work sequenced?

- *Provide a general overview of the scheme, including how it operates, what its aims are and levels of compliance*

3.0 NYCC Permit Scheme

- 3.1 The North Yorkshire County Council permit scheme was established on 7 February 2018. Its purpose is to increase the efficient running of the highway network through proactive management of activities on the highway.

- 3.1.1 The scheme’s objectives are as follows:

- Improve the quality and timeliness of information received from all activity promoters
- Encourage a proactive approach to planning and undertaking of works on the highway
- Protect the structure of the street and the integrity of apparatus in it
- Ensure the safety of those using the street and those working on activities that fall under the scheme, with particular emphasis on people with disabilities
- Ensure parity of treatment for all activity promoters.
- Reduce any unreasonable occupation of the Highway through efficient co-ordination and to minimise the impact of works on the travelling public.

- 3.2 The scheme is set up as a Red, Amber, Green (RAG) rated system, which works on a first come first serve basis in terms of booking road space. Once a permit is submitted via the electronic system, a response time is automatically calculated according to the response times as set in statute. The team then assess the permits according to the priority as determined by the response times.

- 3.3 Types of permits and response times. There are four main types of permits:

- “Major” for works that have a duration of 11+ days and require three months advanced notice. The response time for this is 1 month.
- “Standard” for works with a duration of 5- 10 days and requires 10 working days advanced notice. The response time for this is 5 days
- “Minor” for works with a duration of 1-3 days and requires 3 working days’ notice. The response time for this is 2 working days
- “Immediate/emergency” for works that are classed as urgent. The undertaker can submit these 2 hours after starting on site. The response time on these is 2 working days.

3.4 Statutory Undertakers are able to request to work earlier than the standard notice period as long as they have a valid reason and it benefits both the Authority and the Undertaker to bypass the notice period. For example, undertaking works before a major event or surface dressing.

Operation of the Permit Scheme

3.5 Street Works have a team of five co-ordinators who are responsible for assessing the positive traffic management such as traffic signals and road closures, with five Technical Assistants assessing the lower level traffic management across the County. The team check that the proposed works do not pose any co-ordination clashes, the traffic management is appropriate and safe for the location and ensures the proposal is not overly excessive in order to minimise the impact to the travelling public.

3.6 The team check the conditions of the permit are both safe and compliant in accordance with Chapter 8 of the New Roads and Street Works Act, which relates to the signing, lighting and guarding of a site.

3.7 The team take into account the location, any pedestrian provisions, ensuring that minimum widths are maintained where possible, as well timing of works. Where the Authority sees fit, they can impose restrictions, grant, refuse or request a modification. Once the undertaker responds to a refusal or modification request, via a permit variation, the system recalculates the response date as per the Statutory Guidance, which allows the team 2 working days respond to the changes.

- *There are concerns about the quality of the work undertaken, both visually and structurally*

4.0 Inspections

4.1 A team of 10 Street works inspectors monitor the works and undertake permit compliance inspections. They check that the undertaker is working with a valid permit and the agreed conditions are adhered to. If found to be non-compliant or working without a valid permit, the undertaker is issued with a Fixed Penalty Notice.

4.2 The inspectors carry out a further three types of inspection as set out in the Inspection Code of Practice, which are as follows:

1. Inspecting during the progress of the works.
2. Undertaken within the six months following interim or permanent reinstatement.
3. Undertaken within the three months preceding the end of the guarantee period.

4.3 In the case of the second and third inspection category, if a reinstatement is found to be non-compliant according to the Specification for the Reinstatement of Openings in the Highway (SROH), a defect can be issued which alerts the utility to a substandard reinstatement. This triggers the utility to repair the defect in the form of remedial works. The Street Works Inspector carries out two further defect

inspections, which take place whilst the repair is being undertaken, and then again, once the repair is complete.

4.4 Dangerous defects can also be issued for anything considered a safety risk to the public. These require the Undertaker to respond within two hours and fix any causes for concern.

4.5 It is worth noting that a reinstatement from a Statutory Undertaker can be a temporary reinstatement; however, they must make it permanent within six months of finishing the works. The undertaker must also register the site as interim for recording purposes. The Authority will always encourage the utility to undertake a first time permanent reinstatement to avoid any further disruption in the future; however in some instances it may be necessary to undertake a temporary reinstatement in order to clear traffic management from a particularly busy road. The team then encourage the undertaker to return at a more appropriate time such as out of hours to minimise the impact. This is especially the case concerning immediate/emergency works.

