

Monthly Update – January 2023

1. APOLOGIES AND DECLARATIONS OF INTERESTS.

No apologies for absence have been received from Councillors.

Councillor Carter to declare an interest in Accounts regarding cheque payments.

2. MINUTES OF THE MEETING HELD ON 13TH DECEMBER 2022.

To approve as a correct record the Minutes of the meeting held on the 13th December 2022.

3. LOCAL CRIME REPORT.

The Police report for the remainder of December 2022 is set out below. Future reports will cover the calendar month, ie the January report will cover to the 31st December 2022

The February report will cover 1st Jan – 31st Jan

The March report will cover 1st Feb – 28th Feb

The April report will cover 1st March – 31st March

The May report will cover 1st April to the 30th April,

And so on.

Crime Type	
Anti-Social Behaviour	1 Reports
Total	1 Reports
Arson	0 Reports
Burglary Dwelling	0 Reports
Burglary Commercial/Other	0 Reports
Criminal Damage	0 Reports
Theft (inc Theft from Shop)	0 Reports
Violence against the person	13 Reports
Other crimes inc Drugs	0 Reports
Hate Crime	0 Reports
Robbery	0 Reports
Fraud	0 Reports
Total	13 reports

A poignant story that highlights the value of first aid training

A police officer who helped to save a suicidal man's life was himself given life-saving first aid a month later.

The officer, his colleague and the man who saved him, have all been presented with Royal Humane Society awards for their actions during the unrelated incidents.

In the first incident, in September 2021, PCs Neil Duffy and Louisa Simpson of North Yorkshire Police's Operational Support Unit, responded to a report from a caller who was concerned for the safety of a man who intended to harm himself.

Neil and Louisa arrived at the scene with their team colleagues and forced entry into the property.

Louisa found the man with serious lacerations to his arms. He was distressed and upset but Neil and Louisa talked to him, reassured him and explained exactly what they were going to do and why.

They both quickly recognised the need for a tourniquet and urgent tactical medical intervention (known as Tac-Med) to save the man's life.

Louisa applied a tourniquet while being advised by Neil. They both kept up communication with the man, reassuring and supporting him throughout. Once the tourniquet and bandages were applied, Neil helped the man keep his arm in the air to minimise blood loss. The rest of the team then took the man to hospital for treatment.

Both Neil and Louisa received Royal Humane Society commendations for their life-saving actions.

A month later, Neil was on the receiving end of life-saving first aid himself.

While he was off duty and picking his car up from a garage in Northallerton, Neil collapsed, hit his head on a glass door, fell to the floor and stopped breathing. The director of the garage, Ant Eaton, immediately sprung into action, called an ambulance and began first aid. For ten minutes Ant performed CPR on Neil, before a single-crewed paramedic arrived.

Another officer, who was on duty nearby, saw the paramedic arrive single-crewed and on blue lights. Concerned that the paramedic was attending an emergency on his own, he approached the scene of the incident to see if his assistance was needed and was shocked to find it was his long-term friend and off-duty colleague who was unconscious on the floor. The paramedic confirmed Neil had had a heart attack and used a defibrillator to restart his heart, assisted by Neil's on-duty colleague.

Neil was taken to hospital where he was in a coma for two days. Thankfully and thanks to Ant's incredible quick-thinking, Neil made a full recovery and quickly returned to duty.

Ant received a Royal Humane Society Resuscitation Certificate for saving Neil's life. All three life-savers were presented with their certificates by Chief Constable Lisa Winward earlier this week. Neil's on-duty colleague, who came to the assistance of the paramedic will receive a Chief Constable's commendation for compassion later this year.

4. MATTERS ARISING FROM THE MINUTES – FOR INFORMATION ONLY.

(i) North Northallerton Development Dog/Litter Bins.

The Clerk met with HDC Street Scene on the 9th January to determine the most appropriate locations for the two new dog waste/litter bins purchased by Brompton Council. The two bins purchased by Northallerton Town Council have been in place for some time.

However the bin that was originally installed at Cotswold Street, where there is a need for a bin, was taken away some time ago as it was pointed out that it was on the wrong side of the Northallerton/ Brompton Parish boundary. There isn't a bin anywhere near and Cotswold Street which lends itself to dog walkers with a lot of grassed areas.

