



Agenda

- Meeting:** Selby and Ainsty Area Committee
- To:** Councillors Kirsty Poskitt (Chair), Arnold Warneken (Vice-Chair), Karl Arthur, John Cattanach, Mark Crane, Melanie Davis, Stephanie Duckett, Tim Grogan, Mike Jordan, Andrew Lee, Cliff Lunn, John McCartney, Bob Packham, Andy Paraskos, Jack Proud and Steve Shaw-Wright.
- Date:** Thursday, 19 March 2026
- Time:** 2.00 pm
- Venue:** Selby Civic Centre

This meeting is being live broadcast and recorded (audio/visual) and will be available to view [via our website](#) and uploaded to [our Youtube channel](#).

Business

1. **Apologies for absence**
2. **Declarations of interest**
3. **Minutes of the meeting held on 24 October 2025** (Pages 3 - 14)
4. **Minutes of the meeting held on 6 November 2025** (Pages 15 - 26)
5. **Progress on issues raised at previous meetings** (Pages 27 - 28)
6. **Public questions and statements**
Members of the public may ask questions or make statements at this meeting if they have given notice and provided the text to Democratic Services (DemocraticServices.Central@northyorks.gov.uk) no later than midday on Monday, 16 March 2026, three working days before the date of the meeting. Each speaker should limit themselves to 3 minutes on any item.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chair who will instruct those taking a recording to cease whilst you speak.
7. **Schools update** (Pages 29 - 44)
8. **Selby Station Gateway update** (Pages 45 - 60)
9. **Selby Town Investment Plan update** (Pages 61 - 70)

10. **Youth Councils update** (Pages 71 - 78)
11. **Appointments to outside bodies** (Pages 79 - 80)
12. **Updates from the Area Committee's MPs** (Pages 81 - 84)
13. **Work programme** (Pages 85 - 88)
14. **Any other items**
15. **Date of next meeting**
Thursday, 25 June 2026 at 2:00pm in Selby Civic Centre.

Members of the public are entitled to attend this meeting as observers for all those items taken in open session.

You may also be interested in [subscribing to updates](#) about this or any other North Yorkshire Council committee.

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Anyone wishing to record is asked to contact the Democratic Services Officer (details below) prior to the start of the meeting.

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11 March 2026

North Yorkshire Council

Selby and Ainsty Area Committee

Minutes of the meeting held on Friday, 24 October 2025 commencing at 2.00 pm.

Councillor Kirsty Poskitt in the Chair and Councillors Arnold Warneken, Karl Arthur, Melanie Davis, Stephanie Duckett, Mike Jordan, Cliff Lunn, John McCartney, Bob Packham, Andy Paraskos, Jack Proud and Steve Shaw-Wright and Arnold Warneken.

Councillors in attendance: Councillor Malcolm Taylor, Executive Member for Highways and Transport.

Officers present: Karl Battersby, Corporate Director of Environment; Allan McVeigh, Head of Network Strategy; and David Smith, Senior Democratic Services Officer.

Other Attendees:

Keir Mather MP.

Jon Hunter, Traffic Management Officer (North Yorkshire Police) (virtual).

Copies of all documents considered are in the Minute Book

164 Introduction by the Chair

The Chair opened the meeting by welcoming all present and provided an overview of the meeting's structure. The purpose of convening the extraordinary meeting was clarified, noting that road safety within the Selby and Ainsty area was a matter of particular concern to members of the Area Committee.

165 Apologies for absence

Apologies were received from Councillors John Cattanach, Mark Crane and Tim Grogan.

166 Minutes of the meeting held on 18 September 2025

Resolved

- a) That the minutes of the meeting held on 18 September 2025 are confirmed as a correct record and signed by the Chair.

167 Declarations of interest

No declarations of interest were made.

168 Public questions/statements

Three public statements were received before the deadline of midday on Tuesday, 21 October 2025.

Martin Wiles, Chair of Riccall Parish Council, made the following statement on behalf of Riccall Parish Council.

Thank you for the opportunity to speak at the Area Committee Meeting, and for the recent steps taken to introduce temporary 50mph speed restrictions on the A19 through Riccall.

For over twenty years, Riccall Parish Council and our residents have consistently raised concerns regarding the safety of this stretch of road. It is a matter of great concern to our community that this major highway continues to grow busier, noisier, and more hazardous with each passing year.

Riccall is in the unusual position of having five separate junctions linking our relatively small village to the A19 — all of which currently carry a 60mph speed limit. We firmly believe that permanent safety solutions for these junctions are long overdue.

