



Agenda

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

To: Councillors Pat Marsh (Chair), Chris Aldred, Philip Broadbank, Sam Gibbs, Hannah Gostlow, Michael Harrison, Paul Haslam, Peter Lacey, John Mann, Mike Schofield, Monika Slater (Vice-Chair), Matt Walker, Arnold Warneken and Robert Windass

Date: Thursday, 24th November, 2022

Time: 10.00 am

Venue: Council Chamber, Civic Centre, St Luke's Ave, Harrogate, HG1 2AE.

This meeting will be available to view on the County Council's website once the meeting commences at www.northyorks.gov.uk/livemeetings Recordings of previous live broadcast meetings are also available there. Please note that anyone wishing to attend/speak at this meeting must be present at the meeting venue.

Business

1. **Welcome by the Chair, introductions and apologies for absence**
2. **Minutes of the meeting held on 12 October 2022 and the special meeting held on 10 November 2022** (Pages 3 - 32)
Purpose: To decide whether these Minutes can be confirmed and signed by the Chair as correct records.
3. **Declarations of Interest**
4. **Public Questions or Statements**
Anyone who would like to ask a question or make a statement at the meeting should email notice of their wish to do so, including the full text of what they intend to say, to Ruth.Gladstone@northyorks.gov.uk as soon as possible, and **by midday on Monday 21 November 2022** at the latest. Speakers are each asked not to exceed 3 minutes' speaking time and to read out only the statement/question of which they have submitted notice, without adding to or altering it. No person may submit more than one question or

statement. No more than one question may be asked, or statement made, on behalf of one organisation. The overall time available for public questions or statements is 30 minutes.

If you are asking a question or making a statement 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. Schools, Educational Achievement and Finance (Pages 33 - 48)**
Report of the Corporate Director – Children and Young People’s Service.
Purpose of the report: To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Harrogate and Knaresborough constituency area.
- 6. Fuel Poverty Update (Pages 49 - 54)**
Presentation on behalf of the Director of Public Health, NYCC. Presentation slides attached.
Purpose: To provide an update, as requested by Committee Members.
- 7. Harrogate District Hospital's Recovery from the Covid Pandemic**
Verbal briefing from Sarah Armstrong (Chair) and Jonathan Coulter (Chief Executive) of Harrogate and District NHS Foundation Trust
Purpose: To provide a briefing, as requested by Committee Members.
- 8. Youth Council Update**
Verbal update by a representative of the Youth Council on issues of importance to the Youth Council
Purpose: This verbal update is an extension of a pilot exercise commenced at Skipton and Ripon Area Constituency Committee.
- 9. Committee Work Programme (Pages 55 - 60)**
Report of the Principal Democratic Services Officer
Purpose of the report: To ask Members to consider, amend and add to the Committee’s work programme.

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Wednesday, 16 November 2022

North Yorkshire County Council

Harrogate and Knaresborough Area Constituency Committee

Minutes of the meeting held on Wednesday, 12th October, 2022 commencing at 10.00 am at Harrogate Civic Centre.

Present: County Councillor Pat Marsh in the Chair, and County Councillors Chris Aldred, Philip Broadbank, Sam Gibbs, Hannah Gostlow, Michael Harrison, Paul Haslam, Peter Lacey, Mike Schofield, Monika Slater, Matt Walker and Arnold Warneken.

Officers present: Mark Kibblewhite, Allan McVeigh, Louise Neale and Ruth Gladstone.

Other Attendees: Nine members of the public .

Apologies: County Councillors Margaret Atkinson and John Mann.

Copies of all documents considered are in the Minute Book

15 Minutes of the meeting held on 9 June 2022 and the special meeting held 28 July 2022

Resolved –

- (a) That the Minutes of the meeting held on 9 June 2022, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.
- (b) That the Minutes of the special meeting held on 28 July 2022, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

16 Declarations of Interest

County Councillor Philip Broadbank declared that he was a member of Harrogate Civic Society.

17 Public Questions or Statements

The Chairman advised that five notices had been received from members of the public who wished to make statements or ask questions at this meeting. Four were taken at this stage of the meeting and one was taken under item “20mph Speed Limit and Zone Policy”.

Harlow and Pannal Ash Residents’ Association – Otley Road Cycleway

Mr Rene Dziabas, on behalf of Harlow and Pannal Ask Residents’ Association, advised of the results of a survey which the Association had conducted of residents and businesses along Otley Road regarding the Otley Road Cycleway, and requested full, meaningful and proper consultation during option development stage for the remainder of the scheme. Louise Neale (Team Leader Transport Planning, Highways and Transportation) responded. The full statement, together with the response provided by Louise Neale, are set out at Appendix A to these minutes.

Harrogate and District Cycle Action – Cycling Related Issues

Mr Kevin Douglas, on behalf of Harrogate and District Cycle Action, made a statement to explain the background of the organisation, highlight some key issues, and outline some proposals that they felt would address lack of progress. Louise Neale (Team Leader Transport Planning, Highways and Transportation) responded. The full statement, together with the response provided by Louise Neale, are set out at Appendix B to these minutes.

Harrogate Civic Society

Mr Stuart Holland, on behalf of Harrogate Civic Society, made a statement to bring the Society's work to the committee's attention and expressing the wish to play an active and constructive role with the new North Yorkshire Council. Ruth Gladstone (Principal Democratic Services Officer) read out a response of County Councillor Simon Myers (Executive Member for Planning and Growth). The full statement, together with the response of County Councillor Simon Myers, are set out at Appendix C to these minutes.

Pannal and Burn Bridge Parish Council

Parish Councillor Howard West, on behalf of Pannal and Burn Bridge Parish Council, made a statement asking what had happened to the costed and detailed plan for traffic on the west of Harrogate to cope with the housing developments and projected employment sites in the west of Harrogate. The Parish Council also asked for the Maltkin survey to be shelved until the matters regarding the lanes and former cart tracks to the west of Harrogate had been solved. Louise Neale (Team Leader Transport Planning, Highways and Transportation) responded. Parish Councillor Howard West asked a supplementary question, to which Allan McVeigh (Head of Network Strategy, Highways and Transportation) responded. The full statement, supplementary question, and the responses provided by officers, are set out at Appendix D to these minutes.

A Committee Member proposed referring, to the County Council's Executive, the statement of Pannal and Burn Bridge Parish Council, together with the response provided by officers, in order to obtain a clear policy from the Executive about its view concerning the urban expansion to the west of Harrogate. The motion was seconded.

A Member who supported the motion commented that he was intrigued about the Parish Council's request to shelve the Maltkiln survey until the matters regarding the lanes and former cart tracks to the west of Harrogate had been solved. The Member commented that he was interested to hear what the Executive said about that. Another Member questioned whether that request was being referred to the wrong organisation because he understood that the Maltkiln survey was a Harrogate Borough Council planning consultation. Following discussion, the proposer of the motion agreed to amend his motion to refer the Parish Council's statement, together with the response provided by officers, to both the County Council's Executive and to Harrogate Borough Council. A vote was taken, and it was

Resolved –

That Pannal and Burn Bridge Parish Council's statement, together with the response provided by officers, be referred to both the County Council's Executive and to Harrogate Borough Council.

18 20mph Speed Limit and Zone Policy

Considered: A statement from 20's Planning Committee, North Yorkshire Harrogate, and a joint report

of the Corporate Director – Business and Environmental Services and the Principal Democratic Services Officer concerning 20mph speed limits.

Note: During discussion, County Councillor Pat Marsh declared an interest on the grounds that she and her late husband, 15 years previously, had asked the County Council to implement 20mph speed limits.

Malcolm Margolis BEM, on behalf of 20's Plenty for North Yorkshire Harrogate, made the following statement:-

“20s Plenty is asking your committee to support making 20mph the default speed limit in towns and villages in this constituency as the first step to implementing default 20mph throughout North Yorkshire. This is in order to: (1) achieve a 20mph speed limit on roads which are currently 30mph, with exceptions where a higher speed limit is demonstrably safe, particularly for vulnerable road users, and (2) demonstrate to the Highways Authority the demand for 20mph county-wide, making it both cheaper and easier to implement across the county and achieving better driver compliance.

Speed limits are set by the County Council as the Highway Authority. Demonstrating widespread community support is critical to securing the County's agreement to implement 20mph widely.

28 million people in the UK live in areas where the highway authority supports 20mph. Counties such as Oxfordshire and Lancashire in England, have agreed 20mph for every settlement, as has Wales. Scotland has decided to offer 20mph widely and places like Warrington have 20mph in all their satellite villages. Well over 100 North Yorkshire parish councils have voted for default 20mph.

20mph is popular. Government and other surveys consistently find 70% support in residential streets which rises after 20mph limits are introduced. 20mph saves lives, reduces severity of injuries, CO2 and NOX emissions, improves quality of life, is quieter, very cost effective, costing £3-£5 person with payback in a few months thanks to fewer casualties. It means fewer potholes, a major cost saving, and is sustainable, encouraging more people to walk and cycle. It has little impact on journey times. It is enforceable like any speed limit. Valuable speed reductions occur, even without regular police enforcement. The DfT says for every 1% reduction in average speed there are 6% fewer accidents. Making 20mph the norm does not require humps and chicanes. Signed schemes and public engagement offer seven times better value for money than heavily-engineered schemes.

20mph zones around schools only, achieve little or nothing. 80% of road accidents involving children are not on school journeys. People need to be able to walk and cycle safely from home to school, friends, relatives, play areas and other destinations.

The 30mph limit was introduced in 1935 to tackle a spate of road casualties. I hope you agree it is no longer fit for purpose. For the many social, environmental and economic benefits described above, please support default 20mph to make our communities safer and better places to live. Thank you.”

Allan McVeigh (Head of Network Strategy) responded, as follows, to the statement from Malcolm Margolis:-

“The County Council recognises the benefits which 20mph speed limits can bring and the revised 20mph policy acknowledges the role they can play in improving the sense of place, community and local environment. In so doing, the policy,

approved by the Council's Executive earlier this year introduce a revised process that allows for the consideration of more qualitative and not just quantitative assessment criteria, against which to determine 20mph speed limit requests, including for example links to other active travel initiatives and the potential for 20mph speed limits and zones to make routes potentially safer, more accessible and encourage greater active travel uptake.

The Policy though also recognises the importance of complying with existing national guidance on the subject and taking each case on its own merits, including the Department for Transport Circular 01/2013, which provides the framework for local (highway) authorities when setting local speed limits. North Yorkshire Police also adhere to the guidance and as they are responsible for enforcement too, it is important that we work in partnership with them and seek their support for any proposed changes in speed limits. North Yorkshire Police has confirmed in the review that led to the revised 20mph policy that they do not support the countywide default application of 20mph speed limits.

The economic and social cost of fatal and serious collisions are well understood and the Council already spends a significant amount of effort and resources in treating known collision sites, which are more a problem on the high speed rural network than elsewhere. The Council also needs to consider how the application of 20mph speed limits across wide areas may influence journey times and the performance of its network for all road users.

A 20mph speed limit or zone should be appropriate for that part of the network. Importantly, it must also be self-enforcing. Introducing a 20mph speed limit or zone to a road(s) where drivers do not already generally conform to lower speeds, will likely result in poor speed limit compliance and consequently, understandable local complaints and community expectations of police enforcement.

It is possible to achieve 20mph speeds through signing and road markings alone, on roads with an average speed of 24mph or less. Where speeds are in excess of 24mph, it is necessary to introduce physical traffic calming measures in order to engineer a reduction in speed, eg through chicanes, speed cushions, speed tables etc.

Please be assured that the County Council is committed to making the network as safe and accessible as possible for all road users and will continue to engage with local communities to consider what options and alternatives may exist to allay road safety concerns and improve the sense of place and community."

County Councillor Arnold Warneken moved, and County Councillor Mike Schofield seconded, a motion which, during discussion, they agreed to amend to "That the Executive be advised that the Harrogate and Knaresborough Area Constituency Committee wishes a 20mph speed limit to be piloted throughout towns and villages in the constituency area where a need has been identified, and that the Executive be asked to recommend the Transport, Economy and Environment Overview and Scrutiny Committee, when it considers the County Council's 20mph Speed Limit and Zone Policy on 19 January 2023, to consider appropriate amendments to the existing policy to enable such a pilot to be introduced".

The Committee debated the motion.

Key points made by Members who supported the motion were:-

- 20mph limits would:- improve the environment, air quality and the well-being of

residents; reduce traffic by getting more people to walk and cycle safely; support a modal shift, which was a key objective of the existing policy.

- More evidence was now available to show that traffic pollution potentially caused cancers. Particulates were a key issue in changing speed between 20mph and 30mph.
- A 20mph limit was needed throughout a journey, rather than only around a school.
- The new Maltkiln development would be exemplar in terms of active travel but this would be “useless” if cycling was less user-friendly at the Maltkiln boundary marked on the planning application.
- The current policy was self-fulfilling, ie by considering requests on a case-by-case basis, and there needed to be a culture change. The existing policy was from a different era and needed to be challenged. (Allan McVeigh responded that, since the current policy was introduced with a dedicated budget for 20mph schemes, multiple applications for 20mph limits had been requested and some had already been successful. This was quite different compared to prior to January 2022.)
- 20mph should be introduced now rather than in 20 or 40 years’ time.
- The benefits for pedestrians and cyclists, of having 20mph limits, needed to be treated with greater importance.
- Many parish councils within the Harrogate Borough Council area had said they wanted 20mph limits in their parishes.

In response to a question about costs, Allan McVeigh advised that the introduction of 20mph across the Harrogate and Knaresborough area, was likely to cost more than £1million and would take 12-18 months for options testing, surveys and analysis, assuming that various tasks were run concurrently.