The Finance Group has agreed that the two bins budgeted for 2023/24 be installed in the current financial year at locations on the approaches to the new bridge as agreed with HDC and that a third bin be provided to be situated at Cotswold Street.

(ii) Condition of Church Wall.

The Clerk met with the Stonemason on the 11th January so that he could look at the work required to repair the Church wall having regard to the report of the Structural Engineer.

Starting on the east side at the Post Box the only section of wall that needs to be taken down and rebuilt is on that eastern corner round towards the Lychgate - this section requires complete dismantling and reconstruction..

Although the wall to the west of the Lychgate looks far worse it is leaning in-over so is not a danger but there is a large amount of structural pointing and replacing of cobbles on that section especially to stop water running through from the inside.

Whilst cobbles have been removed over time from this section of the inner wall, possibly by being hit by the grasscutting machine or taken for gardens, there is no advantage to be gained from carrying out extensive works on the inner wall.

Working around to the west part of the wall there is structural pointing necessary again to prevent water running through which quickly deteriorates the condition of the wall.

Along the west side there is a very long length of wall that needs metal ties bars inserting so that the wall does not bow outwards any further.

Also on the west side there are several coping stones that need to be reset.

More tie bars are required on the west corner near the horse chestnut tree, however whether these will be a success can only be seen in time.

On the south wall again there are areas of missing and loose cobbles but these only need to be replaced and again pointing is necessary to prevent water ingress.

Also some loose coping stones on the south wall that need to be reset.

Lastly, moving to the corner of the wall opposite The Shop there is a long length of wall that needs metal tie bars inserting to prevent the wall bowing outwards any further.

The same Company, Swaledale Stonemasons carried out the last repairs to the wall which at that time was around £23,000.

The Stonemason is to forward his estimate in due course.

It was agreed that there are numerous areas of the Church wall that could be pointed for cosmetic reasons but this would take weeks of work and would add tens of thousands to the cost.

However works cannot be carried out until the York Diocese grant a Faculty which can take around 2 years.

Whilst at the Church the Stonemason was asked to carry out a full check of the condition of the headstones/ monuments in the Churchyard as due to Covid the Council is outside of its timescale on this insurance wise.

(iii) CIL Monies.

The Council received a sum of £141,000.00 from Hambleton District Council on the 28th December as its share of the Community Infrastructure Levy contribution. Residents will be consulted in due course about their preferences for the spending of this money together with a public consultation event as already agreed to be held in the Spring.

5. CHAIRMAN'S/VICE-CHAIRMAN'S ACTIONS.

To be reported to the meeting.

6. REPORTS – INCLUDING REPORTS OF WORKING GROUPS –

(i) Finance Group.

The Finance Group is to meet on Monday 16th January.

(ii) Middle Bridge.

(iv) Highways/ Road Safety Working Group.

The Highways/ Road Safety Group met on Monday 9th January –

Item	Details	Actions
1.	Matters Arising: There were none.	
2.	20s Plenty Campaign: The banner launch was considered a success with a front page article in the D&S but we now need to keep the pressure up by: <ul style="list-style-type: none">• Confirming Cllr Steve Watson's position with regards to our campaign• Formally submitting an application for a 20 mph zone in the village	All
3.	Brompton Village Sign: No progress as location has yet to be decided by the full Council	
4.	Cockpit Hill Car Park: No progress as still no quote from Snowball's and we still await the "garden"	RC

	licence from NPG. RC to contact Snowballs	
5.	<p>Cycle Paths:</p> <ul style="list-style-type: none"> The confidential NYCC Local Cycling and Walking Infrastructure Plan (LCWIP) Phase 2 has been released to all the members of the group Next meeting of the Pedestrian/Cycleway Joint NTC/BTC/RTC Working Group on 7 or 8 Feb 23 	RC & JH
6.	<p>Danes Crest Crossing:</p> <p>No further progress can be made until the quote from Snowballs has been received. RC to contact Snowballs</p>	RC
7.	<p>Three Horseshoes Visibility Issues:</p> <p>No progress as a number of issues still to be resolved in Council</p>	
8.	<p>VAS Sign:</p> <p>Awaiting erection of a second pole</p>	
9.	<p>Access to NYCC Highways Portal:</p> <p>No further progress</p>	RC
10.	<p>AOB:</p> <ul style="list-style-type: none"> White lining at junction of Fullicar Lane and Water End White lining generally in the village need renewing The “heritage” status of cobbles had still yet to be resolved There has been damage caused to kerbs and the road surface on both the north and south side of the Water End roadway The unofficial layby at the northern end of Brompton Lane should be closed The reasoning for no “pelican crossing” where Northallerton Road crosses North Moor Road needs to be ascertained before a case for lights can be made 	
11.	<p>Date of the next meeting:</p> <p>The sub cttee will meet be at 7.30pm on the second Monday of each month. The next meeting would be on 13 Feb 23</p>	All

