

## North Yorkshire County Council

### County Council's Reconvened Ryedale Area Committee

Minutes of the meeting held at Ryedale District Council Offices, Ryedale House on 11 December 2017 at 10.30 a.m.

**Present:-**

County Councillor Caroline Goodrick in the Chair. County Councillors Val Arnold, Lindsay Burr MBE, Keane Duncan, Janet Sanderson and Greg White.

Co-opted Members: Councillor Phil Chapman and Leah Swain.

**Also in Attendance:-**

County Councillor David Chance (Executive Member for Stronger Communities, Public Health and the Role of Area Committees).

Invited Officers in attendance: Marc Warren (North Yorkshire Fire and Rescue Service), Sergeant Darren Coles (North Yorkshire Police), Ken Moody and Phil Stead (Highways England).

Officers in attendance: James Malcolm (Area Manager Highways), Matt O'Neill (Assistant Director - Growth, Planning and Trading Standards (BES)) Mary Davies, (Senior Democratic Services Officer) and Sheila Fletcher (Business Support Administrators).

22 members of the public attended the meeting.

There were no apologies for absence received.

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

**28. Minutes**

**Resolved –**

That the Minutes of the meeting held on 13 September 2017, having been printed and circulated, be taken as read and be confirmed and signed by the Chairman as a correct record.

**29. Declarations of Interest**

There were no declarations of interest.

**30. Public Questions or Statements**

The Chairman announced that five members of the public had given notice to speak at this meeting and invited the following five members of the public to address the Committee:

1. Councillor Paul Andrews stated the following:

I find it absolutely unbelievable that, after being promised before last Christmas (2016) that the HGV ban would be in force by Easter 2017, County are now talking

about starting the "experimental" order early next year! We've been waiting now since September 2013 when the Ryedale Plan was approved. Ryedale Councillors were clearly fobbed off when they were told on 12th October that there would be a report to Area Committee in November. In the meantime, much of the development which depended on the HGV ban being in force has been built and has increased highways congestion and pollution in Malton. County clearly couldn't care less about Malton or Ryedale which is even clearer now from the proposal to merge the Ryedale Area Committee with the Hambleton Area Committee. This is appalling.

Councillor Paul Andrews asked the following supplementary question:

Please explain what further work WSP still have to do, why it has taken so long, when were they instructed, and why hasn't this work been anticipated and started in 2013?

James Malcolm, Area Manager Highways, responded as follows to the question:

As with any scheme there can be unforeseen circumstances that occur and we must ensure that the Order is fit for purpose, The authority are aware of the existing delays on the project and this work is being highly prioritised for delivery by February 2108.

Recently work has now begun on a Malton and Norton study, which is jointly being funded by Ryedale District Council and North Yorkshire County Council and will involve the transport consultants WSP carrying out a scoping exercise taking in factors such as housing development, traffic generation and air quality which will allow them to investigate and ascertain the feasibility, options, costs and benefits of implementing the strategy in terms of road safety, traffic congestion and air quality.

Stakeholder engagement will take place in March 2018 with the options assessment report provided in April 2018. There is agreement that the strategy will prioritise the most feasible options and categorise them into short, medium and longer term solutions for Malton and Norton to achieve some 'quick wins' which would help the communities in Malton and Norton.

2. Councillor John Clark stated the following:

He gave his thanks to the Committee for taking messages from Ryedale to North Yorkshire County Council and he asked that his gratitude be recorded.

In view of any possible negative health impacts of hydraulic fracturing has NYCC:

- i) Measured the baseline health status for the population of Kirby Misperton, Ryedale, North Yorkshire?
- ii) Prepared the following groups for hazardous solutions injury:
  - a) Local GPs
  - b) A and E and other hospital services between Kirby Misperton and all fracturing fluid (return liquid) cleaning sites
- iii) Trained the population within 1 mile of KM8 what action to take on smelling unusual substances?