Enforcement of 20mph limits was discussed and Members expressed various opinions, namely:-

- A Member suggested that enforcement was a “smokescreen” which should not be allowed to stand in the way of doing the right thing.
- Another Member commented that it was important to bring the Police on-board because, if there were no consequences, the limit would be ignored.
- Another Member said that speed cameras should be used to enforce speed limits until behaviours changed.

Allan McVeigh reported that “signed only” limits had the expectation that people would abide by that reduced speed limit and therefore, attached to any pilot, trial or implementation, it was really important to have a publicity/behavioural-change campaign. There would be cost to have such a campaign.

With regard to the need for engineering measures to support 20mph limits, Allan McVeigh advised that it was important to look at the data and evidence base regarding speed limits. For this reason, the Government, in 2017, had commissioned Atkins and another major consultant, to look at this in detail. Allan McVeigh suggested that, if there had been such a compelling case for signed-only limits, the DFT would have looked to potentially change its existing speed limit guidance. However, it had not done so. The DFT still said that, for locations where there were speeds in excess of 24mph, in order to ensure those speeds came down, some sort of physical horizontal or vertical features were required. The study also concluded that signed-only limits typically reduced speeds by less than 1mph, depending on the location. Therefore, there was no significant impact in having a signed-only limit. This was the reason why there was still a reliance on engineering, coupled with the advice in LTN120 which said that, to ensure speeds were reduced, such limits should be linked to physical features.

Key points made by a Member who did not support the motion were:-

- Existing 20mph limits with only “signs and lines” did not necessarily result in reduced traffic speeds. It therefore came down to the same arguments of enforcement and capital spend.
- The Member was reluctant to ask for anything which would have a revenue spend because there were items relating to his Division that Highways needed to look at, which had been requested a long, long time previously, but there had been no money to get them done. The Member wanted money spending to remedy those items first.
- The motion put to the meeting had been contradicted by supporting statements made by Members who supported it, namely, the motion referred to 20mph speed limit being piloted throughout “towns and villages” but Members who supported the motion had referred to a 20mph limit at Maltkiln being “useless” beyond the Maltkiln boundary. The Member suggested that, in any event, the whole area would need to be reviewed to determine where the ‘red line’ for a 20mph limit was, and there would be a cost associated with carrying out such a review.

Most Members who expressed an opinion supported asking the TEE Overview and Scrutiny Committee to approach Oxfordshire and Lancashire to ask them how 20mph limits were going. Another Member suggested also asking Leeds City Council about their 20mph limit in Otley. Allan McVeigh reported that the 2021 Scrutiny review of the 20mph policy had looked at the examples in Oxfordshire and Lancashire and other locations, although there was an opportunity to look at that again, recognising the passage of time.

There was discussion about the words “where a need has been identified” within the phrase within the motion “... 20mph speed limit to be piloted throughout towns and villages in the constituency area where a need has been identified ...”. The mover of the motion was asked whether there was a framework for identifying “a need”. The mover responded that there were expert officers who went through the process of identifying whether a need existed and that he would work with them, if this pilot went through, to assist that process.

Resolved –

That the Executive be advised that the Harrogate and Knaresborough Area Constituency Committee wishes a 20mph speed limit to be piloted throughout towns and villages in the constituency area where a need has been identified, and that the Executive be asked to recommend the Transport, Economy and Environment Overview and Scrutiny Committee, when it considers the County Council’s 20mph Speed Limit and Zone Policy on 19 January 2023, to consider appropriate amendments to the existing policy to enable such a pilot to be introduced.

19 Climate Change Sub-Group - Report of the Meeting held on 27 September 2022

Considered: A report of the proceedings of the recent meeting of the Committee’s Climate Change Sub-Group.

County Councillor Arnold Warneken, Chair of the Sub-Group, introduced the report, commenting that this had been a very interesting and informative meeting. He expressed his thanks the officers who had contributed to the Sub-Group’s meeting. He suggested the following:-

- The Sub-Group should meet again to discuss where they saw it could take this on behalf of the Area Constituency Committee in terms of which of the topics and priorities should be taken on.
- The Sub-Group should spread its learning and therefore:-

- The presentation, which had been given at the Sub-Group's meeting by the Climate Change Officers, should be forwarded to all Committee Members. Ruth Gladstone undertook to email the presentation to all Committee Members.
- All Members and staff should be encouraged to do the 90 minutes on-line Climate Change training available via the Learning Zone.
- A full-day's carbon literacy training should be provided for all Members of the County Council. Another Member commented that this was already available.

There was a discussion about whether other area constituency committees had Climate Change Sub-Groups. The Chairman and Vice-Chairman undertook to raise this suggestion at the meeting to be held on 21 October 2022 of Area Constituency Committee Chairs and Vice-Chairs.

Resolved –

That the report, together with discussion at this meeting, be noted.

A short comfort break was held at this stage of the meeting

20 Harrogate Transport Improvements Programme - Stage 2 Update

Considered: A report of the Corporate Director – Business and Environmental Services which provided an update on the progress of stage 2 of the Harrogate Transport Improvements Programme which built on the findings of the extensive Harrogate Congestion Study public engagement of 2019.

Louise Neale (Team Leader Transport Planning, Highways and Transportation) introduced the report and highlighted, amongst other things, that a further report, setting out the findings and recommendations at the conclusion of the study, would be brought to a meeting of this Area Constituency Committee in the first half of 2023.

In response to Members' questions, Louise Neale confirmed the following:-

- When the Council received new Active Travel Fund announcements, officers looked back through the full range of previously suggested schemes and brought forward those which were the 'best fit' for the criteria accompanying that announcement.
- A high level assessment was progressing for a stand-alone Killinghall bypass. A report had been received very recently and officers were currently assessing it.
- The funding which the County Council had available was Action Travel Fund. Officers had had conversations with Active Travel England who accepted that the County Council, along with other councils, had not been able to deliver within the very short timescales which were initially set out. Active Travel England were happy for officers to work with them to come to agreed designs. There were no suggestions about having to hand funding back.

Members discussed the report and made the following points:-

- The earlier reports by consultants WPS had included some easy quick wins, eg putting electric signs on bus shelters to show what time the next bus/train would be arriving. County Councillor Paul Haslam asked to see a checklist of all those easy quick wins, together with information to show what had happened to each.

- Consideration should be given to train travel. In particular, the latest Integrated Rail Transport Policy covering Leeds included a very interesting type of metro system and this should be extended to include Harrogate and York. Harrogate Borough Council had already written to Leeds to ask for Harrogate to be part of that system.
- To take traffic off the A61, there should be a train station on Claro Road. This was supported by the Liberal Democrat Group.
- A Member asked for a footpath to be provided between Killinghall and the Greenway in order to take traffic off the road network.
- Any assessment undertaken for a new cycling scheme or a new walking scheme should include a measurement of the number of cars which that scheme would take off the road.
- It was a puzzle how safe cycling could be introduced along Wetherby Road and Skipton Road, which were amongst the busiest roads in Harrogate.
- The traffic tail-backs along Wetherby Road were unbelievably long and continuous 24/7, and this road needed to be looked at.
- The Showground would be a better location for park and ride rather than Leeds Road. Leeds Road was so close to the town that it would not encourage many people to not take their cars into the town centre.
- There were no buses in very large urban Wards so modal switch amongst elderly people would be very difficult to achieve.
- A subsidised bus service running along Hookstone Chase ran too late in the morning to take people to work or pupils to school.
- All Harrogate secondary schools were on one side of town. A new secondary school was needed for the New Park area to decrease the amount of cross-town travel and consequently help tackle traffic congestion.
- It was really important to progress those Active Travel schemes for which funding had already been secured, despite the impact of staff vacancy levels and LGR which were recognised by Members.
- Members were frustrated by the length of time, and the number of reports/consultants/investigations, taken to achieve highway improvements.

The Chairman asked the officers to communicate more with Members because they lived at these locations and understood the problems.

Resolved –

- (a) That the content of the update be noted.
- (b) That the officers take cognisance of Members' comments and consider the input which Members have made.

21 A Cultural Framework for North Yorkshire

Considered: A report of the Corporate Director – Business and Environmental Services setting out the Cultural Framework for North Yorkshire which had been endorsed by the County Council's Executive on 8 March 2022. The Executive had asked for the Framework to be submitted to each of the area constituency committees.

Mark Kibblewhite (Senior Policy Officer, Growth, Planning and Trading Standards) introduced the report and gave a presentation to highlight key issues within the Framework. He highlighted that the Framework was part of an on-going conversation to provide an overarching direction of travel, and to act as a catalyst for conversation, partnership brokering and investment including securing both public and private sector funding. The intention was for the new North Yorkshire Council to produce a Cultural Strategy and this Framework was

was rooted in the work of the new Authority. The Framework made a good case for the role of culture in supporting health, local economies and local communities.

In response to Members' questions, Mark Kibblewhite provided the following further information:-

- Mark Kibblewhite was unsure whether the "Think Harrogate" study had been used in the Framework. He was aware, however, that colleagues from Harrogate Borough Council and Destination Harrogate had been on the partnership working group which had developed the Framework.
- There was nothing in the document that said that school halls could not be used as cultural spaces or that those spaces were not valid or important.
- Each community network would decide the content and development of its own 10 year plan.

Members discussed the report and made the following points:-

- There were many gaps in the Framework, for example, there was no mention of brass banding, the Bad Apple Theatre Company, and there were several gaps relating to Knaresborough such as the Castle, Knaresborough FEVA, and the great Knaresborough bed race. In response, Mark Kibblewhite accepted the limitations of the audit but highlighted that the Framework supported the value of these events/work. As such, when the organisation talked to authorities/Arts Council about what it did, it was supported by the work which had been done to highlight the benefits of that activity.
- A Member advised that he was really disappointed by the Framework because:- it did not set a direction in terms of that which can now be used within the heart and the cultural drive which he believed would come through community networks; there were many gaps in the Framework; the Framework felt very top-down, whereas it should have been bottom-up; and he had checked the credentials of the arts development company Mustard& who had been commissioned to develop the Framework and he felt that the two individuals in Mustard& had not had the skills to produce a strategic Framework of this sort. The Member expressed that opinion that someone should have 'pulled the plug' on the Framework during the process because Covid had made it really difficult to deliver this sort of engagement process. He felt that those involved had clearly struggled through to produce something; that time had moved on; and he would not be using it in his community network to think about how they developed culture. He asked about the procurement process through which Mustard& had been commissioned and how much the Framework had cost North Yorkshire County Council.
- The biggest factor around deprivation was considered, by a Member, to be education. However, education was not mentioned in the Framework.
- A Member welcomed the report and its recognition of the issue of funding and the organisations which contributed so much to the culture in the county. He cited Harrogate International Festival as a good example of a festival from whom other groups could learn and which the Framework was trying to reflect.
- A Member commented that he was pleased to see that arts and culture featured highly in the Chief Executive's proposed structure for the new North Yorkshire Council.

Resolved –

- (a) That the Cultural Framework for North Yorkshire be noted.

- (b) That a written response be provided, to be circulated to all Members of the Committee, advising of the details of the procurement process through which Mustard& was commissioned, and how much the Framework has cost North Yorkshire County Council.
- (c) That the comments which Members have made during this meeting be taken into consideration.

22 Committee Work Programme

Considered: The Work Programme for the Committee to consider and amend.

Ruth Gladstone suggested the following changes to the Work Programme:-

- The deletion of the North Yorkshire Rural Commission's Update because a report on this matter was scheduled to be considered by the Executive in November 2022.
- The inclusion of a report on the Harrogate Transport Improvements Programme – Stage 2 Findings and Recommendations, for a meeting of the Committee to be held in the first half of 2023.
- The inclusion of a report on the Harrogate Station Gateway project, for a meeting of the Committee to be held in early 2023.
- The scheduling of a presentation about fuel poverty, for the Committee's meeting to be held on 24 November 2022.

County Councillor Hannah Gostlow referred to river pollution at Knaresborough and suggested that this should be an issue for discussion with the MP at the Committee's special meeting on 10 November 2022. She also advised that the Knaresborough community felt that having a Designated Bathing Area was the only way to get action from Yorkshire Water in terms of making the river water cleaner. However, fast action was needed for the submission of an application for a Designated Bathing Area and the investigation could not wait until the Committee's meeting in March 2023, as currently indicated on the Work Programme. She proposed the setting up of a Task and Finish Working Group to investigate the submission of an application for a Designated Bathing Area. Various Members volunteered to be part of the Task and Finish Group.

Members asked about the timing of the submission of further information concerning the Harrogate Station Gateway project.

The Chairman reported that she was pressing the LGR Member Working Group on Planning to have for responsibility for planning devolved to a sub-committee of this Committee so that Harrogate and Knaresborough Members made decisions locally instead of decisions being made by Members from across North Yorkshire. She was also pressing for the Committee to be a consultee on licensing and highway matters because it was very important that Harrogate and Knaresborough Members had input into such consultations.

Resolved –

- (a) That the Work Programme be approved, subject to the suggestions put forward by Ruth Gladstone.
- (b) That river water quality at Knaresborough be put forward for discussion with the MP at the Committee's meeting on 10 November 2022.
- (c) That a Task and Finish Group, comprising County Councillors Hannah Gostlow,

Monika Slater, Paul Haslam and Arnold Warneken, be established to investigate the submission of an application for a Designated Bathing Area at Knaresborough.

- (d) That Highways Officers be asked to provide a short briefing note for Members in two months' time containing a further update on Harrogate Station Gateway project.

The meeting concluded at 12.45 pm.

Otley Road Cycleway

Harlow & Pannal Ash Residents Association (HAPARA) Submission to NYCC Area Constituency Committee – 12 October 2022

Now that stage 1 of the Otley Road cycleway has been finished, HAPARA believed it was a good time to seek the views of local residents in relation to the scheme as a whole.