- *Work is often done at short notice on the basis of being an 'emergency repair', which can be very disruptive*

5.0 Immediate/Emergency works

5.1 Immediate/Emergency works is defined under the Traffic Management Act as the following:

- To prevent or put an end to an unplanned interruption of any supply or service provided by the promoter or works required to end.
- To prevent, circumstances, either existing or imminent, that might cause damage to people or property.

5.2 In this situation, a statutory undertaker is able to start on site at least two hours before notifying the Authority via a permit that works are taking place. Once the Authority receive the permit, the Statutory Guidance for Operating a Permit Scheme states that the Authority must grant the works in order that they do not force the undertaker to work illegally due to them already being on site. Once granted, the Authority are able to serve an "Authority Imposed Variation" and amend the conditions of the permit to challenge the duration or the traffic management if not appropriate.

5.3 As a result of this short notice, the Street Works team ask that the Undertakers contact them directly in cases where urgent works are taking place in potentially disruptive areas in order that we can notify the correct people or suggest alternatives such as making the repair safe and then returning to complete the reinstatement at a more appropriate time. This is especially important during the winter months where closures are required to undertake the works. In this situation, the need to divert gritters becomes a priority and communication is key.

5.4 Winter tends to be a problematic time as we often find that with the cold weather, gas leakage and water bursts tend to increase dramatically which has definitely been the case this year. Due to these incidents, the Street Works team have often had to co-ordinate works reactively, pushing back programmes of planned works further to accommodate these issues. This has had an impact overall and is the reason in some cases, works have had to take place at less than ideal times.

- *Work on the highways is not always co-ordinated and so the same area is often dug up multiple times.*

6.0 Co-ordination

- 6.1 Through the Permit Scheme, where appropriate, the Authority is able to apply certain restrictions on the Undertakers in the form of challenging the durations, dates, suitability of the traffic management as well as specifying times in which work can take place in an attempt to minimise the disruption. Where possible, the Authority will also encourage collaborative working.
- 6.2 Through the use of these restrictions, along with the ability to enforce against a Statutory Undertaker for various offences, the Authority found that the scheme was integral in driving improvement from the Statutory Undertakers.
- 6.3 Since implementing the scheme, the number of days where works overran or unreasonably occupied the highway dropped from an average of 546 days in 2017 under noticing to an average of 287 days for the same period in 2018 under permitting. This indicates that the Street Works team are undertaking efficient co-ordination of works and are actively imposing restrictions and challenging durations of Statutory Undertakers.
- 6.4 As per the Highways Authority and Utility Committee Guidance, the Street Works team sends out a quarterly co-ordination schedule to all Undertakers in order for them to populate any major works they have coming up in the next 6-12 months that may not yet be in the system. The basis of this is to provide a very early indication of any potential clashes that may take place either between other Statutory Undertakers, NYCC's own schemes or any public events in order that the team can be proactive in co-ordinating these effectively.
- 6.5 Whilst the Co-ordination schedule is a useful tool, it has limitations in that it does not account for short duration works. In instances where the Undertaker is carrying out standard or minor works, in line with the notice periods of the scheme, they are only required to serve a notice period of either 10 or 3 working days. It is in these scenarios where the issue of the same area being dug up multiple times tends to be most prevalent due to the short notice provided by the Undertaker.
- 6.6 Collaborative working is difficult to encourage in these situations, as the team often have no awareness that more than one Undertaker require the same road space. In an effort to combat this, the co-ordinators have regular meetings with the major utilities in order to discuss any upcoming works in an attempt to co-ordinate works more efficiently.

7.0 Fibre Schemes

- 7.1 It is worth noting that there has been a big increase in the amount of short duration works over the last year due to the amount of fibre schemes currently in North Yorkshire. Whilst the works for each street are often short durations, and little notice is required, the Street Works team insist that a programme of works is submitted in advance to provide an indication of the locations and the dates in order that the team can be proactive in avoiding any clashes.
- 7.2 With the focus shifting to people working from home, and the need for improved fibre infrastructure to accommodate this, especially under COVID-19, the Department for Culture, Media and Sport has had a huge push on updating the current infrastructure to accommodate this demand. They have offered many fibre companies grants to improve the network and supply fibre to the property, in often very short timescales, with very little advanced notice. This additional investment by the Government is very welcome but has resulted in a surge in fibre works for the Street Works team to assess and co-ordinate.