Since 2000, highways and police records show approximately 50 traffic incidents at these junctions, resulting in 28 serious injuries and 7 fatalities. In other words, on average, one person has been seriously injured or killed every eight months. This is not a situation that can be allowed to continue.

The late John Duggan — a long-serving County, District, and Parish Councillor — was a tireless advocate for road safety improvements in Riccall. Tragically, the very dangers he campaigned so strongly to address ultimately claimed his life in August this year. We must ensure that this tragedy is not allowed to become another forgotten statistic.

Over recent years, the Parish Council has repeatedly raised this issue with limited progress to date. We therefore welcome and fully support the spirit and content of the recent letter you received from our MP, Keir Mather, and wish to add the following proposals for urgent consideration:

1. Installation of noise-reducing fencing
2. Vehicle Activated Signs (VAS) at village approaches
3. A permanent 40mph speed restriction through the junctions
4. Speed camera enforcement
5. A southbound slip road into the village
6. Signal-controlled junctions to the north and south of Riccall
7. Roundabouts at both main junctions

We recognise that financial constraints mean these cannot all be delivered at once. However, we are committed to working in partnership with North Yorkshire Council to develop a structured, costed, and deliverable plan that achieves as many of these improvements as possible.

As a starting point, we strongly believe that a permanent 40mph speed restriction, supported by enforcement through static cameras or VAS, would represent a meaningful step forward.

We look forward to engaging constructively with North Yorkshire Council to deliver improvements that will enhance the safety and well-being of all who live in, work in, and travel through Riccall.

Thank you.

Allan McVeigh, Head of Network Strategy, provided the following response.

Thank you for your statement regarding the collision history on the A19 and for setting out the Community's concerns and suggested proposals.

I would like to start by saying NYC recognises a number of these concerns and is already in the process of identifying and seeking to introduce a series of permanent improvements to reduce risk and that I hope, will offer some community reassurance.

It is worth noting that personal injury collision data older than three or five years tends to be excluded for collision investigation purposes, given likely changes in land use, vehicle technology, traffic volume, driver behaviour and any legislative changes. Generally, a three-year window is considered sufficient to identify statistically significant trends while remaining relevant to current conditions. Nevertheless, a total of 30 collisions have occurred at the five separate junctions since 01 January 2000, four of which resulted in a fatality, nine in serious injuries, with 17 collisions resulting in slight personal injury. For completeness, the junctions are:

1. Road to Hollicarrs
2. York Road into Riccall
3. King Ridding Lane
4. Main Street into Riccall
5. Selby Road

That means, on average, one killed or seriously injured collision has occurred every two years on the extent of the A19 from the northern most of the five junctions to the southern most junction. A study of the collision dates and frequencies though shows that collision numbers have been falling, across all five junctions over the 25-year period.

Our engineers compile a list of collision cluster sites and routes of concern for possible action each year. A cluster site is a location where there have been four or more personal injury collisions within a fixed radius over the previous three-year period. These sites are the subject of further investigation and where appropriate, improvement measures are introduced to reduce the risk of future collisions occurring. None of the five junctions on the A19 have been a collision cluster site list since 2002 or highlighted as a route of concern.

With regards to the proposals listed:

1. The installation of noise-reducing fencing – From a local highway authority perspective, traffic noise is likely to be lower following the introduction of the proposed reduced speed limit and we will as a future consideration, look into the potential of noise absorbing road surface materials, as part of any future planned maintenance scheme.
2. The installation of vehicle activated signs – Although the A19 at this location does not meet the required threshold for the installation of permanent VAS, we recognise that their introduction would complement the other measures we are proposing to implement. To that extent, we would be happy to discuss this option further with the Parish Council.
3. The installation of a permanent 40mph speed restriction – In accordance with Government guidance for setting local speed limits, we would be unable to support this request on the A19 and importantly, neither would North Yorkshire Police.

Both NYC and NYP do though support the introduction of a lower, 50mph speed limit and work is ongoing to introduce a 50mph speed limit later this financial year, through the creation of an Experimental Traffic Regulation Order (ETRO). The experimental nature of the Order simply allows us to introduce the change sooner, by consulting concurrently with the introduction of the lower speed limit.

The speed limit scheme will be reinforced with the installation of gateway type features, including large yellow backed speed limit signs, rumble strips and road marking speed limit roundels at regular intervals, to encourage compliance. We will also be improving direction and warning signs on the A19 along with signage on the Selby Road approach to reinforce the give way situation and we will look to see if there are any other local improvements we can make to the individual junctions as part of the scheme.

