



# Sutton-in-Craven Parish Council

Minutes of the Meeting of Sutton-in-Craven Parish Council held at the Community Centre, North Street on Monday 4<sup>th</sup> July 2022 at 6.30pm

## Present

Cllr. Morrell – Chair, Cllr. Bretan- Vice Chair, Cllr. Ralph-Jennings, Cllr. Parsons, Cllr. Hawkins, Cllr. Cottrell and Cllr. Green  
in attendance: Clerk: Mrs Emmott and Cllr. Barrett and 4 members of the public.

## 73/07/2022 Apologies for Absence

None

## 74/07/2022 Declarations of Member's Interest in Matters on the Agenda

Cllr. Morrell declared a prejudicial interest in Planning Applications. Cllr. Morrell is a District Councillor and a member of the Craven District Planning Committee. Cllr. Morrell took no part in the discussion.  
Cllr. Jennings declared an Interest in the Park/Pavilion Report – Bowling Club

## 75/07/2022 Minutes of the Previous Meeting

It was **resolved** that the minutes of the meeting held on Monday 16<sup>th</sup> May 2022 (circulated to all members) were agreed as a correct record to be signed by the Chairman. Proposed Cllr. Morrell, seconded by Cllr. Bretan.

## 76/07/2022 Public Participation

A member of the Bowling Club attended to answer any questions regarding the clubs proposal to put lighting and electric sockets into the Bowling Hut.

## 77/07/2022 North Yorkshire County Council Report from Councillor Philip Barrett

Cllr. Barrett commented on the Sutton Lane Consultation (for further information please see clerks report).  
Cllr. Barrett thanked Cllr. Morrell for his attendance at the drop in session and the Parish Councils role in bringing both North Yorkshire County Council and Bradford Metropolitan Council together which has been instrumental in the achieving the works now to be undertaken on Sutton Lane.  
Cllr. Morrell informed that 95% of the people who attended were supportive of the plans and based on feedback from the public some minor changes may be made to the original plan.  
It was also noted that the long term aim is to provide a footpath.

Cllr. Barrett also reported that there is much work to do regarding the re-organisation to a Single Unitary Council and would like to see local area meetings in the form of the Craven Area Committee return.

## 78/07/2022 Craven District Council Report from Cllr. Morrell

Cllr. Morrell informed that District Councillor Simon Myers has been elected executive member for growth, culture, leisure sport and housing in the new authority. Cllr. Morrell announced that Cllr. Myers has been a driving force at Craven District Council in achieving funding and fully supports his appointment.

There is much work to do in the transition of planning from Craven District Council to North Yorkshire County Council.

A strategy report on flooding in the area is due out soon. Cllr. Morrell stated that he will be assessing the report to see that it aligns with the work that the South Craven Catchment Group are working towards.

## 79/07/2022 Planning Applications

Application Number	Location	Applicants	Proposal	Comments
2022/24024/LBC	Long House Cottage, Ellers Road	Mr R Bradley	Proposed French drain externally around NE side SE front and SW side elevations of front porch :proposed new guttering and down pipe externally at eaves level on NE side and SE elevation of front porch and; proposed re-plastering with lime plaster internally inside front porch	Only one area of drain seems to be shown. Where is the French drain taking the water? Some concerns but assume Highways or Environmental will dig deeper.

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2022/24038/HH	Herdwoick House, West Lane	Mr & Mrs Tosney	House holder planning application for an Annex	No adverse comments
2022/23916/HH	21 Ash Grove	Mr & Mrs Cauvin	Increase in roof height of existing dwelling for additional living space. Single storey extension to rear elevation and porch to front elevation. Erection of detached garage. Additional Vehicle Parking. Alterations and additions to existing windows and doors. Alterations and additions to hard and soft landscaping.	No adverse comments
2022/24088/HH	64 Crofters Mill	Mr & Mrs Nicholas Bray	Proposed single storey rear extension & internal alterations	No adverse comments
2022/24113/FUL	Pole Moor Farm, Pole Road	Mrs Samantha Sugden	Proposed new agricultural worker's dwelling	While sympathetic to the needs of the farmer re being available to ensure welfare of stock. There is a question for the need for development.. Much The land owned, are small parcels around the area not one large parcel of land.
22022/24149/TCA	Sutton House, Hall Drive	Mrs Woodford	T1-Fir, reduce to 2m below BT wire. 7m to 4m. Pruning to clear the wire was considered but it would leave an unsightly tree.	No adverse comments