- 7.3 Currently there are four major fibre schemes taking place. Superfast North Yorkshire, NYnet, Cityfibre (formerly Talk Talk) and KCOM. These schemes are major works, which involve the installation of ducts, fibre cables and cabinets in the highway. The Street Works team have encouraged the use of existing ducts in the ground to minimise disruption, however in many cases the ducts were found to be already full of services and therefore the need to open cut and place new ones has become more prevalent.
- 7.4 Similarly, NYCC has encouraged the use of collaborative working where possible to reduce the need for one fibre company to dig up a street, followed by another, however, the different works methodologies have made this near impossible with some undertaking traditional digs and others undertaking narrow trenching, which are both approved methods according to the SROH.
- 7.5 COVID-19 has also meant that statutory undertakers are less likely to adopt collaborative working practices due to social distancing rules. In some cases, areas that have been previously worked on have unfortunately been worked on several times, as trench sharing has no longer become an option. Despite this, the Street Works team are still encouraging works to take place collaboratively where safely possible; however, Statutory Undertakers are under no obligation to comply with this.

In an effort to make this option more appealing, the NYCC permit Scheme does offer a financial incentive to Undertakers that work collaboratively in the form of a reduced permit fee to encourage this where possible.

- *Highways work has proved to be very disruptive to local businesses, particularly after the first lockdown when they were trying to re-establish themselves. This issue seemed to be particularly to Skipton.*

8.0 Impact of COVID-19

- 8.1 In terms of lockdown, where possible, the team has attempted to get works done especially outside businesses during lockdown. As a result, Street Works have managed to co-ordinate works during this time where previously there was no ideal time to undertake it. It is important to note however, that some utility companies were significantly impacted by COVID absences themselves and not able to carry out all works as planned.
- 8.2 During the first lockdown, which started in March 2020, many statutory undertakers postponed their planned replacement works and only undertook “essential works.” Many Authorities adopted this stance and chose to refuse many of the planned activities on the highway. Recognising the importance of these essential infrastructure improvements NYCC were quite radical in allowing works to continue as long as they complied with the government guidelines of social distancing which was quite out of the ordinary compared to other Authorities in the Yorkshire region. The only limitation to this was as per the guidance from the Department for Transport, where arterial routes to and from hospitals were kept clear to accommodate the emergency services.
- 8.3 Whilst many programmes of work were encouraged to go ahead, any works on these important routes had to be re-scheduled and were only allowed to take place once the relaxed, which coincided with the initial easing of restrictions, when businesses were allowed to re-open.
- 8.4 This meant that the Statutory Undertakers also had to be flexible in their approach, however in some cases, where major schemes have to be planned, resource allocated and traffic management organised, for some undertakers, being able to mobilise or demobilise at such short notice proved difficult, especially with regards to informing residents of changes.

- 8.5 Programmes were also amended due to extra provisions put in place for social distancing. For instance, major gas works planned in Skipton have been re-arranged several times to avoid the social distancing highway closures, which seriously limited the window of opportunity to get the works done.
- 8.6 Decisions to undertake works are often weighed against the Undertakers Statutory Right to work on their own apparatus, with the need to be sensitive to those businesses that were trying to reopen under the relaxing of the rules, as well as being considerate to the travelling public, which has proved to be a quite challenging task.
- 8.7 Looking ahead to the steps in the Government's Covid 19 Response Roadmap it is considered likely that as restrictions are relaxed once again in the upcoming months, there will be an influx of additional utility work to co-ordinate as Undertakers will want to catch up on their programmes and the Streetworks team are preparing for this and this is especially relevant to the effective delivery of our planned Highways annual surface dressing programme, which is due to commence in April.