At the end of June leaflets were distributed to homes and businesses along the Otley Road. A copy was also posted on the HAPARA website and on social media, with residents being asked to submit comments on the issues raised in the leaflet.

On the recently constructed **Phase 1**, comments were very heavily negative with safety issues for both pedestrians and cyclists being voiced as the major area of concern. Here are just some of the comments:

“Fundamentally flawed - a nightmare - an accident waiting to happen – unworkable in its crazy golf construction – and many more comments of a similar nature

A recurring theme being expressed related to poor segregation between cyclists and pedestrians in Phase 1, that had made Otley Road less safe for all users while at the same time making it aesthetically less pleasing.

Only two responses supportive of the current scheme were received.

A summation of the feedback received by HAPARA indicates the overwhelming majority do not want a continuance of the Phase I approach and consider the scheme as it stands to be entirely misguided.

Very little comment was received in relation to **Phase 2** from Cold Bath Road to Beech Grove since residents are confused as to what exactly the design involves and when it will commence.

The scope for constructing **Phase 3** with full segregation of cyclists and pedestrians, the so called LTN 1/20 standard, was considered limited and would involve a significant loss of green landscape, since verges along the Otley Road are simply too narrow to accommodate both paths.

Given the poor track record of this scheme we are asking the committee to:

- 1 Carry out a full, meaningful and proper consultation with residents and businesses along Otley Road during the option development stage for the remainder of the Otley Road scheme, before designs are firmed up.
and,
- 2 In the meantime, issue the timetable for implementation of phases 2 and 3 of the cycleway scheme plus route details.

The general feeling is that this scheme will do very little, if anything, to offset the impact of the huge housing growth to the west of Harrogate, and nothing that has been proposed so far convinces us that the core traffic problem will in any way be mitigated.

In response to the Harrogate and Pannal Ash Residents Association (HAPARA) – News Letter featuring Otley Road cycleway.

A consultation with residents and businesses in the vicinity of proposed phase 2 will be undertaken in October 2022, we will be seeking opinions from residents and key stakeholders on 3 options. As part of this, residents and stakeholders will also be invited to a meet the designer event, allowing them to discuss these options further.

This additional engagement and further consultation is to ensure that all user groups and residents views have been carefully considered.

Phase 1's final road safety audit has been completed and the contractor will undertake necessary amendments and remedial work. At the time of preparing this response a date is not yet confirmed but they hope to secure road space early in November to complete this.

Statement of Harrogate and District Cycle Action, together with the response provided at the meeting by Louise Neale (Team Leader Transport Planning, Highways and Transportation) which is shown in red and italic font

Thank you for the opportunity to make a statement to the Committee today about Harrogate and District Cycle Action (HDCA),

The organisation is known to a number of Members as we have made presentations to this committee on cycling related issues and also been in active contact with a number of you regarding cycling

The Organisation is made up of representatives from various cycling organisations in the District and we have over 300 plus Supporters and we have an active website which is available to our Supporters and general public which is <https://harrogatecycleaction.org.uk> Over the past 7/8 years HDCA has tried to work closely with the Local Authorities to facilitate the improvement of the cycling infrastructure and is an active Member of Harrogate District Cycle Forum. We have regular monthly meetings with Officers on current projects and we have input on various projects to give local knowledge and insight which has helped in securing funding. Whilst the Authority has been successful in securing funds our major concern is the delivery of those Projects.

These include:-

- a) Otley Road scheme where funding was secured in 2017 and is still less than one third complete. *Response – We accept that there has been a delay, with various design issues and land issues having delayed delivery, but phase 1 has now been completed with consultation on phase two due imminently.*
- b) Victoria Avenue and Knaresborough Road where funding was secured in 2020 and still not started or final designs agreed. *Response - Active Travel England, who are the funders, have been involved in discussions about these schemes and are keen to be involved in the ongoing design work. They are fully aware that these schemes have not yet been delivered and they have suggested further design work as a way forward.*
- c) Oatlands Feasibility Study-which is still only internal work with no public involvement so no likely outcome in 2022. *Response – We are ready to go with public engagement due to start this month and this will be publicised very shortly.*

We believe this lack of progress will impact on potential future funding bids as the authority has already been unsuccessful in the ATF3 bid and is unlikely to be successful in ATF4 unless good progress is made on the current schemes. *Response - Ongoing dialogue with Active Travel England will help us deliver strong bids in the future as well.*

We see the major problem as a lack of an Officer who leads on the Cycling agenda in the local area and who has local knowledge and authority to deliver these schemes. We believe that the Area Committee must play a key role in helping shape local strategies and plans and the need for action in a number of areas. *Response – There is now an officer within the Area 6 Highways Team who is responsible for delivering specific projects, so the larger projects. This is not specifically Active Travel but it is picking-up on a lot of Active Travel projects.*

These areas are:-

1. The development of a detailed Cycling Plan for Harrogate District which will inform future development and transport infrastructure.
Response - This is in progress and officers have been working with Harrogate and District Cycle Action on network and zone plans over the last year. This work is being pulled together alongside some updates to the priority corridors that we looked at through the Local Cycling Network Infrastructure Plan and these are being updated to LTN1/20 standard.
2. The appointment of a dedicated Cycling Officer for the District at a senior level to monitor projects, and input into planning and other developments.
Response - North Yorkshire County Council have a duty to ensure future active travel delivery takes place across the county where opportunities allow so this would

need to be carefully considered if considering a role in one District alone. It is however recognised that the improvement schemes in Harrogate do have a significant impact on the Local Highways team on top of their existing business as usual delivery requirements. As a result they are recruiting to a new manager role – ‘Improvement Project Delivery Manager’ who will be able to invest time into ensuring the delivery of improvement schemes across the District.

3. A local area budget to deliver the small-scale improvements and schemes that arise. This could be managed via the Local Area Committee.
4. The transfer of the Harrogate District Cycle Forum to the County Council and brought under the auspices of the Area Committee with Area member involvement.

Response to 3 and 4 - The development of the area constituency committees is being picked up through the Member Working Group on Locality and Governance. Any county councillor can attend the Working Group's meetings and participate in discussions so the future arrangements for a cycle forum will be picked up as part of that process.

Conclusion We welcome the opportunity of being able to make this statement to give you some background on our organisation, highlight some of the key issues and outline some of the proposals that we feel will address the lack of progress.

Statement from Harrogate Civic Society to the Harrogate and Knaresborough Area Constituency Committee, Wednesday 12 October 2022

Members:

We are grateful for the opportunity to bring the work of the Harrogate Civic Society to your attention. Most of you will be aware of the Society, but with the advent of the unitary council and potential devolution, this seems a good opportunity to set out our stall afresh.

Harrogate Civic Society is a charity, now in its 51st year, and our constitution sets out our objectives which are to protect, preserve and enhance the character and amenities of Harrogate. We do this through lectures and various events, including the commissioning of brown plaques of which there are 92, and by submitting comments on planning applications and proposals which impact the town and in particular its conservation area.

We are a growing society with currently 320 members and the day-to-day running is carried out by a committee of which I am chairman. We are active on social media, maintain a website and issue regular newsletters to our members and to yourselves this morning.

We have established close co-operative relationships with a variety of other organisations such as Harrogate BID, Harrogate Theatres, Yorkshire Agricultural Society, Friends of Valley Gardens and many others, in order to further the aims and objectives of our society.

We wish to maintain and strengthen the engagement we have with the local authority both informally and more formally through the consultation process, not just on specific applications and projects, but also on the Local Plan process which is bound to evolve through reviews and as a result of changing policies.

We are keen to play an active and constructive role with the new North Yorkshire Council, helping where we can to enable the council achieve outcomes which – as our strapline goes – celebrates our past, enhances our present and shapes our future.

Stuart Holland
Chair
Harrogate Civic Society

Response to the statement from Harrogate Civic Society from County Councillor Simon Myers (Executive Member for Planning and Growth) read out in his absence at the meeting by Ruth Gladstone (Principal Democratic Services Officer)

‘I am delighted to read the positive statement from Harrogate Civic Society. Their desire to strengthen their engagement with the new Council is exactly what we wish to encourage in all our community and organisational partners. I welcome their commitment to constructive engagement with North Yorkshire and I look forward to working with them in the future.’

**Statement from Pannal and Burn Bridge Parish Council for Harrogate and
Knaresborough Area Constituency Committee - Wednesday 12 October 2022
at 10.00AM**

Relating to item 7 on the agenda, Pannal and Burn Bridge Parish Council wish to make the following comments:

For the first time, to our knowledge, (HTIP recap 3.3) reference has been made in the public domain to the plight of Pannal and Burn Bridge relating to the explosion of housing and projected employment sites to the west of Harrogate. It is amazing that, despite our making NYCC aware of this prior to 2019, there is at last some recognition and realisation that, apart from tinkering at the edges, nothing of significance has been planned to mitigate what will be gridlock in Harrogate's Western Arc.

We believed that all relevant factors were taken into account but it appears the wheel is being reinvented. In HTIP recap 3.1, it refers to the conclusion of the first stage of HTIP. We're still awaiting the second stakeholder meeting (promised for October) concerning the fully costed and detailed implementation plan that was missing from the West of Harrogate Parameters Plan. So how can the first stage of HTIP be complete? The Otley Road cycle path, increased bus frequency and active travel were meant to be the panacea for all ills to mitigate congestion into Harrogate. None of these plans would have any real effect on the huge increase in traffic through Pannal and Burn Bridge arising from the Western Arc developments.

Consultations with, and consultants from, developers and others seem to have delivered next to nothing since 2019. The timescales in points 4.1 to 4.4 allude to kicking the can further down the road as if there is something new and unforeseen that has arisen since 2019. There isn't anything other than what we in the Western Arc have been telling NYCC and HBC for years.

There are now so many acronyms that we have lost track of what is going on. Some clarification is needed please – HTIP (Mk 1 or 2), WHIDP, WHIDS, IDS, IDP, WoH (that's brand new for us), WHPP, etc. Does HTIP v 2 include WHIDS as it would appear to concentrate on the A61 rather than what is needed to Harrogate's west? Has the costed and detailed plan for traffic on the west of Harrogate that was promised, been shelved, delayed - once again - or incorporated into HTIP v 2 or WoH or both?

We're sure a detailed response to our comments will be provided by NYCC but, as HBC will cease to exist within a few months, has it given up the ghost with its participation with NYCC but continues with its liaison with developers? Efforts are being made to have a complete plan for Maltkiln, which is probably many years away – something that was sadly lacking for the Western Arc of Harrogate. Please shelve the Maltkiln survey until you have solved the urgent matters for what is happening now in the lanes and former cart tracks to the west of Harrogate.

We come to item 9 in the report where recommendation is made to merely "consider this update and note its content". Our recommendation is for Members to effect the equivalent of a kick up the backside (immediate action) to get meaningful results now rather than procrastination and excuses.

Howard West
Chairman, Pannal and Burn Bridge Parish Council

Response to the statement from Pannal and Burn Bridge Parish Council from Louise Neale (Team Leader Transport Planning, Highways and Transportation)

There are two main workstreams which are separate but very closely linked. HTIP is the Harrogate Transport Improvement Programme which is being lead by NYCC as the Local Transport Authority, the focus of which is “...to improve facilities for all road users, but would particularly seek to improve provision for pedestrians and cyclists, provide bus priority to enhance the experience of using passenger transport, and also seek to tackle some of the most problematic junctions in the study area.” This workstream seeks to address existing congestion issues and promote more sustainable modes of transport. Upon completion of the study work, it is anticipated that a business case will be submitted to the DfT to secure funding to deliver the works on site.

The other workstream is focussed on mitigating the impacts of the developments in the West of Harrogate urban expansion, which seeks to deliver 2500 new houses, two schools, local centres and employment land. The promoters have commissioned a transport consultant to prepare a transport study, which looks at the cumulative impact of all of the developments, as well as other committed developments in the study area and identifies junctions and links which require mitigation as a result of these developments. This work will be funded by the developers through Section 106 contributions and delivered by the Local Highway Authority. Should the bid for funding for HTIP be unsuccessful, then there would still be an intention to deliver these improvements through the Section 106 contributions.

As such, the workstreams are separate, but intrinsically linked, and any delay in one work stream can unfortunately impact the other. Much of the relevant information is being worked up by consultants representing different development companies, plus planning officers from HBC working with our own officers to understand the assessment of highway impact and then consider potential approaches to mitigation. Due to the complexity of the planning matters involved, including the number of developers, the timelines to which they are working, and the cumulative effect of the developments overall, that work in itself has been extremely time consuming and complex, and much of the detail relevant to HTIP has only recently become available.

NYCC have engaged with an external consultant, RPS, to undertake a buildability and costing exercise on their behalf. Since the mitigation works are being constructed by the Local Highway Authority (LHA) and funded through S106 contributions, the LHA requires certainty that enough funding will be secured, and also that the proposals being brought forth by the promoters can be delivered. This workstream is also still ongoing, though good progress has been made and it is nearing its conclusion. The outcome from this work and the cumulative transport strategy will feed into the West Harrogate Infrastructure Delivery Strategy.

NYCC and HBC are working closely on all West of Harrogate workstreams and this will continue after local government reorganisation.

Supplementary Question from Pannal and Burn Bridge Parish Council

Parish Councillor Howard West commented that there were actually 4,000 new houses, rather than 2,500 as mentioned in the response.

Parish Councillor Howard West asked where, in all the work carried out by the County Council, Borough Council and developers, was there any clarity or commitment on deliverables that would truly off-set the effects of the excessive developments proposed for the western arc of Harrogate. So far, everything the Parish Council was seeing constituted tinkering around the edges, is process driven, and lacks real solutions. Compare this with what has happened in Maltkiln. Two totally different worlds.