80/07/2022

**Clerks Report and Correspondence**

- a) Letter to Mark Hough inviting him to attend a meeting on Monday 23<sup>rd</sup> May 2022 at 2pm. Receipt of Letter from Mr Hough following the meeting dated 31<sup>st</sup> May 2022. A further reply informing that a further meeting will be arranged. Letter dated 5<sup>th</sup> June 2022. Meeting arranged letter dated 16<sup>th</sup> June 2022.
- b) Yorkshire Water attended to the blocked drains in the Park on Tuesday 17<sup>th</sup> May 2022.
- c) The Park Keeper reminded to fill the Boating Lake in good weather (consideration given to the level of the beck)
- d) Email sent: Risk Assessment Template, Hire of Pavilion documents etc sent to the Village Committee for Funday. Granting permission for the park gates to remain closed for the morning of 19<sup>th</sup> June 2022 to allow a safe set up. Arrangements for Pavilion and Litter.
- e) Email to the Environment Agency regarding the deterioration of the beck wall opposite the apartments, Sutton Court, Cornmill Walk.
- f) Annual Return and accompanying paper work forwarded to the External Auditors PKF Littlejohn and put on park noticeboard.
- k) Training sessions on Planning have been booked for Cllr. Bretan and Cllr. Parsons for the 5<sup>th</sup> July and the 3<sup>rd</sup> of August 6.30-8pm.
- l) **Consultation – Proposed Road Safety Improvement Scheme on Sutton Lane – circulated.**  
Following the fatal collision in September last year, North Yorkshire County Council and Bradford Metropolitan District Engineers have been working in partnership to develop a scheme of road safety improvements on Sutton Lane.  
The constraints of Sutton Lane does mean that options are quite limited. The ideal solution for Sutton Lane is the provision of footway along its entire length to provide pedestrians with a designated space. This is only possible however with acquisition of bordering land within both North Yorkshire and Bradford authority areas. To date it has not been possible to reach agreements for the sale of the land however, this remains as the overall objective and efforts to achieve that will continue.  
In the meantime, improvements can still be made and the scheme as shown on the enclosed plan sets out proposals both Authorities would like to install, these are:
  - **Pedestrians in Road Warning signs**  
New signs to enhance the message to drivers that there are likely to be pedestrians in the road over a quarter of a mile distance.

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- **SLOW Road Markings**  
Installed in support the warning signs and to encourage lower speeds.
- **Carriageway Resurfacing**  
A new road surface will remove any build-up of vegetation on the road edge maximising its width for pedestrians and vehicles to pass. This will also provide a smooth and unobstructed surface for pedestrians and ideal base for the new road lining and markings. The current road surface is in need of repair so this element of the proposed scheme will be delivered as a matter of course.
- **New Centre and Edge of Carriageway Lines**  
New centre lines and an edge of carriageway lines will provide clearer definition of the vehicle lanes for drivers and pedestrians. The new lining combined with the new road surface will improve the visual aspect of the road and should encourage greater special awareness and sense of speed.
- **Extended footways**  
Using the grass verge on the north side of Sutton Lane between Sycamore Grove on Knott Lane to extend footway by 70 metres providing pedestrians with greater off-carriageway facilities.
- **New and Improved Street Lighting**  
Replacing the existing sodium bulb street lighting with the new LED lighting on the West Yorkshire section of Sutton Lane to improve the illumination during dark conditions and conspicuousness of pedestrians or other vulnerable road user, such as cyclists.
- **Continuous Street Lighting Illuminations**  
For energy saving purposes, the street lighting on the North Yorkshire section of Sutton Lane is illuminated for a set period only. This will be changed to constant illumination during the hours of darkness improving the conspicuousness of pedestrian and other vulnerable road user, such as cyclists at all times.
- **Traffic Calming Build Outs**  
The installation of 2 x Priority Working build outs to further reduce vehicle speeds, create a sense of place where drivers can expect a pedestrian to be present. This also provides some protection for pedestrian walking the route, particularly at busier times.
- **New Boundary Signs**  
The authority area boundary signs of North Yorkshire and Bradford Metropolitan District will be improved to provide a better sense of place and appearance to drivers that they are in a village environment where they should expect pedestrians and other road users.  
Both authorities are aware of the level of community concern and are keen to engage with residents and other stakeholders to receive any comments you have about the proposals.  
In addition a public, engagement exercise was held at Sutton Community Centre on 21<sup>st</sup> June between 4pm and 7pm.