Matt O'Neill, Assistant Director - Growth, Planning and Trading Standards, responded as follows to the question:

With regards the first part of the question, the Director of Public Health was consulted at the time of the consideration of the planning application made to the County Planning Authority as indeed was the Centre for Radiation, Chemical and Environmental Hazards (CRCE) within Public Health England. PHE's CRCE stated there to be "no

*significant concerns regarding the risk to the health of the local population from the installation” and referred to their published ‘Review of the Potential Public Health Impacts of Exposures to Chemical and Radioactive Pollutants as a Result of the Shale Gas Extraction Process’ which concluded that; ‘an assessment of the currently available evidence indicates that the potential risks to public health from exposure to the emissions associated with shale gas extraction will be low if the operations are properly run and regulated’. This position was supported by the County Council’s Director of Public Health who stated “based on the information contained in the application supplied to me and the assessment of Public Health England I have no significant concerns regarding the risk to the health of the local population from the installation”. Given no change in circumstance within the intervening period between the determination of the planning application and the present, there is not, at this point in time, considered to be any grounds to warrant the undertaking of such an assessment as that within the question as posed. Furthermore, the Director of Public Health’s report to the Scrutiny of Health Committee addressed the approach to measuring baseline human health. The report was written in conjunction with Public Health England. In summary, there exists a broad assessment of the baseline health in the general area using readily available information; however it is technically challenging to detect minor changes in population health that could be attributed specifically to the shale gas operations at KM8. Adverse health risks as a result of the processes as described in the planning application are not anticipated.*

With regards the second point raised, all Emergency Services personnel are trained such that any hazard substances would be made known to such personnel in an emergency. All GPs and A&E have protocols to respond to such emergencies. There are not separate plans for every different type of incident. Public Health England have advised the County Council that the KM8 site is considered to be low risk. Notwithstanding, the Emergency Services, including acute healthcare trusts are well trained and practised in the response to and treatment of chemical exposures in general. This includes provision of a Hazardous Area Response Team across Yorkshire and the Humber with expert and deployable capability for responding to all types of chemical and industrial accidents alongside the Fire and Rescue Service.

With regards the third point, the newsletters which have been distributed within the local community in recent weeks all have contact details of all the relevant regulatory bodies. This is seen as an effective means of communicating information rather than, as you suggest in your question, training the local population. Public Health England have advised the County Council that regular communication with local residents is in place and that the activities are such that they do not require off-site emergency planning arrangements to be in place in accordance with relevant regulations such as, by way of example, the Control of Major Accident Hazards (COMAH) Regulations 2015.

Councillor John Clark asked the following supplementary question:

The Director Public Health is assuming health implications will be low if the operation is run properly and regulated, however North Yorkshire County Council is responsible for public health. No one knows what will happen when fracking starts, it is unknown. Firstly, will an analysis of the fluids coming out of the well be sent to doctors and A&E regarding health implications and secondly, are leaflets considered sufficient for an area, where there may be an emergency, and the correct way for training people on how to deal with an emergency?

The Chairman advised that a written answer to the supplementary question would be sent following the meeting.

3. Mr Thompson, Clerk to Whitwell with Cramb Parish Council stated the following:

Why were impervious pipes installed in the ditch bounding the above road and riparian land attached to Kyreham House, Crambe, when an experienced drainer advised otherwise? Why are abrupt curbs installed on minor roads when those with a forty five degree bevel are employed on the A64 and all other trunk roads? When is the blockage in your drain which is causing the water to race down the road going to be attended to? This latter problem would, if attended to, have rendered the pipe installation unnecessary.

James Malcolm, Area Manager Highways, responded as follows to the question:

The issue with the piped in ditch is not ingress of ground water from the underneath layers of the existing road or surrounding land, but the main ditch/water course which takes water from farmers' fields, local springs and the highway further up Riders Lane past the entrance to Crambe village. It is the high volume of water previously flowing along the open ditch that we believe has undermined the road.