9.0 Summary

- 9.1 The NYCC Permit scheme is a significant step forward compared to those works being undertaken previously under noticing. Under the scheme, the Undertaker is now required to submit a request for works and have it approved before works commence, or risk being financially penalised. Previously under noticing, the Undertaker was only required to notify us of their intention to work. As a result, the Permit Scheme allows NYCC greater control of the overall network as it facilitates effective co-ordination to take place. There will always unfortunately be disruption caused by roadworks and the challenge is to try to minimise this wherever possible.
- 9.2 Through the scheme, we have not only seen improvements in terms of overall co-ordination of works compared to that under noticing, but also in the amount of days the Undertakers are unreasonably occupying the Highway. This demonstrates that the scheme is encouraging better performance from the Statutory Undertakers, which will ultimately minimise disruption to the travelling public in line with the Network Management Duty.

10.0 Recommendation

10.1 It is recommended that Members note the content of the report.

Author: Alexandra Hollifield
Network Information and Compliance
Business and Environmental Services
North Yorkshire County Council
24 February 2021

**NORTH YORKSHIRE COUNTY COUNCIL
SKIPTON AND RIPON AREA CONSTITUENCY COMMITTEE
12 March 2021**

Stronger Communities: COVID19 Social Isolation and Approach to Community Efforts

1.0 Purpose of Report

To provide Members with an update on the Stronger Communities Programme contribution to the COVID19 Social Isolation and Approach to Community Efforts work stream, including an overview of progress made in the Skipton and Ripon Constituency area.

2.0 Background

- 2.1 In March 2020, the Stronger Communities Team were tasked with developing and mobilising community support infrastructure in response to the COVID19 (Coronavirus) pandemic. With a national lockdown imminent and those classified as clinically extremely vulnerable being advised to shield, it was imperative that a 'safety net' of community based support and assistance was in place for people who did not have friends, family or neighbours to call upon.
- 2.2 Working with 23 key trusted voluntary sector partners across the County and drawing upon the existing, sound working relationships in place, the community support infrastructure was mobilised in four days. The 23 Community Support Organisations (CSOs) were requested to act as the single point of contact within a locality, and in conjunction with local networks, commenced coordination of a variety of volunteer led support services. This included the collection and delivery of shopping and prescriptions, caring for pets, offering regular social contact by telephone, and acting as a local agent for the COVID-19 Self Isolation Grant. The CSO also provided support to local networks and action groups (for example Mutual Aid Groups) that had come together to assist in their communities, providing information, advice and guidance to ensure that all activity was delivered as safely as possible for both the volunteer and the beneficiary.
- 2.3 In addition to this, North Yorkshire County Council (NYCC) extended opening hours to include weekends and public holidays to ensure that support was in place 7 days per week between 8.00am and 5.30pm. This has been primarily delivered by the Customer Service Centre and Stronger Communities, in conjunction with Team North Yorkshire Volunteers and NHS Responder Volunteers where appropriate.
- 2.4 Alongside intensive support from their local Delivery Manager, funding support was also made available for the CSOs; this will total approximately £950K over a 12-month period. Although the generic support offer is universally available across the County, the model of delivery varies dependent on local need and community assets available. A number of CSOs have evolved their delivery model; either reconfiguring

their services, or developing new ways of working in order to continue to provide support within the varying levels of restrictions.

- 2.5 Despite the ever-changing landscape, community support infrastructure through the CSO network has remained in place throughout the last 12-month period, and will continue to be in place until at least September 2021.

3.0 Community Support Organisation Performance (2020/21)

- 3.1 Since the mobilisation of the community support model in March 2020, the following activity has been recorded via the 23 CSOs across North Yorkshire, primarily facilitated by approximately 95,000 volunteer hours:

- Approximately 82,000 contacts;
- 17,214 prescriptions delivered;
- 24,724 shopping deliveries made;
- 32,559 befriending calls and 22,083 phone check ins made;
- Administered and allocated 1,132 Covid19 Self Isolation Grants totalling £108,775;
- 4,402 transport requests fulfilled; and
- 31,876 meals delivered.

- 3.2 There have been complementary services developed to support the CSOs and community support infrastructure; this was demonstrated when CSOs started to receive an increasing number of requests for transport to hospital and medical appointments in summer 2020; particularly for those who did not have support within their own household and who were not eligible for patient transport services. A solution was developed in conjunction with Integrated Passenger Transport (IPT), utilising NYCC Fleet capacity should no other local option be viable. This referral pathway remains in place, and has recently been broadened to support vaccination appointments (as outlined in Section 4.2).