Allan McVeigh (Head of Network Strategy, Highways and Transportation) responded that a huge amount of work was already in progress regarding junction mitigation. This is the RPS study mentioned by Louise Neale. Officers are also pushing the process very hard in relation to Active Travel and Sustainable Transport. Proposals were coming forwarded which included bus service improvements too. An awful lot of work is on-going but, at the moment, it is still 'work in progress'.

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North Yorkshire County Council

Harrogate and Knaresborough Area Constituency Committee

Minutes of the special meeting held on Thursday, 10th November, 2022 commencing at 10.00 am at Harrogate Civic Centre.

Present: County Councillor Monika Slater in the Chair, and County Councillors Chris Aldred, Philip Broadbank, Hannah Gostlow, Michael Harrison, Paul Haslam, Peter Lacey, John Mann, Matt Walker, Arnold Warneken and Robert Windass.

In attendance: County Councillor Carl Les.

Officer Present: Ruth Gladstone.

Other Attendees: Andrew Jones MP and two members of the public.

Apologies: County Councillor Margaret Atkinson, Sam Gibbs, Pat Marsh and Mike Schofield.

Copies of all documents considered are in the Minute Book

23 Declarations of Interest

No declarations of interest were made.

24 Update from Andrew Jones MP

Considered: A verbal update from Andrew Jones MP regarding issues of key concern in the Harrogate and Knaresborough constituency.

The key points within the update provided by Andrew Jones MP were as follows:-

- Since his previous update to the Committee, it had been a most extraordinary period in terms of global challenges and a war in Europe. That had led to a huge amount of work within Parliament and the consequences of that locally had been very high. Since 1 September 2022, his local office had received 1,699 new casework cases, which was a very significant volume of activity. It had involved helping people navigate the challenges ahead, such as challenges arising from Covid follow-through, and issues arising from the war in Ukraine such as inflation, energy prices, and energy supply.
- Andrew Jones MP had been keeping pace with local public service providers and seeing some of the challenges which they were facing and helping by raising those with Ministers. He had also been keeping pace with businesses and some of the challenges they were facing, which tended to take the form of recruitment and concern about fuel costs ie latest data showed an unemployment rate of 2% within the constituency area and there were often more vacancies than jobseekers.
- The challenges on recruitment were quite profound. To overcome that, Andrew Jones MP had been talking to businesses and public service providers about what they were doing to ensure they recruited people early in their careers, working with the college, and building-up skills. He had also been encouraging more people, who had been out of the workforce, to return. That could be through the Job

Centre, within whom he kept in very close contact, or encouraging the employment of people who had a disability. Over a million people with disabilities had entered the workplace in the previous five years, which was a major achievement.

- The war in Ukraine had dominated in Parliament and had changed a variety of policy areas, ie international relations, energy, and defence. In effect, Parliament had faced an extraordinary challenge, for example, restrictions in both the energy and food, and the most appalling humanitarian cases. The British responses generally, through both Government and communities, had been extremely good and had taken different forms. He had met with the Ukrainian Ambassador who had been very impressed and touched by the support from the United Kingdom. He felt that the number of people, who had opened their homes to people from Ukraine, had been truly impressive.

Water Quality

During his verbal briefing, Andrew Jones MP advised of the work he had undertaken regarding water quality. He advised of the following:-

- The Environment Bill, now the Environment Act, had been through Parliament and he had been very happy to support it. The Act, in terms of water, mandated water companies to invest in reducing the use of overflows to the levels they were at when they were operating fewer than ten per year. To increase transparency, the Act mandated that water overflow use would be published in real time. Six years previously, only 5% of sewage overflows had been monitored. Next year, this would be 100%. This would enable everyone to hold water companies to account.
- In terms of local actions, Andrew Jones MP had been gathering support to submit an application for Bathing Water status for an area between the weirs at the Lido at Knaresborough. An application could not be made until summer 2023, and after at least 20 days of evidence collection during the period from May to September. He advised that he considered this to be a really positive initiative. He had:- met with Nidd catchment anglers and his team had been keeping up with those meetings when he had been in Parliament; secured the support of the owners of the Lido; made contact with wild-swimming groups to enlist their support; written to owners of properties on the banks of the Nidd to explain the campaign; raised this with Defra; asked several questions in Parliament; had secured an adjournment debate in Parliament specifically on this issue; and met with Yorkshire Water. He highlighted that this was going to be a team effort of community and agencies, local and national government, and the whole area would benefit from that work. He also highlighted that this was the first Government ever to take action to tackle the combined sewage overflows.

During discussion about water quality:-

- County Councillor Hannah Gostlow asked Andrew Jones MP to pledge his support behind the work that this Committee, Knaresborough town councillors, and the Knaresborough community, were doing to tackle the issue of water pollution affecting the River Nidd, rather than duplicating effort. She highlighted that hundreds of hours of volunteer work would be required and that this was a community effort, with this Committee at the forefront, along with Knaresborough town councillors. Andrew Jones MP responded that this would be a team effort and the work would involve local government, national government, community groups, businesses etc. He highlighted that he had met anglers in August and had been working on the issue since that time. He hoped that everyone could work together on this matter because he thought it would not be achieved by working individually as many actions would need to come together.

- In response to a question from County Councillor Hannah Gostlow, Andrew Jones MP confirmed that he had voted in favour of the Environment Act, although he had voted against some amendments. The reason why he had voted for one amendment, which had received particular press coverage, was because it gave the water companies an obligation to deal with the issue but without the means to discharge that obligation. The costs involved were enormous because there were decades of under-investment to catch-up on, just on overflows. A significant amount of re-working of the sewage system was required because it had been in place for decades and went back to Victorian times. The estimates for this varied between £350billion and £600billion. Therefore, giving the water companies the obligation to do this, but without the means of discharging it, would have been wrong and would ultimately have led to a huge hike in bills which he did not think was justified. He felt that instead the country needed to work through this in a measured, planned way. He highlighted that this was the first Government to take action on sewage overflows and water quality more broadly.
- In response to a question from County Councillor Monika Slater regarding whether it was good enough that the Government accepted Yorkshire Water's lower than average targets within the Storm Overflow Discharge Reduction Plan, Andrew Jones MP advised that an Independent Regulator held water companies to account. He added that the Plan required interventions from Government, for the water companies to increase their investment, communities to work together, and behavioural changes regarding what people put into water including run-off from farmland. He also added that all water companies needed to raise their game, including Yorkshire Water. He advised that, in Yorkshire:- 97% of the combined sewer overflows (CSOs) were monitored, which was ahead of the national picture; in 2021, each CSO in Yorkshire discharged an average 34 times, which was higher than the average across the country, but the duration of a discharge was an average of 5.8 hours, which was lower than the average. He suggested that data needed to be looked at in aggregate rather than at a single data point. Yorkshire Water had announced an additional investment of £100million, on top of their existing five year plan, focussed on reducing their average spills by a minimum of 20% by 2025. Individual water company performance varied by individual measure, but the aggregate should be a desire to make significant progress in every company, at every point, but to do so in a planned measured way because a significant amount of money was involved and it was important that investment was used in the correct way whilst protecting bill-payers.
- County Councillor Paul Haslam highlighted the issue of run-off from farms and asked how Defra and the farming unions were helping out. Andrew Jones MP advised that the situation varied across different parts of the country. He was not following that work closely because it was taking place outside the Harrogate and Knaresborough constituency area in terms of the Nidd catchment. He felt, however, that good practice should be expected everywhere. The new Agriculture Act provided for payments to be made to farmers to protect the environment and reduce pollution run-off into rivers.
- County Councillor Arnold Warneken advised that he had a farming background and was a member of the NFU. He suggested that good practice needed financial support and highlighted that farmers were struggling. He advised that some farmers were using manure to contain slurry and, when it rained, this added to the problem of pollution in rivers. He asked what financial support the Government was providing to farmers to prevent them from having to 'cut corners' and be part of the problem, rather than part of the solution, to environmental protection. Andrew Jones MP advised that he would provide a written response to County Councillor Arnold Warneken after the meeting.

- In response to a question from County Councillor Michael Harrison, Andrew Jones MP agreed that ultimately the country was dealing with a legacy issue because it was basically working on Victorian sewerage systems. However, population growth was a factor in the way that sewage systems worked, and that the biggest driver of the change was climate change, ie, the country was experiencing more intense periods of rainfall which were overwhelming the system. As such, the system had to be expanded to cope with increasing demand.
- Andrew Jones MP disagreed with a suggestion that water companies had not previously been investing in water infrastructure. Andrew Jones MP added that the issue now was that more infrastructure was needed, and at a faster pace.
- Andrew Jones MP agreed that build standards needed to be fit for the future. In addition, he considered that infrastructure should be delivered alongside, in parallel with, new developments.

The Chair advised of the issues on the Committee's Work Programme and Members questioned Andrew Jones MP, as recorded below, to identify where he felt able to lend support.

Adult Social Care Sector

- Andrew Jones MP confirmed that he recognised the financial and other problems that continued to face the adult social care sector because he kept in close touch with the County Council's Executive Members and the Corporate Director – Health and Adult Services. He advised that he also took issues to Ministers.
- Opinions were expressed about support provided for the adult social care sector. County Councillor Peter Lacey asked for it to be placed on record that, in his opinion, not investing in social care and carers at the moment was a false economy from both the health and economic perspectives. He highlighted that not being able to discharge from hospitals backed-up into the NHS and potentially stopped ambulances responding to emergency calls. Andrew Jones MP advised that he recognised that investment in social care was a very positive thing, although he could see there being a difficult period ahead for the Chancellor. He added that he hoped and expected that the most vulnerable in our community would be at the heart of all support provided, both locally and nationally. In response to a comment from another Member, County Councillor Peter Lacey suggested that further comment needed to await the outcome of the national enquiry into the response to Covid, but he felt that the way the adult social care sector had been treated nationally during the pandemic, particularly in the early days, was disastrous and had caused tens of thousands of deaths.

Housing Developments and Infrastructure

- There was a discussion about whether there were now too many houses in the constituency area, with the consequence of enormous pressure being put on infrastructure eg roads, GPs, hospital and dentists, to the detriment of long-term residents. Andrew Jones MP commented that more houses were needed across the country because it was incredibly difficult for people to get onto the property ladder in many parts of the country including in this constituency. The Government had a policy of 300k new homes per year within the country. That policy had been built into the Local Plan, which had been approved by all political parties at Harrogate Borough Council. Andrew Jones MP highlighted that 300k new homes per year within the country had also been a policy contained in the Liberal Democrat Party's last manifesto, although a national statement subsequently

issued by the Liberal Democrats had upgraded that to 360k new homes per year within the country. There was agreement that the type of new housing was important and that more starter homes, and fewer larger houses, should be built so that local people got chance to put their roots down in their home areas. There was also agreement that infrastructure, including transport infrastructure, needed to be developed in parallel with new housing. It was agreed that this situation represented a very difficult challenge for councils and that this was one of the hardest jobs which councillors had as it was not possible to say both 'we need new homes' and 'nothing will change'.

Green Issues

- In response to a question about renewal energy capacity, Andrew Jones MP advised that he was quite optimistic about the progress that was being made. The UK's renewable energy capacity now stood at 49.7% (up from 2.3% in 1996) and the UK had decarbonised faster than any other major economy. He was also optimistic about the future of renewal energy generation. In his view, Committee Members did not need to worry about the possibility of fracking due to the national moratorium, which he supported. He felt that the country would continue to need some fossil fuels as it moved to its net zero target of 2050, and he anticipated that we would see significantly more offshore wind. Onshore wind was more problematic as people tended to be less pleased to see it and, on the journey to net zero, it was important to take people with us. He preferred to see a focus on offshore rather than onshore. Regarding local energy generation, Andrew Jones MP saw a very strong role for local micro energy generation as it was a significant part of national energy policy. It came with some cost implications for installation, and the way people thought needed to change from it being an up-front capital cost to a more life-time project cost because it would deliver cheaper power over the lifetime it was installed. Some kind of carbon-free baseload production would still be needed for times when the sun was not shining and the wind was not blowing, and that would probably be nuclear. He anticipated that we would see some of the smaller nuclear reactors in place around the country, which seemed to him to be very sensible. However, the country's energy supply needed to be diversified and made more resilient putting it, as much as we could, in our national control. To re-cap, he saw micro generation, alongside sustainable generation, at the heart of the future and he thought this was a very good thing.
- With regard to the fracking moratorium, the Chair highlighted that the previous few weeks and months had been a source of real concern to the wider public who had seen a relay of power within the Government, from one PM to the next, and massive fundamental changes in policy direction. This had caused a very unsettling feeling of not knowing what tomorrow was going to bring, and the wider public had yet to catch-up on a feeling of being reassured. Andrew Jones MP highlighted that manifestos were the public legitimacy, that the public expected their politicians to enact their manifestos, and that the public knew that things, such as Covid and the war in Ukraine, happened but were not in any manifesto. Therefore, there would be tolerance for events, but the fracking moratorium was in the Conservative manifesto.