4. Speed camera enforcement – Speed enforcement is a matter for North Yorkshire Police. The Council is though involved in a project, which is currently investigating the feasibility of fixed and/or average speed cameras on the local road network in the county. Given the live status of the project, I am unable at this stage to confirm the outcome, but the matter is under active consideration and the results of the study will be published in due course.
5. A southbound slip road into the village – If the Parish Council is able to offer further information on this proposal, we would be happy to provide a more detailed response.
6. Signal-controlled junctions to the north and south of Riccall – Generally speaking, traffic signals are provided to manage flows and delays between main and side roads, to offer safe crossing places, or to reduce conflicts. Signal control at a road junction may be justified if a site has a poor collision history, with a demonstrable collision pattern and/or where there is a dominant flow of one road leading to congestion.

Traffic signal control generally decreases the severity of collisions, but there is likely to be an increase in the number of shunt type collisions that need to be factored into any assessment. Cost is also a key consideration, which could be circa £1M for each of the Riccall junctions in question, not including future maintenance costs, incorporating fault attendance, energy consumption and full asset replacement every fifteen years.

It is for this reason that traffic signals tend to be a last resort, when other interventions have failed to address the problem. Given NYC is proposing to introduce a series of improvements to further reduce collision risk, traffic signals would not be a consideration at this time.

7. Roundabouts at both main junctions - If a roundabout is considered necessary, key factors include land acquisition and funding. Without undertaking further study to arrive at a more detailed cost estimate but based on figures at other similar locations where we have considered a roundabout, the cost could be circa £5M.

A prior key consideration though, before looking at feasibility and cost is whether the circumstances first require a major intervention. To that extent, collision history is an important factor in that decision making process and there should be one preferably in which there is an underlying pattern or dominant collision causation, which would benefit from a major junction upgrade being introduced.

The principal objective of a roundabout is to minimise delay for vehicles whilst maintaining the safe passage of all road users through the junction. With safety being a key consideration at the A19 Riccall junctions, caution needs to be exercised in relation identifying the most appropriate solution.

Given the approach speeds and high traffic volumes on the A19, it is likely that a normal roundabout with a large central island would be required. Normal roundabouts are generally effective in reducing collision severity, but we would need to ensure that the junctions at Riccall would not see an increase in personal injury collision frequency. A concern with normal roundabouts with a large central island, for example is the potential for shunt-type collisions on the approaches, entry/circulatory conflicts, lane changing collisions and high-speed entries by single vehicles resulting in loss of control and colliding with some part of the junction. Two-wheeled road users also tend to find roundabouts less safe.

It is worth noting that in the five years prior to the recent fatal collision, there had been no personal injury collisions at the northern junction onto the A19 and in relation to southern junction, there has been one serious collision involving a vehicle pulling out on to the A19, in September 2024.

In summary, NYC recognises local concerns and we are committed to implementing a coherent package of meaningful improvements quickly. To that extent, I note with gratitude the Parish Council's commitment to working in partnership with NYC to implement proposed improvements. I welcome this collaborative approach and look forward to our councils working constructively together to achieve the desired outcomes.

Thank you.

Sue Golton made the following statement on behalf of Riccall Roads Action Group.

Good afternoon. My name is Sue Golton , and I'm here on behalf of the Riccall Roads Action Group which was formed after the tragic death of former Councillor John Duggan, a greatly valued member of our community and a tireless campaigner for safer roads at the Riccall junctions.

We're speaking for everyone who uses the A19 junctions - all trying to join heavy, fast-moving traffic from a standstill. We have no reasonable alternative route. We just want to be able to get out at the junctions safely.

Our submission shows both the strength of feeling in our wider community, and the clear, evidence-based case for a 40-mile-an-hour speed limit and the roundabout that was promised — and funded — back in 2006.

When we met with senior officers last week, we were told the A19 is a safe road and that our day-to-day experiences carry no weight because there haven't been enough serious crashes or deaths to justify significant change. We find that deeply troubling. We are calling on North Yorkshire Council to be proactive and prevent tragedy, not wait for more tragedy to happen before taking action.

Elsewhere on the A19, other communities have been listened to. In Deighton, for example. In 2013 City of York Council listened to the community following a pedestrian death and replaced a 60mph limit with 40mph, including 50mph buffer zones either side. This was in the face of strong opposition from the police who

refused to support it and said it couldn't be enforced – as they are doing in this case. Is safety really a postcode lottery? It is certainly beginning to feel like it.