The session was reported to be good and valuable. Well over 50 people called in. Almost all were very supportive. But it was clear that there is a definite demand for a footpath, and these measures are just an interim measure. Some thought they would be effective but a handful of people thought they wouldn't stop the boy-racers. Bradford Met have offered (already) to put in speed detection monitors both before and after so we can get an accurate up-to-date record of exactly what is happening on the lane in terms of speeding, and how effective these measures actually are.

Following the Consultation a received that a programme of works have been drawn up to commence on the 29<sup>th</sup> June 2022 until 5<sup>th</sup> July excluding weekends. The works will be carried out under a full road closure between the hours of 8.30 and 1500.

Advanced warning signage advising of the works will be installed.

m) **High Street/West Lane**

It was reported that contractors working for NYCC Highways dug up cobbled stones, or sets, which are, or were a registered Heritage Asset in our Conservation Area at the junction of West Lane and Sutton High Street. Residents had tried to lodge complaints with NYCC and CDC for some days. On Tuesday, despite assurances from the contractors that they would but the cobbles back as found, they tarmacked over the whole area. On Wednesday Councillor Morrell lodged an urgent complaint with CDC Enforcement and copied in Neville Watson (Head of Planning), and David Smurthwaite (Director of Planning and Regeneration) and Cllr. Philip Barrett. CDC Enforcement then conducted a site visit and confirmed that the area was a registered Heritage Asset. Assurance have been given that CDC will be requiring NYCC to re-instate the cobbles or sets as they were previously. It has been confirmed that NO works have been carried out by NYCC and Northern Power Grid are being contacted regarding this matter.

n) **Greenroyd Court – Request for double yellow lines**

An email from a resident who resides on Greenroyd Court requesting information on getting double yellow lines on one side of the road to stop cars parking opposite each other and making it difficult for residents to access their homes.

The resident also refers to the fact “why is it appropriate to put a 30MPH sign at the bottom of the road – i.e. coming off the Main Street which is 20MPH into a small residential cul-de-sac.

The information was forwarded to Highways asking that they reply to the resident and copy the Parish Council in.

o) **Crofters Mill**

An email was received from a resident regarding dangerous and overgrown trees on the Crofters Mill Estate. Certain areas on Crofters Mill were adopted by Highways and it has been confirmed by them that any safety concerns on those areas will be addressed by Highways contractors.