(v) Play Equipment/Adult Outdoor Gym Equipment Working Group.

The Clerk and the Chairman met at the Recreation Ground on Friday 13th January, the other members of the Working Group being unable to be present.

A number of issues with regard to the outdoor adult gym equipment and the children’s play equipment were looked at.

The preference was for wood outdoor gym equipment as per the details received from PlayEquip, which is more easy to maintain and easy to add to in the future.

There is a wide range of this wood equipment in the PlayEquip catalogue with the main item being the Wood Outdoor Gym Unit at £4,410, to which could be added such as Single Beam Monkey Bars, a Squat Lift, an Up and Over Scrambler and a Balance Beam Trail which takes the budget to just over £10,000, but there are quite a few variables that could be fitted around the gym unit.

It was considered that inclusion of dynamic gym equipment would prove to be too expensive to maintain over time.

As regards location, it was felt that the outdoor gym equipment should be along the north boundary of the park, i.e. the fence line along the adjoining path.

This would necessitate moving the existing climbing frame, and it is suggested that this would be better located in the area near to the roundabout.

It was also considered that at least in part the cost of the surfacing could come out of the recoverable VAT amount from the Awards for All grant supplemented by monies from the Council.

The Chairman and Clerk also looked at the following -

Moving the goalposts further into the field, which should be easy to achieve as these are sleeved into the ground.

Repairing/repainting of the picnic bench and two sets of benches to come out of the Caretaking Budget and to move the picnic bench further away from the adjacent long bench and to acquire a second picnic table.

+ To repaint the rocker horse springer in situ.

RECOMMENDED – That the above suggestions be further discussed and moved forward by the Working Group.

7. PLANNING MATTERS – To consider the applications for planning permission received since the last Council meeting –

22/02845/FUL - Erection of a steel portal framed agricultural building for general purpose use – Poppy Cottage, Brompton Lane.

The views of the Council are required in respect of the above planning application

8. ACCOUNTS FOR PAYMENT.

Receipts –

Hambleton District Council (CIL Monies)	141,000.00
NYCC (Locality Budge Grant)	1,400.00

Payments –

P Atkin (Salary)	384.24
P Atkin (Expenses)	****

HMRC (PAYE)	96.00
Mrs C Huang (8 hours sweeping)	80.00
Treescape (Tree works)	1.500.00
Mr R Carter (Reimbursement for 20's Plenty Banners + frames)	153.23
NYCC Yorwaste (Advance Charges)	24.91*

Bank Balances

Current Ac't - £200.00

Business Premium Ac't (i) - £217.170.08

Business Premium Ac't (ii) - £13.21

The Bank Reconciliation appears on the last page.

RECOMMENDED - That the accounts listed above be approved for payment.

9. BROMPTON & INGS BECK CATCHMENT AREA ESTIMATIONS.

The Clerk met with James Coxon of Coxon Bros on the 10th January to inspect the leaky dams. Adverse weather conditions meant that the effectiveness of the dams could easily be seen.

Whilst the leaky dams have done their work over the past six or seven years a number of them are no longer capable of performing and some are serving very little purpose whatsoever.

Limited funding meant that insufficient monies were available to eh former Flood Group to put in wing walls on both sides of each dam and in some cases none at all have been put in which has meant that the strength of fast flowing water has washed out areas of the land adjoining the dams and it is quite reasonable that the farmers are now complaining about that their agricultural land being eroded.

It is imperative to maintain the goodwill of the famers in this matter.

In most cases the water is bypassing the dams through self-made diversionary routes.