- 3.3 In addition to this, Stronger Communities have distributed £55,982 in Community Response Grants (March – September 2020), and £99,242 in Covid19 Community Grants (September 2020 onwards). This investment has allowed communities and charities to respond to the needs of their communities during lockdowns and periods of heightened restrictions; examples of which have included support services to help people to self-isolate, have access to food and supplies, and stay connected to people through technology. Over the summer period, grants were also used to support groups to re-open some services and activities where they were able to confidently operate in a Covid-safe and compliant way. As Stronger Communities tentatively look towards recovery, the Programme will continue to offer small grants to help groups adapt existing and / or start new activities that help people regain confidence and independence in a safe and Covid compliant way.

4.0 Covid19 Related Work

4.1 Defra's Local Authority Emergency Assistance Fund for Food and Essential Supplies

The Government made provision for an emergency fund of £63 million to be distributed to local authorities in England to help those who were facing financial hardship and as a result were struggling to afford food and other essentials due to COVID-19. The funding was a one-off contribution for the 2020-21 financial year, and was intended to help local authorities to continue to support those people and families facing hardship over the coming months due to COVID-19.

The County Council was awarded £532,000 via the fund. In September 2020, NYCC, in consultation with the seven district councils, allocated £177,000 via 24 grant awards to further support and expand the direct provision of food for those people and families experiencing financial hardship. A second round of funding was made available in December 2020 for food banks and other food supply schemes (for example community kitchens and fridges, or meals on wheels) to support voluntary and community sector efforts over the winter months; a further 24 grants totalling £100,000 were awarded and distributed before Christmas.

In addition, £105,000 has been awarded to Citizens Advice North Yorkshire (comprising Citizens Advice Mid North Yorkshire, Citizens Advice Craven & Harrogate Districts and Citizens Advice Scarborough & District) to expand their Money and Benefits Advice Service across the County. This was in direct response to evidenced increased demand between April and July 2020, particularly from a new cohort of individuals who are presenting to services for the first time. The remaining funding has been used to extend the reach of the North Yorkshire Local Assistance Fund (NYLAF).

This investment was to complement the £1.4million that was also awarded to NYCC via the Covid19 Winter Grant, to support families and children who have been affected by the pandemic, as well as existing resources in place through the NYLAF General Financial Hardship and the aforementioned Covid19 Self-Isolation grants.

4.2 Support for the NHS Covid19 Vaccination Programme

CSOs in Ryedale, Harrogate, Hambleton and Richmondshire were approached to support the NHS Covid19 Vaccination Programme. Volunteers have been offered in the short term while longer-term arrangements are discussed; in collaboration with Community First Yorkshire, information, advice and guidance has been offered to the voluntary and community sector to ensure that key areas of consideration such as insurance were explored. Strategic conversations continue to take place at North Yorkshire and York Local Resilience Forum (NYLRF) level to establish the support requirements, and the LRF continue to review options to ensure that this can be maintained in the longer term.

Since the inception of the NHS Covid19 Vaccination Programme, there has been an increased level of requests for transport to vaccination appointments. In order to support this logistical work area, NYCC has broadened the access/transport to

medical appointments referral pathway to include vaccination appointments, with the key triaging point being in locally based CSOs. Should there be no locally based solution available; CSOs can request support from NYCC Integrated Passenger Transport (IPT) should capacity permit. Details of the CSOs have been circulated via the Clinical Commissioning Groups (CCGs) and Primary Care Networks (PCNs) so GPs are aware of the support that is available in relation to vaccination transport.

4.3 North Yorkshire Together Activity Packs

Approximately 3,500 North Yorkshire Together Activity Packs have been distributed through Stronger Communities, CSOs, and partners to families and adults across the County over the three phases of the project in 2020/21. The packs contained a range of equipment to encourage people to remain active and increase mobility, alongside a range of resources aimed at increasing wellbeing.

4.4 Capacity Building

In parallel to COVID-19 community response work, the Stronger Communities Programme has continued to strengthen local community assets and infrastructure; this has included continuing to encourage relationships and collaborations between voluntary and community sector organisations as well as stabilising, and / or building capacity within them if required. Since March 2020, the Programme has provided specialist support to assist 10 VCSEs with work areas such as restructuring their organisations, re-modelling their services and providing additional capacity for fundraising; all of which have been crucial in trying to ensure their future sustainability, in one of the most challenging times for the sector in recent years.