Mental Health Services

- A Member highlighted that Covid had had a significant impact on mental health and was now having an impact on economic inactivity. The Brierley Unit had closed in 2019, there was a local Cygnet hospital although it was struggling to perform at levels required by the CQC based on its current footprint. Andrew Jones MP was asked whether he would support the re-opening of discussions to invest in local provision for adult mental health, such as had been on the table for

Cardale Park, to provide for those who had serious or common mental health problems within the community. Andrew Jones MP advised that he agreed strongly with the underlying premise of the point which was that there had been a huge mental health consequence from the pandemic. He supported investing in mental health. However, regarding whether that was a mental health in-bed facility, he felt that we should be seeking interventions earlier rather than later in the process because, if people required in-bed facilities, it was very serious and they were most acute. He thought we should be putting our energies in earlier in the process. In terms of how we prioritised, he suggested that this was a difficult area. The Government kept passing increased health budgets but they had a tendency to get consumed by the acute sector and all the good work they did there, but he felt we must make sure that more went into mental health services. He had raised this in a series of meetings he had had with local health commissioners and had liaised with Trusts who delivered services in the constituency area. Andrew Jones MP made a broader comment, namely, that the way we were now more open to discussing mental health services was a very good thing in our community. Members agreed that prevention was better than cure because mental health conditions developed over a long period and that Covid, and the overhang from Covid, was going to be with us for a long time.

- A Member highlighted that a situation which he found to be unacceptable, both locally and nationally, was the distances which people with serious mental illness had to travel. He advised that a lot of work had been done in Knaresborough during Covid to reduce isolation, together with focussed work on mental health and housing and the inter-relationship between those two. He suggested that more was needed with regard to prevention, understanding, engagement, and the inclusion of people with mental health needs. He got the sense that the decisions made in the 2010s warranted a look at the mental health services in place currently.
- Members asked Andrew Jones MP about the possibility of obtaining additional investment for North Yorkshire's mental health services, in particular for younger people, and whether it should be ring-fenced. In response, Andrew Jones MP highlighted that, to generate enough cash to invest in good public services meant that we had to have a focus upon the economy, to raise the cash that goes into public services. He advised that the allocation that went into the public services was calculated via a complex formula and a number of factors came into play eg assessment of need, assessment of the difficulty in providing services such as between a high density area and a low density area. Different communities had different health needs, which was why there were more localised CCGs. He suggested that, rather than go down a route that said 'you, as a politician, determine how much money should be spent in a particular area', he thought the Health Service should be making those calls. The Health Service was much more able to respond when dealing with things locally. With regard to what politicians could do about it, he advised that he had worked with colleagues to look at the funding formula for the lower population density areas. At the time he became an MP, the funding formula ensured that some areas of the country, including this one, were at the lower end of the funding. Subsequently some changes had been made, in a positive way for this area. He advised that it was up to everybody to highlight the need for increased mental health provision and that he had made sure that the CCG know about this by meeting them regularly. A member highlighted that, with the establishment of the Integrated Care Boards, CCGs had been abolished in July.
- County Councillor Peter Lacey advised of NYCC's Scrutiny of Health Committee's discussions about the arrangements and relationships with the new Integrated Care Boards and the role that area constituency committees could have in the

planning, advice, and scrutiny around health care going forwards.

- There was disagreement between County Councillor Peter Lacey and Andrew Jones MP about a fundamental philosophical position. County Councillor Peter Lacey said that there was a growing body of evidence that suggested that the country had passed a tipping point in terms of its wealth generation capability. He felt that relying on continued growth, before we invested in health services, was, he believed, to place 'horse before cart'. He felt that, unless we enabled people to re-engage in economic activity through public services, right across health, social care, housing and other areas, the country would not have a fit and able workforce to actually generate the wealth. Andrew Jones MP advised that he did not agree with County Councillor Peter Lacey's view that we had reached the limit for the creation of wealth in this country, or that there was a growing body of evidence. Andrew Jones MP thought the country needed to create wealth to pay for the quality of life, the services that we needed, and the environmental transitions that were going to require capital investment. He added that other countries had a higher GDP per capita and they were therefore creating more wealth on an individual basis. Andrew Jones MP thought that economic growth, done in the correct way, was a very good thing, and he viewed having a healthy economy as an absolutely fundamental bedrock to providing services, and the security, that the country needed. County Councillor Peter Lacey responded that he did not disagree that growth was critical, important and was possible, but he thought that the country had a huge prism-ball dragging behind it in terms of inequalities and inability to access economic activity due to a lack of investment in public services.

North Yorkshire Fire and Rescue Service

- A Member highlighted that this Committee had responded to a recent consultation regarding North Yorkshire Fire and Rescue Service. The Member asked Andrew Jones MP whether he considered that having one staffed fire engine overnight in Harrogate was adequate. Andrew Jones MP advised that he had raised his concerns on the RRM Review with the Police, Fire and Crime Commissioner previously, both publicly and privately. He added that, it seemed to him that the right thing was about having good back-up so there was capacity to respond. He clarified that the Police, Fire and Crime Commissioner knew of his views and reservations about back-up.

Funding for Schools

- A Member highlighted that schools' deficits had been increasing over recent years, that the 2023/24 forecast deficit for North Yorkshire schools was £12.8million. The Member asked Andrew Jones MP about the sort of pressure which North Yorkshire could continue to put on to change the funding formula for schools and improve the North Yorkshire amount per pupil. Andrew Jones MP advised that he was aware of the situation regarding the funding formula. He highlighted that a group, called the F40 Group, had been lobbying for change and that some change had been seen which had been positive for North Yorkshire. This had been a long-running piece of work and that work needed to continue as the level of education funding needed to reflect need. Andrew Jones MP highlighted that North Yorkshire schools at primary and secondary levels were performing extremely well. He thought that other parts of the country had a potentially different need because they were not performing as well. Andrew Jones MP highlighted that the country needed to ensure it was generating cash so it could spend it on the things it wanted to spend it on.
- A Member highlighted that North Yorkshire received the 144th lowest (out of 151 local authorities) amount of funding for schools and the County Council was

lobbying local MPs. The Member asked Andrew Jones MP whether he was able to give any further update, or advise whether there had been any real progress, on finding the additional money to support NYCC and educational providers. Andrew Jones MP advised that he worked with the leadership team at NYCC and thought they did a very good job. He advised that he endlessly lobbied on behalf of this area because there were some individual challenges, for example, in areas of low population density where there were operational challenges. Andrew Jones MP described funding for schools as 'work in progress' and advised that this was one of the areas where he was working with the leadership team at the Council and would continue to do so.

Woodfield Primary School

- A Member asked Andrew Jones MP whether he would support the change of use of Woodfield Primary School to cater for children with special educational needs. Andrew Jones MP responded that he did not wish to see the site of Woodfield Primary School lost for education provision. He had contacted NYCC with his suggestions, been contacted by educational providers interested in the site, and had put the two together. He hoped education would continue on the site at the earliest opportunity.

20mph Speed Limit

- Members discussed, with Andrew Jones MP, the recommendation that the Committee had made, which had been considered by NYCC's Executive on 8 November 2022, to have a 20mph speed limit piloted throughout towns and villages in this constituency area where a need had been identified. A Member asked whether there was a way of NYCC securing investment from the Government to have 20mph speed limits outside schools, old people's homes, small shopping centres etc. Andrew Jones MP thought that having a 20mph speed limit in certain locations was absolutely right, but that 20mph was not correct everywhere. He agreed that 20mph had an impact on road safety but highlighted that road safety in the UK was generally at a very high level and the UK tended to alternate with Sweden as having the safest roads in the world. There were some areas that were particular problem 'hot spots' in terms of safety eg on rural roads, younger drivers, middle-aged motor bikers, and he thought that targeted measures were needed to solve specific problems. With regard to the question about finances, Andrew Jones MP advised that increased national budgets for sustainable travel, and more national measures for decarbonising measures, were likely. He suggested that, if good schemes were put together, and with a mixture of local and national working to put our case, we could be successful in securing funding from the national 'pot'. This had happened previously, and had been well received locally.

Active Travel

- Members discussed active travel with Andrew Jones MP. Andrew Jones MP advised that he was keen to see more people using buses and he was in favour of more measures to encourage people to walk and cycle, separated, wherever possible, between human-powered transport and engine-powered transport, and segregated cycle lanes. Andrew Jones MP suggested that, to maximise the North Yorkshire take of any funding which became available, NYCC should do groundwork-thinking about possible bids, rather than detailed preparation. He explained that any detailed preparation would possibly be out-of-date by the time of bid submission. With regard to the previous deadlines, Andrew Jones MP advised that the purpose of very short deadlines was to encourage local action and delivery.

Boundary Commission Recommendations for Parliamentary Constituencies

- Members discussed, with Andrew Jones MP, the Boundary Commission's recommendations regarding Parliamentary constituencies, which were likely to impact on the Committee's make-up after the next General Election. Andrew Jones MP advised that, in his view, communities should be kept together. Consequently he had argued for the Claro Ward being retained within the Harrogate and Knaresborough constituency because the villages in that Ward had great links to Knaresborough. However, he had not argued for the inclusion of the Boroughbridge Ward within the constituency because that would be impossible to deliver whilst keeping within the electorate figures used within the Commission's review.

Strike Action by Nurses

- County Councillor Matt Walker asked Andrew Jones MP whether he would join him in asking the Secretary of State for Health for a fairly funded pay deal for nurses. Andrew Jones MP advised that he was aware that the RCN was asking for a 17% pay increase, which he considered to be very high. He highlighted that there was an independent pay review body which covered many public services and that it was very difficult to say that we want to have an independent body and then to ignore it. Andrew James MP said he obviously wanted to see people well paid in public services, as this was part of attracting people into public services. There were record numbers of doctors, midwives, nurses etc in England at the moment and they needed to be rewarded properly. Whether that was a 17% increase, which was the amount quoted in the RCN press release, it would have consequences for public finances. Consideration needed to be given to where the money was coming from. Andrew Jones MP, in summary, advised that he supported the principle of more money for nurses; he hoped they would resolve their dispute quickly, which meant sitting down with all the employer bodies and coming to a conclusion; and that the last thing we wanted to see was the public service comprised because of strikes. Andrew Jones MP added that we were seeing record amounts of budgets in the NHS, and record amounts of workers in the NHS and this was a positive thing, but industrial action needed to be brought to the speediest possible negotiated conclusion.
- County Councillor Matt Walker highlighted several problems relating to access to NHS services and expressed the view that there needed to be an intervention in the industrial action by the Government. County Councillor Matt Walker added that he thought a 17% pay increase was unrealistic. Andrew Jones MP highlighted that the amount of money going into the NHS had increased enormously in recent years, which he regarded as a very good thing, with new treatments becoming available and more care provided. It was a huge budget and had gone up in the region of £50billion in the last few years alone. Whilst a 17% pay increase was generally regarded as being unrealistic, this is the amount which has been asked for. Therefore, he thought that his suggestion, that all sides sit down and try to come to an agreed conclusion, was more realistic and correct. Andrew Jones MP advised that, with regard to the actions he would take, he would continue his dialogue with the Hospital, which did a first class job. He also had a programme for keeping in regular touch with service providers, at all public services, and to make sure that their needs were identified quickly, any problems were identified quickly, and were relayed to Ministers as fast as possible.

The Chair thanked everyone, in particular Andrew Jones MP, for attending this meeting. She also thanked the officers for supporting, and live streaming, the meeting.

Resolved –

That the briefing be noted.

The meeting concluded at 12.00 pm.



**North Yorkshire County Council
Harrogate & Knaresborough Area Constituency Committee
24 November 2022**

Schools, educational achievement and finance

1.0 Purpose of the Report

1.1 To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Harrogate & Knaresborough constituency committee area.

2.0 Local educational landscape

2.1 There are now 21 primary academies and 5 secondary academies within the Harrogate & Knaresborough constituency area. The academy conversion rate for primary schools is higher within the constituency area when compared to the county as a whole (70.0% compared to 36.0% in North Yorkshire). The academy conversion rate for secondary schools is similar to the picture for the whole county (71.4% compared to 65.1% in North Yorkshire).

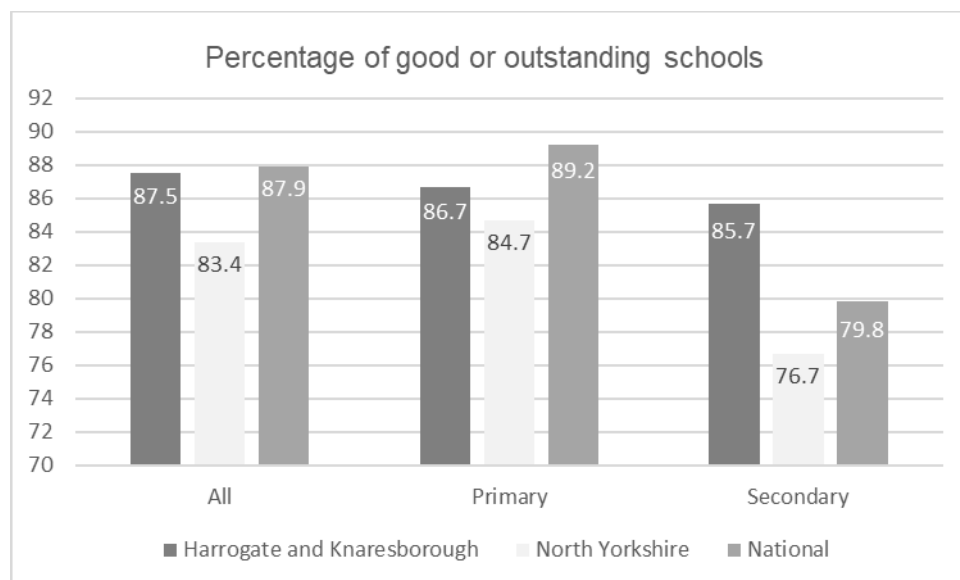
Summary of schools' status – 1 November 2022

	Schools in North Yorkshire		Schools in Harrogate & Knaresborough ACC	
Primary Maintained	192	64.0%	9	30.0%
Primary Academy & Free School	108	36.0%	21	70.0%
Total	300		30	
Secondary Maintained	15	34.9%	2	28.6%
Secondary Academy	28	65.1%	5	71.4%
Total	43		7	
Special Maintained	7	70%	1	50.0%
Special Academy	3	30%	1	50.0%
Total	10		2	
PRU Maintained	4	80%	0	0%
PRU Academy	1	20%	1	100%
Total	5		1	
Total maintained	218	60.9%	12	30.0%
Total Academy	140	39.1%	28	70.0%
Overall Total	358		40	

3.0 School standards

3.1 School Ofsted judgements

In the constituency area, as of 31 August 22, 86.7 per cent of primary schools were judged good or outstanding by Ofsted, which is higher than the North Yorkshire average but lower than the national average. In terms of secondary schools, 85.7 per cent were judged good or outstanding, which is higher than the North Yorkshire and national averages. As at 31 August 2022 there were five schools judged requires improvement or inadequate in the constituency area.