In addition, a number of the dams themselves require work, a only one is now performing as would be expected - ie letting the water flow through the middle.

This is all outlined in Coxon Bros report which was circulated to Councillors in December.

The Council has already agreed to the digging out of the drainage channel at the southern end of Water End Green which Coxons will carry out in the late March or early April when the Green is able to reinstate itself.

Regardless of the cost of digging out a further holding pond together with the probable additional estimated £14,000 of transporting and depositing the way spoil to landfill, there is a significant need to repair the leaky dams and properly install the wing walls as they are currently failing in their intended purpose.

Whilst any application for CIL grant monies is yet to be seen the dams require immediate repair plus the essential wing walls to prevent further agricultural land deterioration and to serve their intended purpose as leaky dams, which has proved in the past to be a success in preventing Brompton and areas downstream from flooding, if Brompton is to be safe from any further flooding in the future.

RECOMMENDED – That the repair of the leaky dams and the addition of wing walls be a Council priority.

10. NORTH MOOR ROAD PEDESTRIAN CROSSINGS.

On the 5th January 2023 two new pedestrian controlled lighted crossings were made operative on North Moor Road, Northallerton on the west side of the new bridge.

These are located where every few people would cross the road as they are in line with (i) the yet to be built new Primary School on the north side of North Moor Road, and (ii) in line with a site which was in the NND Masterplan designated for supermarket retail development but in respect of which no planning applications have been submitted to date.

Consequently assuming that the school will be built in time to open in September 2024 it will be only then that reasonable number of pedestrians will cross North Moor Road at this location and at a guess some considerable time later when residents from the new housing development will want to cross North Moor Road to get to any new supermarket.

To the contrary there is no provision for a pedestrian controlled lighted crossing on the east side of the bridge where numerous people, both pedestrians and cyclists, cross North Moor Road on a daily basis including a considerable number of pupils going to the new Northallerton College site and returning home in the afternoon. This is also a busy junction leading to the large village of Brompton, with a good footfall and path to the only Secondary School in the area and also leading to substantial leisure facilities and to the town of Northallerton itself.

In addition, this small pedestrian refuge crossing island at the bottom of the high slope on the east side of the new bridge is where vehicles are naturally going at their fastest which amplifies the need for a pedestrian controlled lighted crossing point at that location. North Moor Road is a good open road and motorists can very easily drive along it at 40 without realising it which makes the need for the crossing essential.

Residents have pointed out that it is quite awful crossing at the refuge island with vehicles passing on either side making pedestrians and cyclists feel extremely vulnerable.

How indeed has a decision been arrived at not to install a similar crossing to the two new crossings on the west side of the new bridge on this side of the bridge? – the decision must be based on something.

For some time Brompton Town Council had been of the view that there would be a pelican crossing on either side of the bridge. However there are now two permanent crossings on the west side and none on the east side.

These two sets of pelican crossings which will be little used for quite some time and a crossing in constant use that is dangerous because it is not light controlled.

Any cyclist utilising a tag-along for their younger children, which increases the length of the bike considerably, are far too long to safely use a pedestrian refuge and must have a lighted crossing.

RECOMMENDED – That the Council take all possible steps to pursue the immediate inclusion on highway safety grounds of a pedestrian controlled lighted crossing to the east of the new bridge including canvassing its local County Council representative for his support.

11. HIGHWAY MATTERS - Including Notification of Road Closures and 20's Plenty.

20's Plenty – NY Branch Meeting held on 5th January 2023

Another lengthy 20's Plenty North Yorkshire Branch meeting last night with 13 attendees online, four new areas represented by the Climate Action Group for the Stokesley villages, Rawcliffe-Westcliffe Parish Council, just outside of the Boroughbridge and Ingleton Parish Council, together with the Hambleton District Councillor for Great Ayton.

Also present was one NY County Councillor, being the Independent member for for the Hunmanby and Sherburn Division.

It was reported that Rod King of the National organiser and Ian Conlan, the North Yorkshire Branch organiser had been invited to address a meeting later this month of the North Yorkshire County Councils Conservative group.

This meeting would be prior to the next full County Council meeting on the 22nd of February at which the issue of 20mph speed limits was to be debated and the decision thereon made.