5.0 **Planning for 2021/22**

5.1 Independent Evaluation

The Stronger Communities Programme is subject to a 5-year independent evaluation, conducted by Skyblue Research. Evaluation of the CSOs has now been encompassed within this, alongside continuing to develop our ten-year strategy, People, Place and Power. Discussions on a strand of this Strategy, building on existing infrastructure and the creation of 'Community Anchor Organisations' in localities have been accelerated by the needs presented by Covid19 and the mobilisation of the CSOs; the third phase of evaluation with CSOs is taking place in March 2021, in conjunction with colleagues in NYCC Health & Adult Services Service Development team.

5.2 Holiday Activities and Food Programme

Stronger Communities are working with colleagues in Children and Young Peoples Service (CYPS) and voluntary sector partners to support the delivery of the Holiday Activities and Food Programme (funded from Department for Education grant). Acknowledging that holidays can be a pressure point for families due to increased cost, and that some children will experience 'unhealthy holidays' both nutritionally and physically, a programme to deliver nourishing food, nutritional advice and a range of enriching activities is being developed for Easter, Summer and Christmas school holidays. The programme – FEAST (Food, Entertainment, Arts & Sports Together) -

is being delivered in partnership with a communities and voluntary sector groups and is to be coordinated by a consortia of North Yorkshire Youth, North Yorkshire Sport and Rural Arts working as North Yorkshire Together. This not only ensures that a breadth of provision can be made across the county, but it also enables the funding to be invested directly into communities and local assets. Due to restrictions the Easter programme will be delivered remotely providing vouchers, a range of digital resources, and distribution of age appropriate holiday activity packs. Summer provision will - it is hoped – be delivered face to face across the county and North Yorkshire Together partners will work with local groups and clubs to build their capacity, and develop new groups, if required, to meet gaps in activity provision.

5.3 Reboot North Yorkshire

Working with colleagues in Technology and Change, Stronger Communities have been supporting the development of Reboot North Yorkshire. The movement is bringing together a wide range of partners and community organisations across the County, including businesses, libraries, schools, local charities and volunteers – to help provide people across North Yorkshire with IT equipment and access to the internet so they can stay connected.

Initially prioritising children and young people who need access to digital resources to support remote learning, it is anticipated that Reboot North Yorkshire will also seek to support older and vulnerable people to get online to tackle social isolation and improve their mental health and wellbeing in further phases.

6.0 **Local Area Information**

6.1 Craven - key areas of note; achievements, challenges, areas of focus in 21/22.

North Craven Age UK has successfully developed relationships with 20+ village / mutual aid groups in North West Craven, providing information, advice and practical assistance. This has resulted in enduring relationships that will continue to benefit residents post pandemic.

Grassington Hub had new volunteers come forward to deliver shopping and prescriptions whilst their regular, largely older, volunteers, pivoted to provide befriending support and activity packs. These new activities have become part of the regular Hub offer.

Skipton Step into Action (SSIA) began as a mutual aid group, and with support from Stronger Communities has recently become a registered Charity, successfully bid for grant funding and trained volunteers to offer befriending support.

Age UK NY&D has taken a leading role in relation to the provision of food, creating a successful hot meal service (supported by SSIA volunteers) for older and vulnerable people. The organisation is hosting the coordinator of the new Craven Food Network and with AUK North Craven secured DEFRA funding for the development of pop up pantries and community fridges in Bentham, Hellifield, Ingleton, and Settle.

In 21/22 The Place in Settle, a collaboration between Age UK North Craven, Townhead GP Practice, Pioneer Projects, Citizens Advice and Dementia Forward will

open and offer a central resource for voluntary sector support and activities for Settle and surrounding villages.

6.2 Nidderdale, Ripon and Masham - key areas of note; achievements, challenges, areas of focus in 21/22.

As the designated Community Support Organisation Nidderdale Plus across the Nidderdale and Washburn Valley supported the development of thirteen mutual support groups, who between them recruited over 600 volunteers to ensure delivery of essential needs.