The data from County officers details the speed of traffic along our stretch of road as being around 50mph. Given that it is already moving at this speed a 50mph limit will make no measurable difference to us. Make no mistake – we welcome the offer of a reduced speed limit and are grateful that this change is on the table. However, given that the funding has already been allocated to changing the limit to 50mph, why not go to 40mph? You have a mandate from the Transport Minister to do so – it is within your power and we have given you the evidence to support this request.

So today we're asking you to examine the evidence we present, and to recognise the strength of local support. Officers have presented to you the raw data – we are bringing you the voices of the community who live and work here every day. Our local politicians, Keir Mather, Steph Duckett, and Martin Wiles, have listened to us, They recognise our concerns and support us. We're calling for a 40-mile-an-hour limit past Riccall to be delivered within this financial year, and for the roundabout to be reinstated in the capital forward plan. We have demonstrated in our submission that with the will to do it, it can be done.

If our proposal is agreed, we will throw our efforts behind Council officers to support them to deliver the programme. This would demonstrate local democracy at its best – communities, politicians and officials working together for the common good.

If it is refused, we will continue our campaign for as long as it takes — because our community deserves roads that are truly as safe as you can make them.

Thank you.

Allan McVeigh, Head of Network Strategy, provided the following response.

Thank you for your statement seeking to make a case for a 40mph speed limit and the introduction of a roundabout.

We are aware of the devastating consequences that a road fatality has on the family, friends and wider community. It is in-part for this reason that available funding should only ever be targeted where it is needed most, ie where there is greatest scope to reduce collision risk and injury.

It remains the case that none of the five junctions at Riccall on the A19 are comparable to many other junctions and sites elsewhere in the county with a higher frequency of collisions and which suffer from greater risk. None of the Riccall junctions have been a collision cluster site for over 20 years and collision numbers here are decreasing.

At the same time, NYC recognises local concerns and the strength of feeling in the community, which we are listening to. As a result, we have agreed to implement a series of additional safety measures that are balanced against the national guidance and good practice and which we believe will further reduce the risk of potential future collisions.

Existing mean speeds help form the basis for speed limits and this, together with the concerns being expressed, are why we are happy to support a 50mph speed limit. We fully expect the measures we are proposing, to have a dampening effect on current mean speeds and so to further reduce collision risk and severity.

The example of Deighton is not considered comparable to Riccall. Given the multiple number of direct accesses that outlying properties have onto the A19 in Deighton, a 40mph speed limit looks and feels appropriate. These are visual and evident reasons for motorists to reduce their speed and potential hazards of this nature are important factors in ensuring good compliance.

In terms of the history surrounding the potential roundabout, we believe just over £90K was spent on road safety engineering improvements locally, which essentially addressed the existing collision problem at the time and which helps explain the long-term downward trend in collision numbers since. On that basis, there was a formal decision in 2007, to remove the proposals from the Council's highways capital works programme, given the improving safety record at that location.

It is worth noting that the Government has set incredibly ambitious housing growth targets for North Yorkshire, so significant development is planned across the county in the coming years. As part of that process there will be a need to test the impacts of that housing growth, including traffic generation, against the existing background growth and an Infrastructure Delivery Plan will be produced that sets out the infrastructure required to cater for that extra demand.

Judy Mitchinson made the following statement.

Good afternoon, my name is Judy Mitchinson, and I'm here to represent my mother and our family after the devastating death of my father.

John Duggan, my father, died on 1st August 2025 as a result of a traffic collision at the north exit of Riccall onto the A19. He was attempting to turn right at this junction to travel towards Selby. It was a clear bright day with full visibility. John was a former HGV driver and knew the dangers of the road better than most. He dedicated years of his life to campaigning for safer roads for his community, knowing that people had lost their lives at the dangerous junctions.

The family find irony in the fact that he served, he warned, he cared but the very danger he campaigned so hard to prevent is what took his own life. His tragic death was shocking and has left our family and this community devastated. It must also serve as a warning that when safety measures are not implemented that lives are lost, namely five lives up to date. A roundabout installation is costly, and my father was firmly assured in 2006 that the then necessary funding of £850,000 was allocated to the project of building a roundabout at Riccall. However, that firm assurance turned out to be a false promise as the funds were devastatingly allocated elsewhere.