A perforated pipe would not make a substantial difference to draining the underneath of the road and grass bank local to the recently piped in ditch. In fact the grass verge/bank has stopped slipping since the scheme was constructed several years ago. Half battered kerbs with several new drainage gully's were installed to stop surface water running onto the grass verge and causing further instability to the verge/bank. The 100mm check to the kerb also prevents vehicles from overrunning the soft grass verge causing edge damage to the side of the carriageway.

The authority have identified the problem of accessing the land drains from the new drainage system and will (subject to agreement) install two manhole chambers so they can be cleared in the future.

In relation to the partial blockage in part of the drainage system further up at the junction of Rider Lane and Crambe Main Street which we do intend to repair the culvert/pipe when resources and funding permit. However stabilising the road on Rider Lane was our first priority as we had concerns about losing a significant section of the carriageway into the open ditch. The drainage system along this section of road has been jetted and found to be operational.

4. Mr Ian Conlan stated the following:

How can the Committee give effect to the wishes of Kirkham Henry School of Performing Arts, families with children and young people, and many local residents including local residents who meet as West Malton Residents Group, and also the retired residents of nearby Hollis Court, to safely cross the Horsemarket Road and Middlecave Road without fear of being knocked over?

Mr Conlan asked the following supplementary question

As Chair of West Malton Residents Group, I consider that the slow sign in the road, and sign warning of elderly people, is woefully ineffective in slowing down the traffic, and nothing short of a 20mph speed limit and several pedestrian crossings on both the Horsemarket Road and Middlecave Road will suffice. It is imperative that swift action is taken without excuses or delay, as has happened with the HGV ban. How can the committee demonstrate in its ACTIONS that it takes any notice whatsoever of the health and safety of the residents of Malton, and also meet government targets on obesity (which is terrible in Ryedale) by encouraging people to walk and leave their cars at home wherever possible?

West Malton has the only NYCC school, Malton Secondary School, not to have a 20mph outside it. It is a very straight road and I have personally witnessed a near miss of a school bus almost colliding with a cyclist in full fluorescent gear (the bus was clearly at fault), and the head of the school has had to write to bus companies reminding them

to drive safely. Kirkham Henry school is also a school with several hundred pupils who meet mainly after school when the Horsemarket Road becomes very busy with returning traffic in the rush hour from York, a lot of them driving in the same frame of mind non-stop from the A64 onto the York Road and then onto Horsemarket Road without stopping or seeming to slow down much either.

James Malcolm, Area Manager Highways, responded as follows to the question:

An assessment was completed last year for a controlled crossing and has not been shown to be justified. James Malcolm explained the cost for installing and subsequent annual maintenance costs. There are no designated positions to cross the road which makes it difficult to justify. A speed survey is being carried out, however there has been no pedestrian collisions recorded. A refuge island would not work, due to the width of the road, however, dropped crossing points formed with dropped kerbs and tactile paving in the footways could be introduced to encourage pedestrians to cross at defined locations. These would need to be positioned away from where cars are allowed to park on the carriageway. On the subject of 20mph limits/zones, NYCC are still awaiting the result of a report from the Department of Transport on a study of these speed limits, before taking a countywide view as to how to implement any recommendations that come from it.

5. A statement and question from Councillor Derek Chapman was read out on his behalf by the Clerk to Ryedale Area Committee.

"I apologise for not attending this meeting in person".

The impact of recorded traffic movements from KM8 through Kirkbymoorside, and the ramifications on the JWAMP, planning process and local democracy.

For the purpose of clarity and to avoid any misinterpretation the acronym "JWAMP" is taken to refer to the Joint Minerals and Waste Local Plan (JMWLPL) which is currently being produced by the County Planning Authority. Should this be a mistaken assumption, it is expected that this will be made known to the County Council at the meeting by Mr Chapman.