3.2 Uneven impact of the pandemic on 2021/22 performance data

Schools and pupils included in the 2021/22 school and college performance measures will have had an uneven disruption to their learning.

We, therefore, recommend not making direct comparisons with data from previous years. Comparisons with local and national averages can be made cautiously to put results in to context.

There are other factors that will also make direct comparisons difficult:

- Several changes were made to exams and grading. These include advanced notice of exam topics and GCSE, AS and A level grading being based around a midpoint between 2021 and pre-pandemic outcomes.
- Changes were also made to the way school and college performance measures were calculated.

The following data should be used with caution. It reflects results in 2021/22 but cannot provide information about the factors which may have influenced these results.

When forming a view of how well schools are doing it is important to consider a range of different information sources.

3.3 Attainment overall

The Committee has previously (6 January 2022) considered a report which contained all of the key attainment data for 2017, 2018, and 2019.

For two years, exams and assessments in schools did not take place because of the disruption to students' education caused by the coronavirus (COVID-19) pandemic. In 2020 GCSEs, AS and A level exams faced widespread cancellation and were replaced with a grading process involving teacher/centre assessment. Similarly, summer 2021 assessments were awarded based on teacher or centre assessment and no statistical adjustment processes were used. Overall, final grades were significantly higher in both 2020 and 2021 than in 2019.

The Government allowed GCSEs, AS and A Level and equivalent assessments and exams to go ahead in England in summer 2022, and has made some changes to general, vocational and technical qualifications (VTQs). Additionally, school-level performance (league) tables were re-introduced for the end of the GCSE phase (key stage 4) in 2022; school-level information for secondary phase was not published during either 2020 or 2021.

In primary schools, national curriculum assessments due to be held in summer 2020 and summer 2021, including tests, teacher assessments and the phonics screening check, were also cancelled. The phonics screening check for Year 1 pupils was instead required to be undertaken during the second half of the autumn term 2021. All statutory assessments resumed in 2022 with the wider introduction of the new Reception Baseline Assessment.

3.4 Early Years Foundation Stage Profile

In 2022 70.0% of children in the constituency area achieved a Good Level of Development. An in-year comparison of EYFSP outcomes with LA and national figures (see table below) shows that a greater proportion of pupils within the constituency area achieve a good level of development compared with all NYCC pupils and those nationally.

Early Years Foundation Stage Profile – percentage achieving a good level of development			
	Harrogate & Knaresborough	North Yorkshire	National
2017	73.7%	71.6%	70.7%
2018	75.6%	72.5%	71.6%
2019	73.2%	72.8%	71.8%
2022	70.0%	68.3%	65.2%

3.5 Key Stage 2

In 2022, 61.5% of children in the constituency area achieved the expected level or above in reading, writing and maths combined, which is higher than the North Yorkshire and national average.

Key Stage 2 - percentage achieving the expected standard or above in reading, writing and maths combined.			
	Harrogate & Knaresborough	North Yorkshire	National
2017	66.2%	58.7%	61.1%
2018	66.8%	62.2%	64.4%
2019	69.4%	63.4%	65.0%
2022	61.5%	55.3%	58.7%

3.6 Key Stage 4

Although Key Stage 4 data has been published by the DfE it has not yet been validated at individual school level. Therefore, all data in this section of the report should be considered provisional.

The average Attainment 8 score, which measures the achievement of a pupil across eight qualifications, was 53.9 for 2022. This is higher than the North Yorkshire and national averages reflecting the pattern of previous years.

KS4 – Average Attainment 8 Score			
	Harrogate & Knaresborough	North Yorkshire	National
2016	54.1	51.8	50.0
2017	52.1	49.6	46.3
2018	52.1	48.3	46.4
2019	52.9	48.7	46.7
2022	53.9	50.2	48.9

The Progress 8 score, which measures a pupil's progress from the end of primary school to the end of secondary school, was slightly above the national and North Yorkshire average in 2022.

KS4 – Average Progress 8 Score			
	Harrogate & Knaresborough	North Yorkshire	National
2016	0.20	0.04	0.00
2017	0.24	0.17	0.00
2018	0.26	0.13	-0.03
2019	0.25	0.09	-0.03
2022	0.12	0.04	-0.03

The percentage achieving a grade 5 or above (grading is 9-1) in English and Maths was 61.6% in 2022. This is above both the national and North Yorkshire average reflecting the pattern of previous years.

KS4 – Percentage achieving a grade 5 or above in English and Maths			
	Harrogate & Knaresborough	North Yorkshire	National
2016	data not comparable because of the new grading system		
2017	56.6%	50.4%	42.6%
2018	54.1%	47.7%	43%
2019	55.0%	47.4%	43.2%
2022	61.6%	53.6%	49.4%

3.7 Not in education, employment or training

There were 1523 young people recorded in Year 11 in this constituency in May 2021, and of this cohort only 14 (0.92%) were not in education, employment or training after leaving school as of August 2021. The comparative data for 2022 will not be available until later in this academic year.

4.0 Suspension and Permanent Exclusions

4.1 Suspension incidents

In the 2021/22 academic year, there have been a total of 5010 suspensions (formerly described as fixed term exclusions) for a total of 1958 individual children in North Yorkshire. 314 of these children were on roll of mainstream schools in the Harrogate and Knaresborough constituency.

In 2020/21, there were 3553 suspensions for a total of 1578 individual children, 239 of these children were on roll of mainstream schools in Harrogate and Knaresborough constituency.

Suspension Incidents				
Academic year	Incidents Harrogate & Knaresborough	Incidents North Yorkshire	Percentage of North Yorkshire total	Most common reason
2021/22	770	5010	15.4%	Persistent or general disruptive behaviour (40%)
2020/21	503	3553	14.2%	Persistent disruptive behaviour (37.7%)
2019/20	598	4366	13.7%	Persistent disruptive behaviour (34.9%)
2018/19	831	5962	13.9%	Persistent disruptive behaviour (47.8%)

In 2021/22 schools in the constituency area had a 20% share of the total schools population in North Yorkshire and a c.15% share of suspensions for the whole county.

4.2 Permanent exclusions

In 2021/22, there were 54 permanent exclusions from schools in the county, ten of which were for children in Harrogate and Knaresborough area schools. In the same period of 2020/21, there were 26 permanent exclusions, five of which were from the ACC area.

Permanent exclusions			
Academic year	Harrogate & Knaresborough	North Yorkshire	Percentage of North Yorkshire total
2021/22	10	54	18.5%
2020/21	5	26	19.2%
2019/20	11	52	21.1%
2018/19	15	87	17.3%

4.3 From September 2020 a preventative model of alternative provision has been commissioned through Springwell Pupil Referral Service to enhance support for schools in an attempt to avoid a permanent exclusion. The model was subject to a post implementation review before the summer and the local authority has now started a programme of further discussions with secondary leaders in localities to refine the model further from September 2023. It is important to note that the SEN Green Paper published in March 22 recommends the preventative model as a national approach into the future.

5.0 Special Education Needs and Disabilities

5.1 Targeted Mainstream Provision- Reshaping of SEN Provision in Harrogate and Knaresborough over the 2020/21 Academic Year

The development of the new model of provision, Targeted Mainstream Provision (TMP) is intended to help the LA meet demand for full time education provision for children with SEND and who have an Education, Health and Care (EHC) Plan. This model delivers provision for children and young people who are able to access mainstream education but with additional support for their special educational needs.

Over the 2020/21 academic year the first provisions were successfully opened and a number of schools were approved to operate TMPs. Grove Road Community Primary School in Harrogate Town remains the only school in the constituency to operate a TMP.

Work is continuing through 2022/23 to increase the amount of TMPs in areas which do not yet have host schools identified, to ensure that the LA has capacity to meet demand for this provision. The LA are currently engaged in constructive dialogue with local schools to move towards establishing more TMPs in the area.

5.2 SEN Statistics for Constituency Area

As of January 2022 there were 720 children living in the constituency with a North Yorkshire funded EHC plan, 18.4% of the North Yorkshire total. The most common needs for children with a North Yorkshire funded EHC plan living in the area are Autistic Spectrum Disorder (ASD) at 42.9 % and Social, Emotional and Mental Health (SEMH) at 18.6%, and Moderate Learning Disabilities (MLD) at 14.0%.

As of January 2022 school census there were 1773 children recorded as SEN Support from schools in this constituency, 18.0% of the North Yorkshire total. The most common needs for children receiving SEN support in the area are Specific Learning Difficulties (e.g. Dyslexia) at 26.8%, Social, Emotional and Mental Health (SEMH) at 17.9% and Speech, Language and Communication (SLCN) 17.7%.

6.0 Elective Home Education

As of the beginning of the 2022/23 academic year there were 816 children recorded as Electively Home Educated (EHE) in North Yorkshire, 86 of which were formerly from a mainstream school in the Harrogate and Knaresborough constituency area. At the same point last year, there were 778 children EHE in North Yorkshire, 71 formerly from a mainstream school in the Harrogate and Knaresborough constituency area. This represents a 5% increase in North Yorkshire and a 21% increase for the Harrogate and Knaresborough area.

In the 2021/22 academic year, 418 children became EHE in North Yorkshire, 53 of which were formerly educated in a mainstream school in the Harrogate and Knaresborough constituency area. This figure was 54 from Harrogate and Knaresborough of 503 becoming EHE in North Yorkshire, in the same period last year (2020/21).

7.0 School Finance

7.1 2021/2022 School Revenue Balances

Local Authority maintained school revenue balances as at 31 March 2022 are summarised below, together with a comparison with 2021. The balances are also expressed as a percentage of school delegated budgets.

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
	183 schools	15 schools	7 schools	4 schools	209 schools
Total School Revenue Balances (Net) as at 31 March 2022	£17,600k	-£203k	-£462k	£821k	£17,756k
% of Revenue Budget	14%	-0.4%	-2.9%	34.5%	9.0%
No. Schools with an Accumulated Revenue	168	10	4	3	185

Budget Surplus as at 31 March 2022					
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2022	15	5	3	1	24
<i>Comparison to total school revenue balance (net) as at 31 March 2021</i>	+£24k	+£715k	-£421k	+£7k	+£325k

(The number of school budgets submitted to the local authority for 2021/22 is lower than the total number of local authority maintained schools operating within North Yorkshire due to a number of school federations operating a single, amalgamated budget covering all of the schools within the federation)

24 schools (11% of LA Maintained schools) had an accumulated revenue budget deficit totalling £6.2M as at 31 March 2022. An analysis of the budget deficits by school phase is detailed in the table below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2022	15	5	3	1	24
Total School Revenue Deficit Balances as at 31 March 2022	-£809k	-£3,454k	-£1,834k	-£60k	-£6,157k
Average Value of Accumulated Revenue Budget Deficit as at 31 March 2022	-£54k	-£691k	-£611k	-£60k	-£257k
Highest Accumulated Revenue Budget Deficit as at 31 March 2022	-£219k	-£956k	-£1,140k	-£60k	-£1,140k
Lowest Accumulated Revenue Budget Deficit as at 31 March 2022	-£0.9k	-£394k	-£45k	-£60k	-£0.9k

7.2 School Budget Projections - Based on 2022/23 Start budgets

The 2022/23 Start Budgets submitted to the local authority by schools in May 2022 are summarised below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
	180 schools	15 schools	7 schools	4 schools	206 schools
Total Forecast School Revenue Balances (Net) as at 31 March 2023	£14,531k	-£998k	-£1,675k	£599k	£12,457k
No. Schools with an Accumulated Forecast Revenue Budget Surplus as at 31 March 2023	170	9	2	3	184
Average Value of Accumulated Forecast Revenue Budget Surplus as at 31 March 2023	£89.5k	£299k	£234k	£222k	£103.5k
No. Schools with an Accumulated Forecast Budget Deficit as 31 March 2023	10	6	5	1	22
Average Value of Accumulated Forecast Revenue Budget Deficit as at 31 March 2023	-£68k	-£615k	-£429k	-£66k	-£299k
<i>Comparison to total school revenue balance as at 31st March 2022</i>	<i>-£3,069k</i>	<i>-£795k</i>	<i>-£1,213k</i>	<i>-£222k</i>	<i>-£5,299k</i>

(The overall number of individual school budgets have reduced from 209 to 206 between the 2021/22 and 2022/23 financial years due to 2 schools moving to operate within a joint budget Federation budget and 1 school converting to academy status from 1st April 2022)

7.3 School Finance and Funding Issues

- The Department for Education (DfE) announced in July 2022 that overall school funding will increase by 1.9% for the 2023/24 financial year.
- School budgets have experienced significant cost pressures in the 2022/23 financial year and this is likely to continue through to 2023/24. Cost pressures include:
 - Pay award cost pressures with the September 2022 teachers pay award of 5% with an increase of 8.9% in starting salaries. A National Employers offer of £1,925 on non-teaching (NJC) salary points from 1st April 2022 plus a 4.04% increase on allowances; this equates to a 10% increase for staff on lower salary bands.
 - Energy inflation cost pressures of in excess of 200% and uncertainty as to the impact of the Government Energy Bill Relief Scheme
 - Overall inflationary pressures of in excess of 10%
 - Cost pressures associated with Covid recovery additional support and catch up

- Cost pressures associated with supporting an increasing number of pupils with SEND
- Below forecast inflation increases in school funding provided by Government for the 2022/23 and 2023/24 financial years.