We know it is costly but what is the cost of a life? Every fatality carries not just emotional pain but an enormous social and economic cost. The cost to the wider society is vast. Thousands of people have had their lives impacted by the recent road traffic accident, costing families and businesses a huge loss of time and money on the day. In 2020 John was interviewed by the press and he stated that the biggest regret of his life was that he did not achieve the building of the roundabout he was promised as County Councillor.

After my father's tragic accident, the safety of the road needs to be future proofed. The expansion of the nearby towns and villages regarding housing and industrial estates will cause increased traffic and this will have a severe impact on safety at the junctions of the A19. Making necessary safety improvements now will save lives in the future. All the users of the A19 between Selby and York are at risk of a collision.

I appeal to you now to learn from the mistakes made in the past and safeguard people's lives by building a roundabout at Riccall.

Allan McVeigh, Head of Network Strategy, provided the following response.

Dear Ms Mitchinson

Council officers and Members alike were saddened by the recent passing of your father, please accept our deepest sympathies and condolences.

As a result of his untimely passing and the strength of feeling locally, we are committed to introducing a series of practical road safety improvements that we believe will reduce the risk and severity of future collisions.

In terms of the history surrounding the potential roundabout, we believe just over £90K was spent on road safety engineering improvements locally, which essentially addressed the existing collision problem at the time and which helps explain the long-term downward trend in collision numbers since. On that basis, whilst acknowledging your comments over what may have been discussed or agreed in the past, there was a formal decision in 2007, to remove the proposals from the Council's highways capital works programme, given the improving safety record at the junction.

It is worth noting that the Government has set incredibly ambitious housing growth targets for North Yorkshire, so significant development is planned across the county in the coming years. As part of that process there will be a need to test the impacts of that housing growth, including traffic generation, against the existing background growth and an Infrastructure Delivery Plan will be produced that sets out the infrastructure required to cater for that extra demand.

In the meantime, we are looking forward to working with the community and its representatives on introducing the proposed road safety improvements, which I hope will go some way to addressing local concerns.

The speakers were provided the opportunity to make supplementary statements and the following points were raised.

- It was highlighted that a roundabout had previously been proposed and accepted by North Yorkshire Council, with funding allocated at that time. The importance of a roundabout was raised and clarification was sought as to why the proposal was accepted previously but not now. In response, Allan McVeigh advised that £850,000 was originally provided by the former Highways Agency. Approximately £100,000 of this was used for local safety scheme improvements in the area, which successfully reduced collisions at that location. Following the improved safety record, a formal

council decision was made in 2007 to transfer the remaining funds into the wider capital works programme to support other local safety improvements elsewhere.

- Officers were invited to visit the area and meet with the Riccall Roads Action Group. Allan McVeigh reported that officers are happy to conduct a site visit and have further discussions with Riccall Parish Council, Riccall Roads Action Group and residents.

Members noted the issues that were raised by the public speakers.

169 Update from the Area Committee's MPs on road safety

Keir Mather MP thanked the Committee for the opportunity to speak and began by expressing condolences to the family of John Duggan. He thanked the Riccall Roads Action Group and Riccall Parish Council for their work on the matter.

He acknowledged that North Yorkshire Council had engaged constructively and welcomed proposals. He expressed support for measures such as Vehicle Activated Signs (VAS), rumble strips, and a 50mph speed limit, but noted that a 40mph limit should remain under consideration pending the outcome of the traffic regulation order and trial. He requested clarity on expected timeframes for implementing the measures endorsed by the Council.

Keir Mather MP stated that while he respected the Council's position on the speed limit guidance, he believed clarification was needed on whether the guidance is binding and suggested that further discussion should take place to determine if the guidance is mandatory.

He confirmed support for compliance measures, including fixed speed cameras on the stretch of road, and urged the Council to work with the police to deliver this. He added that he would engage with Jo Coles, Deputy Mayor, to progress these matters further.

He highlighted that road safety remains a top priority across the Selby District, both in urban areas such as Flaxley Road in Selby and in rural villages including Riccall, Monk Fryston, Hambleton, and Burn. He committed to continuing work with local communities to press their case. He noted that the Council is expected to receive a three-year settlement including transport funding and urged them to identify where works are needed to address community concerns.

It was noted that a letter had been sent from Keir Mather MP to Councillor Malcolm Taylor, and it was confirmed that a response had been provided.

The Chair noted that Sir Alec Shelbrooke had been contacted but was unable to attend and had not submitted a written statement.

170 Road safety update

Allan McVeigh, Head of Network Strategy, delivered a presentation, raising the following key points.