p) **20 MPH SPEED LIMIT – INFORMATION FROM NORTH YORKSHIRE COUNTY COUNCIL**

- Review of existing Policy 2006 commenced in 2020
- The review was completed and approved by the Task Group in November 2020
- In January 2022 a report was presented to Exec Board Members and the revised 20mph speed limit and zone policy was approved
- Main theme of change is to set a clear rationale an assessment process and include opportunity for greater focus on sense of place and community, particularly around schools
- Facts and figures remain key evidence base for decision making and although the County Council must still act in accordance with DfT Circular 01/2013 Setting Local Speed Limits there is recognition that additional consideration is given to how the locality is perceived
- Working in partnership with North Yorkshire Police who have the responsibility for enforcing speed limits
- Consistency in assessment and application throughout the County
- A 20 mph speed limit or zone must be appropriate for that part of the network and fit with it's current operation / usage
- A 20mph must be self-enforcing and operate without a reliance on police intervention
- Introducing a 20mph speed limit or zone to a road(s) where drivers do not already substantially conform to and/or is generally inappropriate for that road(s) will likely result in poor compliance, enforcement problems and complaints
- Also the County Council has a statutory duty to ensure expeditious movement of traffic and efficient use of a network through the reduction of delay and congestion.
- It is possible to achieve 20mph speed limits through signing and road markings only on roads with a mean speed 24mph or lower. Where speeds are in excess of 24mph it is necessary to introduce physical traffic calming measures to forcibly reduce speed e.g. speed cushions, chicanes etc
- Due to site constraints such as road alignment, the presence of private driveways, side road junctions and the loss of on-street parking, there can be significant challenges implementing traffic calming in North Yorkshire towns, villages and other rural locations.
- Effectively 20mph speed limits or zones must be self-enforcing by either by formalising existing behaviour or through the implementation of an appropriate system of physical measures where possible.
- 20mph zones typically cover a number of urban roads and require traffic calming measures with no point within a zone being more than 50m from a physical feature or 20mph sign/roundel. A zone is indicated by entry and exit signage only. Zones are appropriate for roads where average speeds are less than 30mph.
- 20mph speed limits are signed only roads i.e. without physical traffic calming measures and therefore most appropriate for a road(s) where average vehicle speeds are already low i.e. at or below 24mph. As per zones, repeater signs or roundels on the carriageway can be used to increase awareness.
- Existing 20mph zones in North Yorkshire are predominantly used in the vicinity of schools and moving forward zones can still be used unless motor vehicle movement is the primary function

STEP 1 – The County Council receives a 20mph request

- Understanding the key issues and problems in an area is fundamental. The applicant should clearly indicate the area of concern and set out the reasons/justification for the introduction of a 20mph speed limit or the extension of an existing 20mph speed limit.
- Any evidence of road safety issues should be included in the request along with any other information that may be useful such as highlighting any schools or walking/cycling routes. Any application must have local support i.e. the parish/town council and local member must be supportive.

STEP 2 – Acknowledge receipt and consider application

- Officers will acknowledge the correspondence and if necessary, ask for additional content to enable a response. Officers must be fully aware of the need for action and have enough information to be able to

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consider a decision.

#### STEP 3 – Carry out an initial desktop assessment

- Taking into account the reasons stated in the application, officers will undertake an initial assessment based on guidance in Department for Transport Circular 01/2013 'Setting Local Speed Limits' and links to NYCC policy supporting modal shift to active travel and consider how the proposal could deliver improvement to the area in terms of place and sense of community.
- Officers will determine whether there is merit in a scheme or if the local issues can be resolved in another way(s) without reducing the 30mph speed limit. If inconsiderate parking or an isolated hazard causes the problem, a speed limit request is likely to be declined and another solution is likely to be suggested.

#### STEP 4 – Initial response

- Officers will either, confirm 20mph is appropriate (based on guidance and pending further investigation) or explain why a reduction of the speed limit is not appropriate for the highway.
- If the guidance in Circular 01/2013 is representative of the existing conditions, the process will move to the next stage. If the guidance demonstrates a reduced speed limit is not appropriate, the response will detail any other options that may be available to address the local concerns. This will be subject to funding being available and prioritisation.