The traffic movements associated with any proposed development are material considerations in the assessment of applications for planning permission. The application for the KM8 development was subject to an environmental impact assessment which included an assessment of the traffic impacts of the proposed development and, subsequently, subject to scrutiny by the Highway Authority before being finally assessed through to determination by the County Council's Planning & Regulatory Functions Committee in May of 2016. Such an assessment, although at a more strategic level, is also undertaken during each of the stages of the production of the JMWLPL. Both the development management and the local planning policy formulation elements of the planning process are open and transparent and are subject to public scrutiny throughout; as well as being subject to a series of decisions taken by elected representatives.

Matt O'Neill, Assistant Director - Growth, Planning and Trading Standards, responded as follows to the question:

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### **31. Petition**

Considered -

The report of the Assistant Chief Executive (Legal and Democratic) inviting the Area Committee to hear from the organiser of this petition, debate the petition and agree the appropriate course of action.

Mr Tony Boorman presented the reasons for the petition to the Committee. He said he had been approached by many of the customers to his business regarding the change to the Welham Road/Church Street junction. He said that the overwhelming opinion is that it has been changed for the worse and this was the reason he had raised the petition.

Mr Boorman said that there were two main reasons given by North Yorkshire Highways in various correspondence with him for the changes to the junction:

- To encourage traffic away from the junction and to use the Brambling Fields junction to access Malton, to reduce the amount of traffic queuing from the rail crossing up to Butchers Corner.
- Safety – The change was to improve the accident rate at the junction and to ensure cars were not blocking the box area either side of the rail crossing.

Changing the priority from Church Street to Welham Road has had a large knock on effect to those commuting from Norton to Malton without solving the issues. North Yorkshire Highways aim to encourage traffic away from the junction area and to use the Brambling Fields junction, the change in priority by giving the quieter Welham Road priority over the busier road means that more traffic is building up and quicker on Church Street than it ever did on Welham Road. This mean queues form at any time of the day up to Commerical Street in Norton. When the crossing barrier is down, this can stretch all the way along Commercial Street and will only get worse with the introduction of more rail services in 2019 and with more housing being built in Norton. This has encouraged drivers to use St Nicholas Street which is largely a residential street. To counter this in future North Yorkshire Highways have suggested making St Nicholas Street one way – this would mean anyone driving within Norton wanting to get to Welham Road would be forced to use Church Street creating even larger queues. By encouraging traffic to use Brambling Fields junction to get to Malton will push the problem of vehicle build up to Old Malton and to Butchers Corner which is already suffering from traffic and air quality issues. The idea that someone from Norton wishing to shop at Morrisons should have to drive all the way around the bypass to travel less than half a mile is illogical.

North Yorkshire Highways second reason for the change in priority is safety. According to figures there have been fewer accidents since the junction change being implemented. In the previous 3 years there were 7 accidents reported which equates to 2.3 per year. In the first 6 months of the junction change there has been one reported accident which equates to 2 per year. There appears to be no change and any improvement in figures may be explained by the junction's poor layout and people's confusion when they are crossing.

The new junction layout is far more confusing and dangerous. When travelling from Church Street to cross the river, the visibility at the junction looking left up Welham Road is particularly poor because of the very short distance and time to view traffic coming from Welham Road due to the house on the corner. The limited view is not helped by the “jungle” of sign posts directly in your eyeline on the island. To cross the junction, you need to look right toward traffic coming across the bridge and determine if it is going straight on to Welham Road or turning left into Church Street. Coming from Welham Road to cross into Church Street is made more confusing, for those not familiar with the junction, by the solid white line. There is also the issue of more vehicles travelling down St Nicholas Street – this cannot be a safety improvement on a residential street.

The problem in Malton and Norton is not a new one and no one can deny there is a problem. The junction of Welham Road and Church Street has never been good, however the change in priority over the rail crossing has only made a bad situation worse. The changes to the junction have not helped the majority of traffic to flow more efficiently or made the junction safe.

Although North Yorkshire Highways have indicated that the junction will not be changed back and that there are limited funds, Mr Boorman suggested that the junction either changed back to its original priority which would be of very little cost or a mini roundabout is introduced which would help the traffic flow and serve the community better.

James Malcolm responded to the petition.