- Regarding collision data – It was clarified that personal injury collisions are classified as fatal, serious, or slight, and that near misses and damage-only collisions are not recorded. Analysis typically uses 3-5 years of data as older data is less relevant to current conditions. The collision numbers in the area for the previous three years and the draft unvalidated numbers for the calendar year to date were presented for information. It was reported that the A19 ranks second by collision numbers, ninth by collisions per kilometre and was not in the top ten in terms of the number of collisions

per billion vehicle kilometres travelled – the latter two statistics were reported to be better measurements of risk.

- Regarding fatal collisions – It was reported that fatal collisions trigger in-depth joint investigations with the police and that recommendations from these investigations identify factors on the road that might have contributed to the collision, as well as factors that are deemed to be more minor or unrelated to the fatality. Five fatal collisions occurred this year, including one at Riccall where five recommendations were identified.
- Regarding route studies – ‘Cluster sites’ prompt review, though action depends on underlying patterns or clear trends to the collision history. As well as ‘Cluster Sites’, it was reported that route studies are carried out on an annual basis, with statistics being used to determine whether action is required in specific areas. Six routes were reviewed this year, including the B1222. The junctions at Riccall were then discussed and it was reported that there was a ‘Cluster Site’ at Riccall between 2000 and 2005, but that due to improvements, collisions have reduced.
- Regarding speed limit guidance – It was explained that the A19 currently has a 60mph limit due to its characteristics, but that a flexible approach allows a 50mph limit to be investigated. Under guidance, it was reported that a 40mph is unsuitable and would likely cause compliance issues due to the limit not being proportionate to the local surroundings and road characteristics. Jon Hunter, North Yorkshire Police, supported Allan’s comments on 40mph limits, noting compliance depends on environment and driver perception and highlighting that rural areas would require continuous enforcement. A 50mph limit is planned for the Riccall stretch of the A19 and it is aimed that this will be in place by February/March 2026. Gateway features, rumble strips, roundels, and permanent Vehicle Activated Signs are also planned.
- Regarding wider work – It was reported that there is a countywide review of speed limits around schools, and it was explained that there is now a presumption in favour of lower limits. The draft speed management strategy aims to provide a planned programme of speed limit reviews. School parking measures were briefly discussed. It was reported that as well as engaging on speed limit reduction schemes, parishes can buy temporary VAS for £5,000. Permanent VAS can also be installed where there is an existing speed-related collision problem. Information was provided on air quality, how it is measured and the action plans that are prepared to tackle with problems.
- Regarding partnerships – It was reported that through the York and North Yorkshire Road Safety Partnership, officers worked with several partners. There is a focus on education, enforcement and engineering. It was highlighted that fixed safety cameras are an area of regular interest but are not currently approved for use on the local road network. This is under consideration, specifically where they may deliver a road safety benefit, but the financial sustainability of the cameras would need to be investigated.

During the discussion, the following points were raised.

- Members noted that, following the implementation of 50mph speed limit measures at Riccall, it was unlikely the limit would be further reduced to 40mph.
- It was highlighted that children regularly need to cross the road when returning from school at Riccall.
- Members suggested Riccall could be considered as a potential location for a trial of fixed speed cameras.
- Concerns were raised about frequent accidents, including fatalities, at Cattal Crossroads. Despite the installation of safety measures, issues persist, partly due to sat navs indicating a straight route. A suggestion was made to stagger the junction, which officers agreed to review.