Schools produced 2022/23 Start Budgets prior to a number of the cost pressures, highlighted above, being fully known; it is anticipated that the majority of schools will see a deterioration in their budget position for the 2022/23 financial year compared to their original forecast.

- North Yorkshire secondary schools are placed 140 out of 150 local authorities in terms of funding level per pupil. On average, a school in North Yorkshire will receive £5,713 per pupil in 2022-23 compared to a national average of £6,213. Comparing the funding for a 1,500 pupil secondary school this equates to a difference in funding of £0.75m. The funding for North Yorkshire primary schools is more favourable with a position 31 out of 150 local authorities in terms of funding per pupil. For primary schools, a North Yorkshire school will receive on average £4,899 per pupil compared to a national average of £4,786.
- North Yorkshire has a number of schools that, geographically, are vital in serving their local communities. Inadequate sparsity funding and general financial pressures for smaller, rural secondary schools, continues to be a significant concern. NYCC utilises the provision in the DfE National Funding Formula (NFF) to locally provide additional lump sum funding of £50k for the smallest (less than 350 pupils), most rural secondary schools. NYCC continues to lobby the DfE and local MPs for higher levels of funding for the small, rural secondary schools within the LA.

7.4 Local Authority Support for Schools in Financial Difficulty

The Local Authority adopts a number of measures to support schools facing financial difficulty:

- the use of a financial risk rating framework to determine the level of support, challenge and intervention undertaken at individual school level, including the use of Notices of Financial Concern where deemed appropriate. Currently, six schools are subject to a Notice of Financial Concern.
- the undertaking of School Resource Management reviews in individual schools where this has been identified as an appropriate intervention through the risk rating process. The reviews are based on the DfE School Resource Management Adviser (SRMA) model and are undertaken by LA staff, many of whom have the SRMA accreditation;
- review of the Schools Financial Value Standard (SFVS) and Resource Management dashboard in financially challenged schools;
- continuing the promotion of school collaboration and the sharing of best practice in terms of effective resource management between schools;
- the provision of Headteacher and Governor finance briefings and training;

- continuing to lobby DfE for fairer funding for North Yorkshire schools, especially in relation to small, rural secondary schools.

7.5 Schools Financial Position – Harrogate and Knaresborough

2021/22	2022/23
6 schools projecting to be in budget surplus as at 31 March 2022 5 schools projecting to be in deficit by March 2022; 45% of schools in Harrogate & Knaresborough. (4 primary, 1 secondary)	6 schools projecting to be in budget surplus as at 31 March 2023 5 schools projecting to be in deficit by March 2023; 45% of schools in Harrogate & Knaresborough. (3 primary, 1 secondary, 1 special)
Projected average primary surplus = £177k Projected average secondary surplus = £233k Projected average special surplus = £125k Projected average PRU surplus = N/A	Projected average primary surplus = £109k Projected average secondary surplus = £239k Projected average special surplus = N/A Projected average PRU surplus = N/A
Projected average primary deficit = -£89k Projected average secondary deficit = -£812k Projected average special deficit = N/A Projected average PRU deficit = N/A	Projected average primary deficit = -£100k Projected average secondary deficit = -£803k Projected average special deficit = -£81k Projected average PRU deficit = N/A
(Data Source – 2022/23 Start Budgets)	(Data Source – 2022/23 Start Budgets)

8.0 Planning school places

8.1 School sustainability

The sustainability of schools is largely influenced by three key factors which are usually related to each other:

- Falling pupil rolls
- School standards
- Financial difficulty

Where school closures have regrettably occurred in North Yorkshire these factors have been relevant. There have been seven closures in the county over the last three years but none in the constituency area.

8.2 Collaborative working

Collaborative working is two or more schools working together to the mutual benefit of their pupils with the overall aim of improving outcomes for all. This has the potential to broaden opportunities and contribute to efficiencies. There are two primary federations in the Harrogate and Knaresborough area. In one of the federations there are two maintained schools with a single governing body and Headteacher, and the second is a federation of three primary schools.

King James's and Boroughbridge High secondary schools federated in January 2021 following collaboration between the two schools.

8.3 Pupil rolls – current and future

The County Council has a statutory duty to ensure sufficient school places are available for every child under the Education Act 1996. For this purpose, it

groups schools together into planning areas in accordance with the requirements of the Education and Skills Funding Agency. Appendix 1 shows the planning areas together with:

- Capacity in the planning area
- Current numbers on roll
- Projected future numbers
- Projected impact of approved housing developments

The County Council is carefully monitoring pupil numbers across the Harrogate and Knaresborough constituency area. A proportion of the constituency is rural and served by small schools located within villages. A falling birth rate combined with changing demographics means that a number of small schools are facing financial challenges associated with low numbers on roll. In the constituency there are examples of schools working innovatively to mitigate these challenges including forming local federations. For all small schools the fluctuation of pupil numbers exacerbates the already challenging nature of school funding.

The general picture across the whole of the County shows projected growth in the urban areas (through new housing proposals) contrasting with declining numbers in rural locations. A falling birth rate combined with changing demographics means that a number of small schools are facing multiple challenges associated with low numbers on roll. There are several social and economic reasons for the rural pupil number issue, including the availability and price of housing and employment factors.

The picture in this constituency area (Appendix 1) reflects a generally high take up of places, and therefore lower surplus capacity, across the board. The LA data shows that only two primary planning areas differ from the low surplus capacity picture. They are the primary aged groupings known as Harrogate Urban Central and Boroughbridge Outer.

Appendix 1 does not include projections of pupil yield from sites proposed in the Harrogate Borough Council Local Plan that do not yet have planning approval, including the larger proposed west of Harrogate sites of H49 (Windmill Farm) and H51 (Lady Lane).

Harrogate, Knaresborough and Ripon will accommodate most of the housing growth over the Local Plan Period.

The key points to note within LA planning areas across the constituency area are:

8.4 Primary

Boroughbridge Primary Area

There are a number of housing development sites in Boroughbridge still to be completed/built out and we continue to monitor the pace and scale of these developments in relation to school place planning.

Harrogate Primary West – Members will be aware of the significant housing development planned/underway in the Harrogate west area.

The LA (Education and Highways) continue to be involved in strategic discussions with Harrogate Borough Council and site promoters to determine the associated educational infrastructure required to meet the expected increase in demand for school places.

The West of Harrogate Parameters Plan document was adopted in February 2022. The purpose of this document is to create an aligned, holistic site approach, addressing matters such as land use, access and movement, provision of community facilities and schools, green and blue infrastructure, public transport, cycling and pedestrian links, and phasing. Two primary school sites are provisionally indicated, one on H49 (Windmill Farm) and one on H51 (Land East of Whinney Lane).

Harrogate Borough Council and North Yorkshire County Council are currently preparing a West Harrogate Infrastructure Strategy (WHIDS), which will provide further detail on the timing and delivery of supporting infrastructure for West Harrogate.

In addition, the LA has secured an additional site for education at Penny Pot Lane. Housing development has started at Penny Pot Lane and we are currently monitoring the pace of housing and the impact on the need for additional school places. Additional capacity has been added to Oatlands Junior School.

Harrogate Primary Outer Area – In response to the significant housing developments in Killinghall, the LA have added three classrooms at Killinghall CE School since 2017, increasing the school's capacity to that of a one form entry school (210 places).

Knaresborough Primary Town – A site for education provision has been secured at Manse Farm to primarily serve the Manse Farm development in Knaresborough and the proposed Highfield Farm development. Planning approval was secured in 2020. It is intended that the new school (with nursery provision) will be a free school (a state-funded school, operating as an academy, independent of the local authority). Elevate Multi Academy Trust has been appointed to run the new primary school. Through the 'presumption route' process, NYCC is responsible for delivery and funding of the school using a combination of Basic Need Grant and developer contributions.

The age range of the school will be 3-11, providing places for 210 pupils (one form of entry) with the ability to expand to 420 places (two forms of entry) should that be required in the future. The school will provide places for boys and girls (mixed). The target opening date of the new school is September 2024, but this remains constantly under review in light of issues affecting the development site. The school will also support general school place sufficiency in the Knaresborough area and will be opened in a phased approach to avoid destabilising existing provision.

8.5 Secondary

Harrogate Secondary – Following discussions in 2019 with the local secondary schools additional capacity has been added at both Rossett School (2 additional classrooms) and Harrogate Grammar School (3 additional classrooms). Both will assist in meeting the expected rise in demand for places as a result of housing growth.

Knarborough - King James's School - data continues to show that there are sufficient places for local children at King James's School. It continues to be the case that a significant number of pupils from outside of the catchment area are able to secure places in the main admissions round. This is being kept under review.

8.6 New Settlement - Maltkiln

The LA has requested that provision be made for two primary school sites within the proposed new settlement at Maltkiln. However, it is not expected that the size of the overall development would generate sufficient pupils to require the provision of a new secondary school. It is intended that Boroughbridge High School would be expanded to meet the anticipated growth in secondary pupils from the development. However, safeguarded land for secondary provision is indicated within proposals for Maltkiln, should this be required in the future.

9.0 Recommendation

- 9.1 That Members note the report on educational factors in the Harrogate and Knarborough constituency area.

Authors: Amanda Newbold (Assistant Director – Education and Skills), Howard Emmett (Assistant Director – Strategic Resources), Jane Le-Sage (Assistant Director – Inclusion), Andrew Dixon (Strategic Planning Manager)

Appendix 1 - School Place Planning data

Planning Areas and forecast surplus/shortfall school places

School planning area	Places available as at 2021/2022	Number on Roll 2017/2018	Number on roll 2021/2022	Surplus Capacity 2021/2022	Forecast pupils as at 2026/2027	Pupils from current housing permissions until 2026/2027	Surplus capacity 2026/27
PRIMARY							
Boroughbridge Primary Area Boroughbridge Primary Kirkby Hill CE Rocliffe CE	474	342	356	118	338	179	-43
Boroughbridge Primary Outer Area Dishforth Airfield CP Great Ouseburn CP Green Hammerton CE Kirk Hammerton CE Marton-cum-Graffton CE Nun Monkton Primary St Peter's Brafferton CE Staveley CP	784	543	564	220	607	86	91
	1258	885	920	338	945	265	48
Harrogate Primary Urban Central Bilton Grange CP Coppice Valley Primary Saltergate Community Junior Saltergate Infant Starbeck Primary Academy New Park Primary Academy St Joseph's Catholic Primary School, Harrogate, A Voluntary Academy Willow Tree CP Woodfield Primary	2399	2092	1927	472	1795	191	413
Harrogate Primary Urban East Grove Road CP Hookstone Chase Primary Richard Taylor CE St Robert's Catholic	1153	1142	1157	-4	1032	122	-1
Harrogate Primary Urban West Oatlands Infant Oatlands Junior Pannal Primary Rossett Acre Primary St Peter's CE Primary Western Primary	2155	2073	2136	19	2010	159	-14
Harrogate Primary Outer Area All Saint's CE School Askwith CP Beckwithshaw CP Birstwith CE Admiral Long CE Darley CP Follifoot CE Hampsthwaite CE Kettlesing Felliscliffe CP Killinghall CE North Rigton CE Ripley Endowed Sicklinghall CE Spofforth CE	1356	1147	1161	195	1070	204	82
	7063	6454	6381	682	5907	676	480

Knaresborough Primary Aspin Park Academy Meadowside Academy St John's CE Primary St Mary's Primary School Knaresborough, A Voluntary Catholic Academy	1190	1147	1135	55	1015	194	-19
Knaresborough Primary Outer Area Goldsborough CE Long Marston CE Scotton Lingerfield Primary Tockwith CE	466	400	419	47	426	77	-37
	1656	1547	1554	102	1441	271	-56

Boroughbridge Secondary Boroughbridge High School	763	568	428	335	481	138	144
Harrogate & Rural Secondary Harrogate Grammar Rossett School Harrogate High St John Fisher Catholic High St Aidan's CE High Nidderdale High*	7685	7816	7840	-155	7516	293	-124
Knaresborough Secondary King James's School	1720	1519	1583	137	1660	125	-65

Note

- Figures above take into account outstanding housing permissions, but not undetermined planning applications (including those sites to the West of Harrogate as detailed in the West of Harrogate Parameters Plan) or other Local Plan proposals.

Fuel Poverty update for Harrogate and Knaresborough Area Constituency Committee

Thursday 24th November

Dr Victoria Turner – Public Health Consultant
Dan Atkinson – Public Health Manager

Introduction

- What is fuel poverty?
- Fuel poverty in North Yorkshire
- Impact of fuel poverty on health
- What is being done nationally and locally
- Future opportunities

Fuel Poverty

Fuel poverty in England is measured using the Low Income Low Energy Efficiency (LILEE) indicator.