If no further action is required, the reasons will be explained

#### STEP 5 – Identify funding source

- With limited funding and resources available, it is essential a funding source is identified, as no survey or design work for a 20mph speed limit can take place without a suitable budget being identified and available.
- Staffing resources and costs should be considered, along with the costs associated with the implementation and future maintenance of traffic signs and road markings. Legal costs should also be calculated. Typically, a speed limit scheme (including legal costs) will cost in the region of £6000 to £10,000, but depending on the area of concern, the final cost could be greater. The cost of implementing a zone could be significant given the wider area it would apply and the need for the construction of traffic calming measures.

#### STEP 6 - Carry out a detailed assessment including a speed survey

- Any improvement scheme must be driven by evidence i.e. casualty reduction, but when assessing the suitability of a 20mph scheme, this is not the only driving factor. The County Council will be flexible and will consider a number of motivators. Schemes may be approved if local concerns are justified and they will be tailored to suit local needs.
- The detailed assessment will take in to account the likelihood of increased active travel and potential improvements to 'health and wellbeing' and sense of place and community.

Officers will check the following criteria before any application is supported:-

- Links to NYCC policy for modal shift and active travel opportunities
- The road is not a network hierarchy Category 2 road
- The Annual Average Daily Traffic (AADT) flow is not considered excessive for that route and not likely to increase significantly
- There is a record of speed related personal injury collisions over the last 3 years or there will be a reduced likelihood of personal injury collisions
- There are pedestrian and cyclist movements and more will be encouraged by the introduction of a 20mph speed limit
- There are suitable characteristics and it is a suitable highway environment
- There is a school or other community amenity on the road/in the area
- A 7 day speed survey proves the existing mean (average) speeds are at or below 24mph for a speed limit to be introduced.
- The change will result in good compliance without the reliance of police enforcement
- Vulnerable road user concerns outweigh the disadvantages of longer journey times for motorised traffic
- The intervention is likely to improve the quality of life for residents
- The scheme is unlikely to attract negative feedback

#### STEP 7 - Scheme design and cost estimate

- Keeping street clutter to a minimum, officers will design an appropriate scheme over the agreed extent and

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within the available budget. The design and total cost will be shared with the applicant for feedback if the scheme is being externally funded in full or in part.

- Communities should note that North Yorkshire Police are very unlikely to enforce a 20mph speed limit and that a signed only scheme (without physical measures) is likely to have little effect on existing vehicle speeds.

#### STEP 8 – Consult

- If necessary, the scheme will be amended to suit local needs before there is a consultation exercise with North Yorkshire Police and other interested parties/stakeholders.

#### STEP 9 – Final Response

- The applicant will be notified of the result of the consultation exercise and given an estimated timescale of the next stages.

#### STEP 10 – Advertisement of traffic regulation order (TRO)

- TRO's follow a statutory process and are a legal document.
- The proposed reduced speed limit will be advertised in the local press and on site to invite views from the community. Representations can be formally lodged resulting in objections and contentious issues being considered before a scheme proceeds as advertised. Feedback could result in the scheme being modified or abandoned. The TRO process can take many months if there are objections to the scheme to resolve.

#### STEP 11 – Scheme implementation

- The approved scheme will be ordered through North Yorkshire Highways as soon as practicable.

#### STEP 12 – Monitor effectiveness to ensure compliance

- Officers will monitor the effectiveness of the speed limit change to ensure it is appropriate. Public opinion and speed survey results will ultimately determine the success of the scheme. Officers will arrange a repeat of the surveys carried out in the assessment 12 months after implementation. Officers will engage with the local community afterwards to gather feedback and compare 'before' and 'after' mean speed values. The local community and North Yorkshire Police will be informed of the recorded speeds.
- If the recorded mean speed value is higher than anticipated and if it continues to be high after further surveys, additional measures to reduce speeds should be introduced to ensure good compliance. These measures should be financed from the original funding source.
- Where mean speeds of historic 20mph speed limits are between 25 and 29mph, the addition of traffic calming measures should be a consideration. Traffic calming measures will reduce mean speeds and ensure greater compliance.
- If there is evidence to suggest the majority of motorists are travelling in excess of 30mph in any 20mph speed limit, there is clearly a more significant problem to address. It is likely the speed limit is inappropriate for the environment and potentially unsafe due to differences in how road users act and perceptions. If this is the case, the County Council must consider reverting back to the original speed limit. Any increase to an urban speed limit is likely to be unpopular with local residents, but this has to be an option where a 20mph speed limit proves to be unsuitable.