- Concerns were raised about accidents at Rudgate Junction, attributed to poor sight lines and inadequate verge maintenance on a bend. Officers agreed to look into this area.
- A request was made for timescales for a Traffic Regulation Order (TRO) for Sickling Hall and the primary school, noting the complexity due to the school's location within a 30mph zone adjacent to a 60mph zone. Officers confirmed they would provide the timeline and review the matter.
- Members expressed concern about heavy traffic on the A19 from Doncaster to Selby, particularly HGVs passing through villages, with little improvement to the road. A roundabout at Burn Crossroads was suggested, but officers noted this had been considered and rejected due to cost.
- Members highlighted the benefits of fixed speed cameras and suggested their introduction be investigated. Officers clarified that speed enforcement is the responsibility of the police, not the council, and reported that a review was underway considering options such as fixed and average speed cameras and partnership arrangements. Mobile cameras were noted as flexible, while average cameras were seen as particularly effective. The review was expected to conclude by year-end, but implementation would take time.
- A question was raised about whether all accidents were known, as many may go unreported. Officers confirmed that all collisions involving personal injury are recorded by North Yorkshire Police, but data on damage-only collisions or near misses is difficult to collect.
- Officers stated that while Department for Transport guidance is applied consistently across the county, local circumstances are also considered.
- Officers highlighted that plans to proactively engage with communities on lower speed limits represented a significant cultural shift for North Yorkshire Council compared to previous years.
- Concerns were expressed about road safety in Sherburn in Elmet, noting a high number of serious and fatal accidents on the B1222 and surrounding roads. Speed limits were frequently exceeded and enforcement was limited. Increased enforcement and changes to speed limits were suggested, and a site meeting with highways officers and the police was requested. Officers agreed to review the issues and consider a site visit.
- Members queried whether traffic volume was considered when deciding if priority should change at a specific crossroads. Officers confirmed it is a factor and agreed to review the location mentioned.
- A request was made for a safe crossing over the A63 at Cliffe, as the school is on the south side of the road while most residents live on the north side. Officers agreed to review this.
- It was suggested that the speed limit be reduced to 30mph on the A63 at Osgodby to accommodate a new school and additional housing. Officers agreed to review this.
- Members suggested holding regular meetings as all members had issues in their areas. It was acknowledged that while Riccall was a single issue, it had prompted a valuable discussion that the committee should have more frequently. In response, Officers highlighted that regular reports had previously been provided to Area Committees, but that these were stopped to avoid duplication with Scrutiny Committees.

Following the discussion, Members proposed three recommendations.

1. That the committee recommend to North Yorkshire Council that all possible measures be taken to introduce a 40mph speed limit in the area around Riccall, including up to and beyond the village, and that consideration be given to installing average speed cameras at either end of the stretch of road.
2. That the committee receive at least an annual review of road safety in the area, with a report of similar detail and quality to the one presented at this meeting, and that North Yorkshire Police be invited to attend.

3. That officers adopt a more proactive approach to communication with members, ensuring that members are routinely informed in the event of a serious or fatal collision within their division.

A vote was taken and the above recommendations were agreed unanimously.

Resolved

- a) That the Committee recommend that all possible measures be taken to introduce a 40mph speed limit in the area around Riccall, including up to and beyond the village, and that consideration be given to installing average speed cameras at either end of the stretch of road.
- b) That the Committee receive at least an annual review of road safety in the area, with a report of similar detail and quality to the one presented at this meeting, and that North Yorkshire Police be invited to attend.
- c) That officers adopt a more proactive approach to communication with members, ensuring that members are routinely informed in the event of a serious or fatal collision within their division.

171 Any other items

There were none.

172 Date of next meeting

Thursday, 6 November 2025 at 10.00am in Selby Civic Centre.

The meeting concluded at 3.34 pm.

North Yorkshire Council Selby and Ainsty Area Committee

Minutes of the meeting held on Thursday, 6 November 2025 commencing at 10.00 am.

Councillor Kirsty Poskitt in the Chair and Councillors Karl Arthur, Mark Crane, Melanie Davis, Stephanie Duckett, Tim Grogan, Bob Packham, Andy Paraskos, Jack Proud, Steve Shaw-Wright and Arnold Warneken.

In attendance: Councillor Carl Les OBE; Celia McKeon, Chief Executive of Two Ridings Community Foundation; and Graham North, Rail Strategy and Performance Officer, York and North Yorkshire Combined Authority.

Officers present: Andy Clarke, Public and Community Transport Manager; Andrew Rowe, Assistant Director Housing; Carl Doolan, Head of Housing Management & Landlord Services; Lorraine Larini, Head of Housing Standards; Daniel Harry, Head of Democratic Services and Scrutiny; and David Smith, Senior Democratic Services Officer.

Copies of all documents considered are in the Minute Book

Prior to the meeting starting, the Chair acknowledged the sad passing of Judith Chilas, a former Councillor for Selby District Council, and sent condolences to her family and those that knew her.

173 Apologies for absence

Apologies were received from Councillors John Cattanach, Mike Jordan, Andrew Lee and Cliff Lunn.

174 Declarations of interest

Councillor Davis declared that she is a trustee of 'Our Space', an organisation that has received a grant from the Two Ridings Community Foundation. This was not considered to affect the discussion at Item 4.

Councillor Poskitt declared that she is an employee of 'Tadcaster and Rural', and organisation that has received a grant from the Two Ridings Community Foundation. This was not considered to affect the discussion at Item 4.

Councillor Arthur declared that he works in the railway industry. This was not considered to affect the discussion at Item 5.