Under this indicator, a household is considered to be fuel poor if:

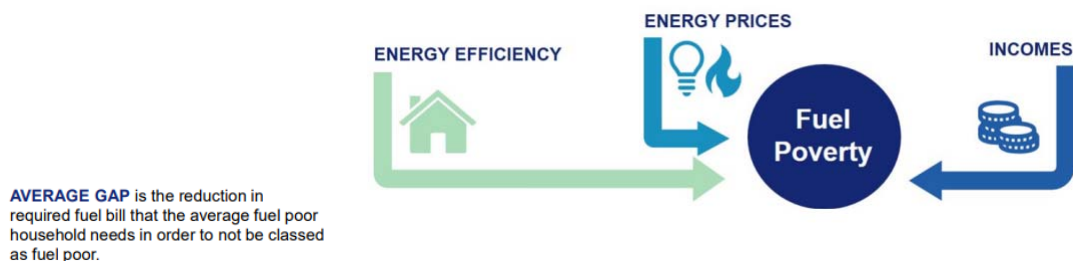
- they are living in a property with a fuel poverty energy efficiency rating of band D or below

and

- when they spend the required amount to heat their home, they are left with a residual income below the official poverty line

There are 3 important elements in determining whether a household is fuel poor:

- household income
- household energy efficiency
- fuel prices



Domestic fuel poverty is one element of the current 'cost of living' crisis

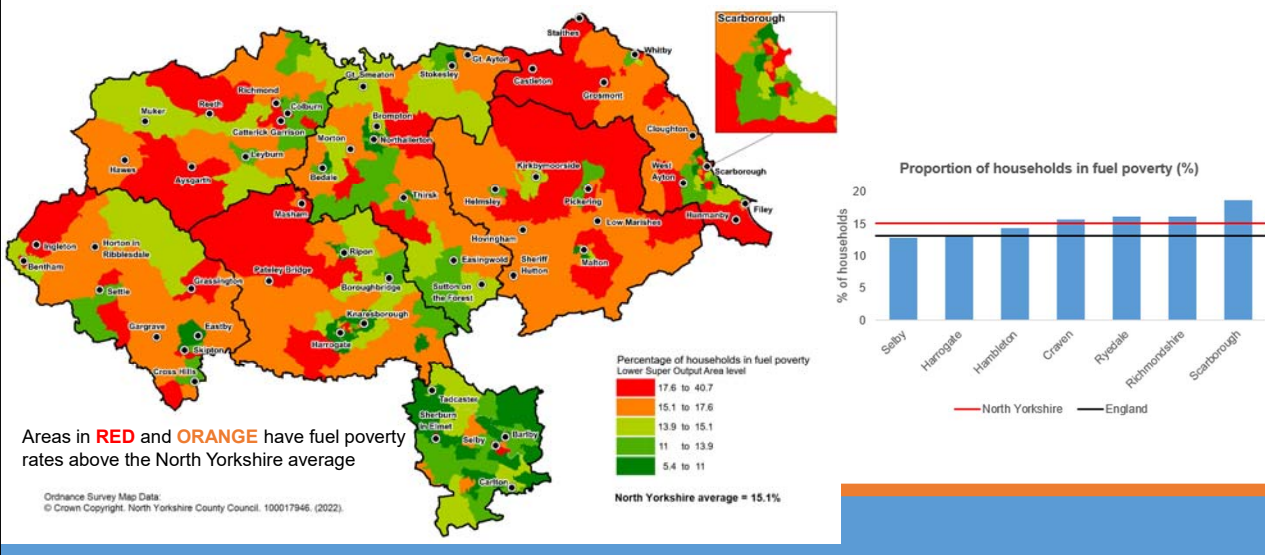
- Food poverty
- Petrol/diesel costs
- Increased mortgage rates
- Other costs

→ Competition for scarce financial resources

Also impact on businesses and economy

- Further deepens poverty at an individual level

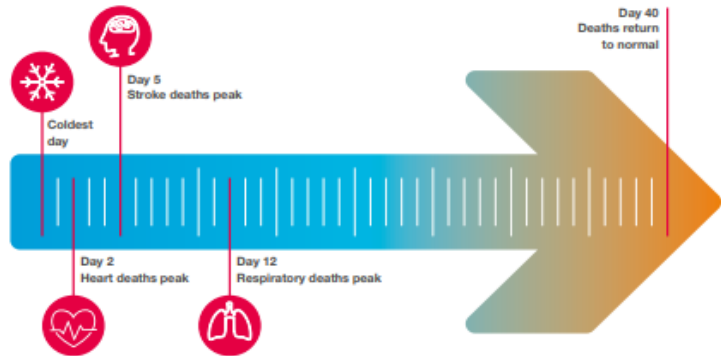
Fuel poverty in North Yorkshire



Impact of Fuel Poverty on Health

- c.35,000 excess winter deaths each year in England and Wales
- Contributing factors:
 - **poor quality housing, particularly cold homes**
 - circulating infectious diseases (e.g. COVID, flu)
 - physical hazards such as snow and ice
 - health inequalities
- The **death rate rises 2.8% for every degree Celsius drop in the outdoor temperature for people in the coldest 10% of homes**. This compares with a 0.9% rise in deaths for every degree Celsius drop in the warmest 10% of homes

Cold weather death sequence



Source: Adapted from Donaldson GC, Keatinge WR. Early increases in ischaemic heart disease mortality dissociated from and later changes associated with respiratory mortality after cold weather in south east England. *Journal of Epidemiology and Community Health* 1997; 51 (8): 643-5

Impact of Fuel Poverty on Health

- Cold homes can affect a range of health conditions
- Some individuals are more at risk than others

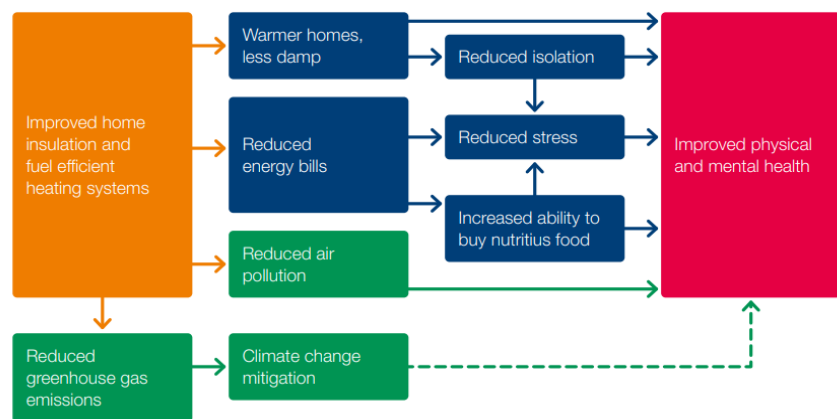


Figure 1: Mechanisms through which interventions to improve home energy efficiency can improve health. Source: Faculty of public health, Fuel Poverty and Affordable Warmth.

National response to fuel poverty

National strategies

- Fuel Poverty Strategy update consultation
- Net Zero Strategy

Funding opportunities

- Cost of Living Payment
- Energy Bill Support Scheme (£400 discount)
- Sustainable Warmth Fund



More information on national support at www.gov.uk/helpforhouseholds

North Yorkshire Response

- [Seasonal Health Strategy](#)
- [Warm & Well](#) service
- Sustainable Warmth Fund
- Household Support Fund
- [North Yorkshire Local Assistance Fund](#)
- Ongoing partnership working

[More information on available cost of living support is available on the NYCC website](#)



Warm & Well
in North Yorkshire



Future opportunities



- North Yorkshire Council (April 2023)
- Levelling Up/Shared Prosperity Fund
- Climate change – co-benefits

Questions





**North Yorkshire County Council
Harrogate and Knaresborough Area Constituency Committee
24 November 2022
Committee Work Programme**

Purpose of Report

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

Work Programme

The Committee's work programme is at Appendix 1.

Remit of the Committee

The Area Constituency Committees:

- Act as a forum for Members to bring forward issues affecting their local Electoral Divisions
- Hear and respond to questions and statements from members of the public relating to anything affecting the community within the constituency area
- Agree a Work Programme which lists items of business which the Committee wishes to consider at future meetings
- Undertake meaningful scrutiny of local health issues within their constituency area, complementing the strategic work undertaken by the Scrutiny of Health Committee
- Undertake meaningful scrutiny of local transport issues within their constituency area, complementing the strategic work undertaken by Transport, Economy and Environment Overview and Scrutiny Committee
- Act as consultees in major decisions that affect their constituency area (including responding to consultations)
- Make recommendations on the application of Innovation funding (supported by the Stronger Communities Team)
- Develop a working relationship with the local MP, sharing updates and information on relevant local issues being addressed by the committee.

Work Programme Items

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

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

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

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

The County Council's Forward Plan

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

[Forward plan - Forward Plan - 7 November 2022 to 30 November 2023 | North Yorkshire County Council](#)

Recommendation

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

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

Harrogate and Knaresborough Area Constituency Committee Work Programme

Thursday 9 June 2022, 10.00am at Harrogate Civic Centre	
Appointments to Outside Bodies	To appoint the County Council's representatives on various outside bodies within the Harrogate and Knaresborough constituency area
Area Constituency Committees – Ways of Working	A guide about how Area Constituency Committees work during the period ending 31 March 2023
Data Profile for the Harrogate and Knaresborough constituency area	To review key data for the committee area and determine whether any issues highlighted in the data profile merit further investigation and inclusion on the committee work programme
North Yorkshire Fire and Rescue Service – Risk and Resource Model 2022-25 Consultation	To enable Committee Members to review the consultation and determine what action to take
Thursday 28 July 2022, 10.00am at Harrogate Civic Centre (special meeting)	
North Yorkshire Fire and Rescue Service – Risk and Resource Model 2022-25 Consultation	To enable Committee Members to question the Police, Fire and Crime Commissioner and management of the North Yorkshire Fire and Rescue Service and consider its response to this consultation
Cancelled due to national mourning - Thursday 15 September 2022, 10.00am at Harrogate Civic Centre	
20mph Speed Limit and Zone Policy	To provide the existing Policy for discussion by the Committee.
Harrogate Transport Improvement Programme Update	To provide an update requested by Members at the ACC's meeting on 9 June 2022.
North Yorkshire Cultural Framework	To provide information as part of an ongoing engagement process.
River Nidd Water Management – Member discussion. <i>(Subsequently re-arranged to the meeting on 16 March 2023.)</i>	Exploration of this issue was requested by the ACC Chairman and Vice-Chairman.
Wednesday 12 October 2022, 10.00am at Harrogate Civic Centre	
20mph Speed Limit and Zone Policy	To provide the existing Policy for discussion by the Committee.
Climate Change – Feedback from the meeting of the Climate Change Sub-Group held on 27 September 2022	To present feedback from the Sub-Group.
Harrogate Transport Improvement Programme Update	To provide information requested by Committee Members at the meeting on 9 June 2022.
A Cultural Framework for North Yorkshire	Identification of local cultural assets.

Thursday 10 November 2022, 10.00am at Harrogate Civic Centre (special meeting)	
Update from Andrew Jones MP	To receive an update from Andrew Jones MP regarding issues of key concern in the constituency.
Thursday 24 November 2022, 10.00am at Harrogate Civic Centre	
Schools, Educational Achievement and Finance	Annual report about schools, educational achievement and finance.
Fuel Poverty Update	Presentation by a representative of the Director of Public Health, NYCC, as requested by Committee Members.
Harrogate District Hospital's Recovery from the Covid Pandemic - Sarah Armstrong (Chair) and Jonathan Coulter (Chief Executive) of Harrogate and District NHS Foundation Trust) to provide a briefing on the Hospital's recovery from the Covid pandemic (waiting lists, backlogs, pressures, Nightingale etc)	To provide a briefing, as requested by Committee Members
Youth Council Update	Verbal update by a representative of the Youth Council on issues of importance to the Youth Council. This is an extension of a pilot exercise commenced at Skipton and Ripon Area Constituency Committee.
Private briefing using Microsoft Teams Thursday 12 January 2023, 3.00pm – Private briefing using Microsoft Teams	
Annual Council Budget Review	To review the annual Council budget
Thursday 16 March 2023, 10.00am at Harrogate Civic Centre	
River Nidd Water Management – A representative of Yorkshire Water to attend	Item requested by the ACC Chairman and Vice-Chairman.
Stronger Communities	Annual report about Stronger Communities initiatives

Other topics to be discussed by the Area Constituency Committee, although the precise meeting has not yet been identified:-

- Harrogate Transport Improvements Programme – Stage 2 Findings and Recommendations – Report from BES – For a meeting to be held in the first half of 2023.
- Harrogate Station Gateway Project – Report from BES – For a meeting to be held in early 2023.
- Harrogate Bid to be invited to express its view - This is provisionally marked as a topic for consideration in 2023.
- Antisocial Behaviour – To ask the Youth Service and the Police, Fire and Crime Commissioner to attend an ACC meeting to give an account of the measures they are taking to address youth-related ASB in a collaborative way across the constituency. This is provisionally marked as a topic for consideration in 2023.
- Support for small businesses – To invite the business community, perhaps in informal development sessions, to advise the ACC how it can be best supported, particularly in enabling and encouraging the entry of new talent amongst younger adults, so that the essential services currently being provided to small businesses by the Borough Council and others can continue and be built-on. This is provisionally marked as a topic for consideration in 2023.
- Update on Beyond Carbon – A briefing on how this impacts on the Harrogate and Knaresborough constituency area - This is provisionally marked as a topic for consideration in 2023.
- Feedback from the Scrutiny of Health Committee on the results of its scrutiny work concerning wait-times for ambulances, NHS dentistry, and GP services.
- Harrogate Borough Council Cabinet Member to be requested to present its Playing Pitch Strategy to an Area Constituency Committee meeting.
- Provisionally for June 2023 meeting - Youth Council attendance to give verbal report on issues of importance to the Youth Council. Thereafter the ACC to consider the future possible inclusion of biannual reports from the Youth Council within the Committee's Work Programme.

Author: Ruth Gladstone, Democratic Services, Tel: 01609 532555, Email: ruth.gladstone@northyorks.gov.uk Background documents: None

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