#### 81/07/2022 Park/Pavilion Report

##### a) Park Toilets

The park toilets are being regularly vandalised by groups of teenagers. As well as smoking in the toilets. Dispensers have been ripped off the walls, basins kicked resulting in costly repairs. Window frames bent, toilet rolls shoved down the loos, wet tissue thrown all over the walls and ceilings, doors kicked in and more.

It was resolved to close the toilets when the Pavilion is closed if the vandalism continues and to make enquiries regarding wardens and CCTV.

##### b) Queens Platinum Jubilee

The Beacon was lit by the Park Keeper at 9.45pm on the 2<sup>nd</sup> June 2022.

The Event organised in the Park by the clerk and pavilion staff for the Platinum Jubilee on the 3<sup>rd</sup> June 2022 went very well. Messages of appreciation have been received from members of the public.

A Silver Birch tree has also been planted in the Park with a plaque to commemorate the event.

##### c) Park Gate for Under 6,s

The mechanism for the gate has broken. To supply and install the cost for the Self closing unit and labour £757.58 plus VAT.

It was resolved that the work be undertaken by Heras who took over the originally company who installed the

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fencing.

d) **Fridge Freezer**

The Park Keepers integrated fridge Freezer has now been purchased at a cost of £673.99 this includes VAT, fitting and removal of the old one.

e) **Bowling Club**

Letter from the Treasurer of the Bowling Club requesting that electricity be installed to the hut.

A member from the Bowling Club attended to answer any question.

It was resolved that the Bowling Club carry out a feasibility study in the first instance and consult with the club on some of the issues raised i.e. Health & Safety, Fire Safety and Hygiene requirements.

f) **Funday**

The Parish Council thanked the Village Committee for putting on a very successful Funday Event.

A few issues were addressed:-

The park keeper reported that the playing field was left with large ruts following one of the rides forgetting to put the necessary boarding down.

Following discussion after the event the Park Keeper agreed to fill these in.

Mr Harrison-Young informed that previously the white lining for the football pitch provided a boundary to which the rides could avoid the area where tree roots had been removed leaving the ground softer by setting up within those lines. This was noted.

Assurances were given by Mr Harrison-Young that the fairground would be notified with regards to the issues raised.

**82/07/2022 Flooding/Footpath/Lighting/Highways/Trees/Land**

a) **Lyndhurst Wood**

A meeting was held on Thursday 19<sup>th</sup> May at 2pm with representatives from the Woodland Trust and members of the Council.

The objective was to discuss ways at getting more regeneration of growth in the wood. A number of suggestions including letting more light through in certain areas and providing a structured path are amongst the things being considered.

b) **Hazel Grove Road/Holme Lane**

A resident informed that she has recently raised a report with the council regarding how dangerous it can be pulling out of Hazel Grove onto the main road and there have been a few near misses.

I was told by the council "we do not permit mirrors to be installed on the highway in 30mph speed limits. The customer could contact the parish council and/or park owner for a mirror to be put up on the park side of the wall" Please can you advise what options we have as I believe that before time there may be an accident due to the fact that you cannot see what is coming round the corner.

**Reply**

As far as the Parish Council are concerned, we were previously told that if we put a pole with a mirror in the park grounds the Parish Council could be held liable if there was an accident, and we were advised not to do so by North Yorkshire County Council Highways. Mirrors are not reliable they are liable to damage and do not work adequately in adverse weather conditions.

The issue of access from Hazel Grove Road has been taken up with NYCC Highways in the past. The Parish Council requested Highways to undertake a speed check on Holme Lane.