Very recently one of the County Councils Constituency Area Committees had endorsed the 20mph initiative and another had rejected it.

Another Constituency Area Committee that was to consider the matter had twice been cancelled and whilst the request for the matter relating to Brompton had been agreed to be referred to the November meeting of the Richmondshire Constituency Area Committee this had not happened and the Council had been advised that instead the matter would be referred to the next meeting of the Area Committee in March. However, this would now not happen as the County Council would be debating the matter in February and making a decision on their own at that meeting.

The intended vote on the matter by Pickering Town Council has not yet taken place as had been planned and the matter would now go to its next meeting.

Stokesley Town Council had recently considered of the matter but had a deferred a decision pending more information; however the Climate Action representative pointed to the fact that with the exception of Station Road the town lent itself to 20mph.

It was considered that the fact that Whitby was now supporting the initiative was a big win as Whitby had over 30,000 residents.

In Helmsley a Residents Group was campaigning on the issue, having undertaken to knock on every door, which was obviously taking some time to do, but to date the Group had found that 98% of the residents were in favour, and this was in a town which had the safest Conservative seat on the County Council with the largest majority.

The HDC Councillor reported that Great Ayton Parish Council had voted in favour of 20mph in the past, and had made an application to the Highway Authority for 20 to be utilised for part of the village. However the County Council had rejected the proposal submitted a year ago and consequently Great Ayton Parish Council now wished to be now involved with the 20's Plenty campaign.

Ingleton Parish Council had rejected the proposal as it was bounded by a major A class road. However, the view was expressed that except for this A Class road, the other route through Ingleton, which was heavily trafficked, was a narrow road comprising of blind bends used by large commercial vehicles and would lend itself to 20 mph, and it was suggested that Ingleton Parish Council needed to concentrate on that aspect, and the representative present at the meeting said that he was present in order to get some ideas as to how to move the matter forward.

The Branch proposal is for 20mph to be the norm with 30 being applied for as the exceptions.

It was suggested that as so many Parishes had already agreed to support the 20mph they should individually write to the County Council, so that the Councils Executive was aware of the level of support for the campaign.

As far as it was known, no Parish in the County, had been successful in obtaining a 20 mph zone, when applied for with the County Councils existing policy.

It was emphasised that by joining the campaign it was not a matter of fighting each other for resources but was one of supporting each other in the aim of obtaining a consistent policy across the County and it did not matter which Parishes had the most fatalities or which Parishes had the most progressive elected representatives.

This was all at a time when the County Council was preparing a Parish Council Charter and saying that Parishes would have a voice in the work of the new Unitary Council. Therefore, in this respect, the 20's Plenty campaign was helping the County Council to fulfil its vision.

There were key messages to be put across at the forthcoming meeting with the Conservative group, at which Rod King would attend as an expert witness and outline what has been achieved elsewhere in the Country. It would also be outlined as to what were the values of the campaign and to ascertain what the County Councils Leadership view was on the matter was with the Locality Agenda being key, as it was one of the County Councils current values and consequently the 20's Plenty campaign would be able to fulfil this policy objective.

The County Councils Portfolio for Transport County Councillor Keane Duncan had indicated that the scheme would be too expensive to be rolled out across the County all at once, however, this was based on the scheme being too expensive to do given the County Councils financial position. This was due to NYCC treating the matter as a revenue issue rather than as a capital issue.

It was known that County Councillor Gareth Dadd, the Deputy Leader of the County Council was very much against the scheme.

Another advantageous aspect of 20 mph was that with regard to health, and there was also a need to emphasise changes that happened since the County Council had last looked at its policy.

Other Councils nationally had become well aware that population wide benefits of the scheme were much more beneficial than the street by street approach, which was far more expensive and time-consuming, with small areas being less cost-effective.

It was suggested that if the County Council should allocate £1m to the scheme, then it could progress in bite-size chunks dispelling Keane Duncan's argument that doing it all at once was too expensive.

In this respect, Cornwall County Council was implementing the initiative over a three or more year period at this time, which had not affected any change of policy. In Cornwall, there had been a high level of Conservative support in the villages where the support level in the rural areas was 85% and had exceeded the level of support in the urban areas.