Prior to the changing of the priorities, this location was a high accident risk site with 7 accidents in 3 years and was the focus of a lot of unsafe manoeuvres associated with the level crossing. Since the change of priorities were implemented on the 9th December 2016 there has been only 1 recorded slight injury accident in March this year, it's a little early to be starting to draw conclusions but the number and severity type of the accidents appear to be reducing.

It is early days, and the County Council is continuing to monitor the effect of the changed priorities at the junction, but the evidence shows that the number and severity type of the accidents appear to be reducing. Network Rail have confirmed that the level crossing is clearing quicker once the barriers have been lifted and Castlegate also appears to be clearing quicker. Butcher Corner was subject to Air Quality issues which contravened European law. Castlegate was the area with the worst air quality measurement in Malton and Norton, but the figures have now dropped below the action level. The latter was one of the key aims of the scheme and whilst it is perhaps too early to draw firm conclusions, it appears that the scheme is also succeeding in this area.

This is a difficult and complex junction with no easy solution which satisfies all the competing demands placed upon it. Currently, we are looking at a number of options for the wider area that will be investigated, assessed and consulted upon as part of the bigger picture for Malton and Norton that will be agreed with, and progressed, for the benefit of the community at large.

The authority have reviewed camera video footage and there are no specific road safety concerns with the new arrangement and that the junction layout which would continue to be monitored. We also have received compliments in relation to the changes to the junction from local residents.

The Committee debated the petition and the following comments were made:

The local Member, County Councillor Keane Duncan, thanked Mr Boorman for organising the petition and said that he had wanted the petition to come to Ryedale Area Committee to discuss. As the local member he had reviewed all the correspondence he had received and whilst some residents had grown use to the changes there was still uncertainty in the layout and he acknowledged finding a solution would be difficult. He highlighted that the Committee were not the decision makers however the Committee could ask for more information. There was an opportunity to integrate the work needed at the junction with the integrated work being carried out in the feasibility study on congestion in Malton and Norton. He asked that a report be brought to the Committee on work already completed and any updates. He did not consider this would be straightforward but it needed to be carried out for the community to make the junction more effective.

A member considered that traffic in Malton and Norton was not a priority. The junction needed to be monitored and resident's views taken into account including holding a resident's meeting.

James Malcolm advised of the RDC/NYCC Malton and Norton Traffic Study Working Group and he said that the junction would be included as part of this study. He agreed to bring a report to a future meeting. The local Member replied positively that he was happy that the work at the junction would be integrated with the Study, however he would like an update to be brought to every meeting and this was seconded by the Chairman.

The Committee voted 5:1 that a report would be brought to a future meeting and a verbal update would come to every meeting.

Members agreed that the report regarding the Junction at Welham Road/Church Street will be included in the Committees' working programme, subject to the findings and proposals from the RDC/NYCC Malton and Norton Study, being carried out by the Consultants WSP.

**Resolved -**

(a) The petition is noted.

(b) A report is brought to a future meeting which would include the Junction at Welham Road/Church Street, subject to the findings and proposals from the RDC/NYCC Malton and Norton Study, being carried out by the Consultants WSP.

(c) A verbal update is given on the Junction at Welham Road/Church Street by the Highways Officer at every meeting.

**32. Update on the A64 (Highways England)**

Considered -

The report of Simon Jones, Highways England, updating on planned works on the A64 in the Ryedale Area and providing an update on items presented for the last meeting, and a general forward look regarding programmed work to the end of this current financial year and beyond.

Simon Jones sent his apologies for being unable to attend the reconvened meeting. He asked that Members send him any questions they may have via the Clerk.