The results were as follows:

The speed data indicated a mean (average) speed of 20/20 mph and 85<sup>th</sup>ile of 23/24mph. The speeds of vehicles on the road at this location are within the 30mph speed limit. The injury accident data base does not indicate any speed related accidents within the last three years.

It went on to say that regretfully, neither police enforcement nor road engineering works are an option as a result. No further action will be taken.

Sutton-in-Craven Parish Council has currently registered with the "20 is Plenty" Scheme and intend to pursue this in due course after Sutton Lane is attended to.

At the moment the Parish Council can only advise that there are other options for exiting that estate, (Ash Grove and North Road), but if Hazel Grove Road is used to exit onto Holme Lane, driving with care is the only advice we can give at the moment.

c) **Trees - Thompson's Field**

Residents on the Hawthorns have asked a member of the Parish Council for some information regarding the trees sited in the field across the beck opposite them (The field known locally as Thompson's field). The residents would like to contract the owner in a bid to see if the trees could be trimmed back in height.

The owner of the field has been confirmed. The Trees also have a tree preservation order on them (any works would require permission from Craven District Council).

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It was resolved that Cllr. Morrell relay the information back to the residents.

d) **Disabled Bay at Manor Way**

The Resident at No 1 Manor Way, Sutton-In-Craven has requested a residential disabled parking bay outside or near to their property. The resident has been assessed under the eligibility and highway criteria set out by NYCC, and was deemed to meet the requirements for a residential disabled parking bay. It is proposed to install a disabled persons bay road marking and associated signage at the location. Manor Way, Sutton-in-Craven, South side from a point 39.9 metres south west of the south channel line of North Road to a point 46.5metres south west of the south channel line of North Road.

**83/07/2022 Craven District Council –Planning Decisions**

2022/23836/HH	19 <sup>th</sup> April 2022	Extension to side of House	2 Croft Hill	17/06/2022	granted
2022/24008/HH	9 <sup>th</sup> May 2022	Demolition of existing conservatory. Erection of new single storey rear extension in place of existing conservatory. New dormer windows at second floor to King Edward street. Demolition of boundary wall to the rear	1 King Edward Street,	23 <sup>rd</sup> June 2022	granted

**84/07/2022 Members Reports from Meetings and Community Reports**

- a) Cllr. Bretan attended the YLCA Branch meeting on the 22<sup>nd</sup> June where the guest speaker was Sharon Fox, Highways and Communications Officer from North Yorkshire County Council. Ms Fox gave a presentation on the implantation of 20mph speed limits and how local councils can liaise with Highways to ensure that information relating to road safety, closures, etc, is made known to local councils in advance (see clerks report for further information).
- b) Cllr. Green reported the tree on Manor Way near the post box is overgrown and causing problems for pedestrians using the footpath. This has been reported previously. The clerk to report the matter once again. Cllr. Bretan to have a word with the landscapers should they be working in that area.

**85/07/2022 Finance**

a) **Payments, Orders and Transfers**

It was **resolved** to authorise payments, orders and transfers listed in the report (circulated). Receipts noted. Proposed Cllr. Morrell, seconded Cllr. Bretan.

The Council which to thank the Estate of June Collins for the donation of to be used in the Park/Pavilion.

**86/07/2022 Public and Press**

That the public and press be excluded from the meeting during consideration of this agenda item on the grounds that the publicity would be prejudicial to the public interest by reason of the confidential nature of the business. It was resolved not to take up the proposal for a Health & Safety consultancy service. The Council has policies in line with the YLCA and Fire Safety Checks, Safety checks etc are undertaken annual by respective service providers.

**Pavilion**

It was resolved to advertise for another member of staff for the Pavilion. To cover Sundays, Holidays and emergencies.

**87/07/2022 Future Agenda Items**

None

**88/07/2022 Date & Time of Next Meeting**

The meeting closed at 8.30pm. The date of the next meeting will be held on the 5<sup>th</sup> September 2022.

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