Alongside their role as Community Support Organisation Ripon Community House have taken responsibility for Ripon Foodbank, ensuring emergency food parcels are available for those in crisis living in Ripon, Boroughbridge and surrounding Villages.

Masham Community Office as a Community Support Organisation have throughout the pandemic maintained communication across their rural area via a twice-weekly e-newsletter and social media updates. They have over 1135 social media followers.

The three organisations, in collaboration with the other Knaresborough, Harrogate and Boroughbridge Community Support Organisations, are providing volunteers at the Harrogate District vaccination sites throughout the week as needed.

The desire for people to help their local communities during Covid 19 and to support the National Vaccination Programme has led to a substantial increase in volunteers coming forward. The focus for 21/22 is to make the best use of these volunteers and encourage their long-term engagement in volunteering.

7.0 Recommendations

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

Marie-Ann Jackson
Head of Stronger Communities
North Yorkshire County Council
1 March 2021

NORTH YORKSHIRE COUNTY COUNCIL
Skipton and Ripon Area Constituency Committee
10am on 11 March 2021
Committee Work Programme

1.0 Purpose of Report

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

2.0 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.

3.0 Scheduled committee dates

Forthcoming committee dates are:

- 10am on 27 May 2021
- 10am on 2 September 2021
- 10am on 16 December 2021.

All meetings will be live broadcast to the Council YouTube pages using Microsoft Teams.

4.0 Recommendation

That Members consider, amend and add to the Committee's draft work programme, as required.

Daniel Harry
Democratic Services and Scrutiny Manager
North Yorkshire County Council

**Skipton and Ripon Area Constituency Committee
Work Programme 2020 – dated 25 February 2021**

Informal meetings of the committee held during the peak of the pandemic when formal meetings of the Council for most committees were postponed

2 April 2020, 23 April 2020, 14 May 2020, 4 June 2020, 16 July 2020, 3 September 2020

10am on 17 December 2020 – live broadcast remote meeting

Committee discussion with local MP	An opportunity for committee members to discuss issues of key concern in the constituency
Sustainable schools	Annual Education Report – Andrew Dixon, CYPS
Public Health	Public consultation on services changes proposed for the Healthy Child Programme – Mike Rudd, HAS
Community Safety	Fire and Rescue Service update on Integrated Risk Management Plan – deferred to a later date

10am on 7 January 2021 – live broadcast remote meeting

Committee discussion with local MP	An opportunity for committee members to discuss issues of key concern in the constituency
Annual Council Budget Review	Additional meeting to review the annual Council budget and make recommendations to Executive – Gary Fielding
Transport and access	Harrogate Transport Improvement Programme

10am on 11 March 2021 – live broadcast remote meeting

Committee discussion with local MP	An opportunity for committee members to discuss issues of key concern in the constituency
Castleberg Community Hospital, Giggleswick	Final update from Lynne Scrutton from AWC CCG, colleagues from NHS Property Services and Airedale FT

Highways	Operation of the permit scheme for highways works and the quality of work undertaken by utilities companies
Stronger Communities	Stronger Communities update - Marie-Ann Jackson, Head of Stronger Communities Programme, North Yorkshire County Council
10am on 27 May 2021 – live broadcast remote meeting	
Committee discussion with local MP	An opportunity for committee members to discuss issues of key concern in the constituency
Tourism and economic development	Tourism and the promotion of local heritage and natural environment (6 month update) - Business and Environment Services, NYCC – Matt O'Neill, AD Growth, Planning and Trading Standards, BES, NYCC
Schools	Regulation or and support for home schooling – concerns that not all children being home schooled are taught to an agreed standard, CYPS, NYCC
One Public Estate	Gary Fielding and Jon Holden from North Yorkshire County Council to provide an update on the 'one public estate' approach in the committee area, with a particular focus upon the former Settle Middle school site
Transport	Item on transport planning – TBC
10am on 2 September 2021 – live broadcast remote meeting	
Committee discussion with local MP	An opportunity for committee members to discuss issues of key concern in the constituency
10am on 16 December 2021 – live broadcast remote meeting	
Committee discussion with local MP	An opportunity for committee members to discuss issues of key concern in the constituency
Sustainable schools	Annual Education Report – Andrew Dixon, CYPS

Daniel Harry
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