The Committee received a presentation by Ken Moody, Highways England, for the Hopgrove Improvement Scheme and highlighted the following:

- Road Investment Strategy 2015/20 Strategic Outcomes.
- Major Projects Yorkshire and North East Region.
- Road Investment Strategy 2015/20 supporting economic growth.
- Road Investment Strategy 2015/20.
- A1 Leeming to Barton.
- A19 Coast Road
- Catterick Flood Alleviation.
- Road Investment Strategy 2015/20 Supporting Economic Growth in the North East.
- Road Investment Strategy 2015/20 Supporting Economic Growth in Yorkshire.
- Road Investment Strategy – Future roads period schemes to include A64 Hopgrove. Work was now underway to develop options for capacity improvements around the junction.
- A64 Hopgrove Improvement Scheme objectives:
  - Supporting Economic Growth: support regeneration and the regional economy.
  - A safe and serviceable network: improve safety on the A64 in the study area.
  - More free flowing network: relieve congestion on the A64 in the study area.
  - Accessible and integrated network: improve capacity and journey time reliability at Hopgrove Junction to meet current and future demand.
- Hopgrove Scheme background.
- Feasibility Study: The single carriageway section of the A64 immediately to the northeast of the junction is significantly stressed and this is further exacerbated during holiday periods and summer weekends, with significant journey time variability.
- Process and Progress.

Members made the following comments:

- A Member gave his thanks for the presentation, however he was also disappointed that the plan for Ryedale may only be considered in 2020/2025. He said that congestion is happening now and there was nothing stated to say dualling will be carried out in the future. Ken Moody replied that he was not able to give any assurances beyond March 2020; there were many statutory processes that needed to be carried out which takes time. There may be greater clarity next year when the traffic model is completed.
- The A64 needed to be dualled; the summer season is a massive part of the local economy. Ken Moody acknowledged this point and emphasised that the broader economic benefits including tourism were being considered as part of the scheme business case.
- The Committee are concerned about Ryedale and its residents and dualling has been asked over a long period of time. The City of York will benefit, however the problem will just be pushed up the A64 to the Ryedale area.
- The Hopgrove Scheme should never have been started without the inclusion of work on dualling towards Malton.
- How the impact of developments in the City of York is adding to the congestion and tourism issues; feeding so much traffic into a single carriageway is not working. Highways England Officers should take this information back and Highways England engineers should find a solution to the growing

problem. That problem is real and now and growth is being affected in the Ryedale area.

**Resolved -**

That the report and presentation are noted.

**33. North Yorkshire Police - Current Issues**

Considered -

The report of Inspector Martin Dennison, North Yorkshire Police and presented by Sergeant Darren Coles, updating on initiatives currently being undertaken within the Ryedale District area by North Yorkshire Police.

Members made the following comments:

- In regard to the Drug/Driving culture in Malton, were the Police seeing any impact with reducing numbers. Sergeant Coles advised the Police were working on intelligence and were receiving a lot of useful intelligence from the local community.
- That the rural division were very keen to work with the Police to catch poachers.

The Chairman thanked Sergeant Coles for attending the meeting and for the report.

**Resolved –**

That the report be noted.

**34. North Yorkshire Fire and Rescue Service Community Safety Update Ryedale**

Considered –

The report of Group Manager Marc Warren advising of community safety initiatives involving North Yorkshire Fire and Rescue Service that have occurred between 1 August to 31 October 2017 and providing an update regarding other issues from within the Ryedale District.

Members made the following comments:

- Noting in the Incidents of Note in regard to chimney fires, was this an issue in Ryedale. Marc Warren advised on the issues in Ryedale and the Fire Service work to address any safety issues.
- Thanks to the Fire Service for their work in Ryedale promoting the safety of residents.

The Chairman thanked Marc Warren for attending the meeting and for his report.

**Resolved -**

That the report be noted.

**35. Refocusing Area Committees**

Considered -

The report of County Councillors David Chance and Gareth Dadd appraising the Committee of the proposals presented to Area Committee Chairmen and Vice Chairmen at the meeting held on 27 October 2017 and inviting the Committee to consider and comment.

The Clerk advised the Committee that she would email Members the report. The Chairman asked Members to send any comments to the Clerk which she would pass to Councillors Chance and Dadd.