Sherburn in Elmet had seen significant growth and intended to put some of its CIL monies into Traffic Regulation Orders to implement double yellow lines etc.

The question was asked as to why the County Council would not adopt a 20 mph policy, and then, after adoption of the policy give consideration as to how to deliver it as a this would get over the first hurdle.

The Portfolio Holder for the Locality Agenda on the County Councils Executive had said that the initiative would remove freedom of choice, but it was pointed out that, to the contrary, it would increase freedom of choice as it would enable people to choose whether they were able to cycle or whether children were able to walk to school on their own. Therefore, the initiative was allowing more freedom and not impeding peoples freedom.

A Parish Council representative who had recently met with Highways Officers and the Police on site was disappointed that the Highways Officers were totally focused on the existing policy, which provided that unless there has been fatalities proposals would be rejected regardless of if it was dangerous driving or speeding or how many serious damage only accidents there had been. The Officers reasoning being that they only had limited resources and therefore targeted their resources to 60 mph roads where they were fatalities.

However, the 20 mph proposals, remove the need for data collection and in Oxfordshire, every Parish except for two had put a requests for 20 mph zones with the qualification that these be for all areas which were currently 30 mph, and consequently this reduced all officer time and resources in having to visit each village separately to collect and check data and write reports etc.

If a policy change was rejected by North Yorkshire County Council, then it was suggested that all 141 Parishes who have signed up to the initiative should submit individual requests to the County Council for 20 mph zones, and under the existing policy officers would have to visit each Parish individual to carry out surveys and collect and analyse information .

There was also the question of at what stage the County Councils Transport Scrutiny Committee would be involved if the matter was to go straight to the full County Council meeting for consideration, as previously, it has been considered that the Transport Scrutiny Committee would be a crucial element in the matter.

It is RECOMMENDED that the Council send representatives to attend the forthcoming meeting of the County Council at County Hall on the 22nd February at 10.30pm to see how the electives representatives pay regard to the wishes of their constituency residents in voting on this important matter.

The Leader of NYCC was also asked if he could circulate the following to all Conservative County Councillors serving on the Richmondshire Constituency Area Committee -

I am writing to you on behalf of Brompton Town Council as we have been informed that the Conservative Members of North Yorkshire County Council are to receive a presentation from the organiser of the North Yorkshire Branch of the 20's Plenty campaign on Monday 16th January urging the County Council to change its existing Policy and make 20mph the norm in our towns and villages with 30 mph being the exception.

I will not now outline the proven benefits of 20mph to our communities as you will see this in the presentation on Monday, of which incidentally getting on for 150 Parishes have signed up to, but will look to our local County Councillor Stephen Watson to put the case of Brompton to your Group meeting as he has been very well aware of the feelings of Brompton Council and its community on this matter from his regular monthly attendance at meetings of Brompton Council.

Indeed Councillor Watson agreed to take this matter to the March meeting of the Area Constituency Committee but this has been superseded by the decision to take the matter straight to the February meeting of the full County Council.

As in the case of County Councillor Watson I am sure that other Conservative County Councillors will have similar stories to relate to your Group meeting.

Lastly, I have for your information attached a copy of the case outlined by Brompton Town Council which was intended to be referred to the Area Committee.

North Moor Road, Additional 30mph Signs.

Following representations from residents the Clerk has asked NY Highways to increase the number of 30mph signs on the new North Moor Road route as there is only one 30mph sign on the top of the bridge

12. GREENS INSPECTION + WILD LIFE AREA.

No new matters to report.

A comprehensive litter pick of the Greens areas and around the Church was carried out during the last week.

‘ 13. CORRESPONDENCE – Other than referred to elsewhere on the agenda

- (i) Tree Works in the Cemetery.

Email from a resident thanking the Council for carrying out the cutting back to overgrown trees from around graves in the Cemetery.

- (ii) The Living Rooms Northallerton.

Email thanking the Council for its recent donation.

- (iii) Church Wall.

Email from a resident of Church view expressing concerns about the Church wall and trees in the Churchyard; the Clerk has advised about current on-going inspections.

12. ANY OTHER BUSINESS – Including (i) Date of Next Meeting of the Council – 21st February 2023.

14. BURIAL MATTERS.

A burial is to take place later this month – there are two potential plot sales pending.