A Member considered that the Committee should discuss the changes. County Councillor Chance advised this would be discussed fully at Executive and then taken to full County Council where all Members of the County Council would be able to fully debate.

**Resolved -**

That Members send their comments to the Clerk to be forwarded to Councillors Chance and Dadd.

**36. Appointments to Outside Bodies**

Considered -

The report of the Assistant Chief Executive (Legal and Democratic Services) inviting the Area Committee to make appointments, on behalf of the County Council, to various outside bodies.

**Resolved -**

That the following appointments are made:-

<b>Outside Body</b>	<b>No of seats</b>	<b>Appointed</b>
Amotherby Educational Foundation	1	Mrs H Woodall
Christopher Wharton Educational Foundation	1	CC Caroline Goodrick
Oswaldkirk and Ampleforth Education Foundation	1	CC Caroline Goodrick

The Clerk advised that she had contacted each of the following Outside Bodies and asked them to contact the local members to discuss the requirements of their Outside Bodies:

Lady Lumley's Educational Foundation (Pickering)  
Old Meeting House Trust (Helmsley)  
Poad's Educational Foundation (Newton upon Rawcliffe)  
Rev James Graves' Foundation at Thorpe Bassett

Members of the Committee advised that they had not received any information from the above 4 Outside Bodies and felt unable to make appointments at this time. The Clerk was asked to contact the 4 remaining Outside Bodies again; if no information was received prior to the February 2018 meeting the Members asked that the Clerk write to the Outside Bodies advising that there would be no appointments made.

**Resolved -**

(a) That the report be noted.

(b) That the Clerk contact each of the four remaining Outside Bodies which had not had appointments made and ask them to contact the local County Councillor.

**37. Stronger Communities Progress Report**

Considered -

The report of the Assistant Director - Policy and Partnerships providing an update on the work of the Stronger Communities programme.

County Councillor Val Arnold said that she had attended a recent Library Conference and had found the workshops to be very good. County Councillor Greg White, the Executive Member for Libraries, said he would pass on this comment.

**Resolved -**

That the report be noted.

**38. Communications with NYCC Ryedale Highways Office - Update**

Considered -

The verbal update of James Malcolm, Area Manager Highways:

- Winter services continue to be delivered well and we were in readiness for the snow at the weekend, however, it did not quite materialise as initially indicated.
- Kirkham Abbey Signs – Consultants WSP are in communication with Highways England as the signage on the A64 would be of a substantial size and the local highways office were looking at funding options.
- Tim Coyne had replace Melanie Farnham as the new Improvement Manager.
- Interviewing for 2 project engineer vacant posts early January 2018.

Members made the following comments:

- Unhappy with WSP consultants. There needed to be more local, on the ground staff in place. James Malcolm understood the frustration with regard to staff from other resources and agreed that having local in-house staff is in many ways the best solution for all, taking local ownership in the work they do; unfortunately due to these staff vacancies, work needs to be delivered and therefore has to be given to our consultants.
- When is the HCV ban in Norton happening? James Malcolm reiterated that the HCV experimental ban should be in place at the end of February 2018; this would need to be enforced with the appropriate exemption permits being issued. It would then be monitored and after a period of 18 months a report will come back to this Committee.

**Resolved -**

That the report be noted.

**39. Programme of Work for Future Meetings**

Considered -

The report of the Assistant Chief Executive (Legal and Democratic Services) advising of the present Work Programme for the Area Committee and inviting Members to consider any amendments and/or additional items for future meetings.

Members agreed that a report regarding the Junction at Welham Road/Church Street is brought to a future meeting, subject to the findings and proposals from the RDC/NYCC Malton and Norton Study, being carried out by the Consultants WSP.

Members also agreed that a verbal update is given on the Junction at Welham Road/Church Street by the Highways Officer at every meeting.

**Resolved -**

That the Work Programme be noted, subject to the inclusion of the report identified during earlier discussions at today's meeting regarding the Junction at Welham Road/Church Street in Norton.

The meeting concluded at 12:51 p.m.

MD