Councillor Davis declared that her partner works for Network Rail. This was not considered to affect the discussion at Item 5.

175 Public questions and statements

One public statement was received before the deadline of midday on 3 November 2025.

Councillor Alex Tant-Brown, Sherburn in Elmet Town Council, made the following statement.

We, the members of Sherburn in Elmet Town Council wish to make you aware of major concerns from our Town Council in regards to your planning department. Our full statement is, as of the start of my speaking, being published on our Town Council website. It is unfortunately too long to read out in the limited time I have been afforded. So, I will highlight the salient points.

Over the course of the past year, we have witnessed first hand the very worst of your planning department. To the point where we are left to conclude that consulting parish and town councils has become a glorified box-ticking exercise, rather than an opportunity for local scrutiny. As some Cllrs will know, we were unceremoniously disinvited from a recent planning application site visit, contrary to your own policies, by your officers.

In regards to when we've come to the Selby Area planning committee, the officers reports have been at best sub-standard, and at worst, read like long form campaigning leaflets. In regards to "planning balance", there seems to be none. These reports have overwhelmingly read in favour of why applications should be approved, with no regard for the potential problems of proposed schemes, or the policy-driven evidence in favour of refusal. Serious questions need to be asked as to how planning balance is being applied.

Despite councillors voting to refuse, we have been dragged into two appeals. Both of which we have lost. And why? Well, the first was because your officers decided not to put up a case. Simple as. They appeared that they were not bothered to do so. The second case. Your officers agreed what we believe to be material changes to a planning application with the applicant, without public scrutiny, and then decided to drop all three reasons for refusal.

I'll say this clearly and plainly. This is undemocratic. It avoids public scrutiny. And it simply invites developers to keep putting in speculative applications, in the hope that they can change them during the appeal process, in order to satisfy policies and not realities.

In essence, and whilst this may be something you have heard many times before, you are inviting development into a town that's infrastructure is not supportive of the residential and employment population that it needs to support. Our schools do not have capacity for more children, our doctors do not have parking and staffing capacity for current patients, let alone more. Our community groups and town council are struggling to meet the demand that North Yorkshire Council is letting fall by the wayside. These are issues that are not going to be satisfied by Section 106 payments. They need real, and immediate investment. Preferably before our town simply becomes a collection of houses loosely held together by a parish precept.

To make it clear. What we, and our residents, have experienced over the past twelve months, has been nothing short of shambolic. From your officers conduct at site visits and planning committee meetings, through to the abject failure to represent residents interests at planning appeals. Our residents pay their taxes for you to act in their best interests. Yet you leave residents to believe you are wilfully acting against their interests in planning matters. All we ask are two simple things. 1. Bring forward a strategic allocation of land for new developments, one which does not rely on small residential access roads. 2. Ensure adequate investment in our area.

We might be forgettable up at Northallerton. But we will fight for all our residents to ensure they get the services and infrastructure they need. At the moment, they aren't. And their interests are not being served by your planning department, and ultimately the council.

The relevant officers were unable to attend the meeting so David Smith, Senior Democratic Services Officer, read the following response on behalf of North Yorkshire Council Planning Service.

Chair, Members,

It is with regret that Sherburn in Elmet Town Council feel dissatisfied with a number of the recommendations made by officers over the past year. We appreciate the Town Council's continued engagement in the planning process and recognise the time and effort their members dedicate to reviewing applications and submitting local comments.

However, I would like to reassure both Members and the public that officer reports are detailed, objective, and evidence-based, providing a balanced assessment of all material considerations.

For example, the report for application ZG2/23/0774/FULM – Land South of Bartlett View and Rochester Way, Sherburn in Elmet, considered by this committee in April, ran to around 80 pages, including 17 pages of consultation responses and representations. None of the technical consultees raised objections that could not be mitigated by planning conditions, or by way of inclusion within a Section 106 legal agreement.

That report also set out, very clearly, the policy position facing North Yorkshire Council, including the fact that the authority cannot currently demonstrate a five-year housing land supply (see paragraph 10.1 of the case officer's report). As Members will be aware, this triggers the "tilted balance" under paragraph 11(d) of the National Planning Policy Framework, meaning that planning permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits. Officers are duty-bound to apply that test.

It is acknowledged that the policy situation is a complex one and that it has changed over the last 12 months.

Consultation and engagement

The Town Council suggests that consultation with parish and town councils is a "box-ticking exercise."

This is not the case. All local Parish and Town councils, are formally consulted on planning applications and their comments are given due weight. However, for an objection to carry weight in decision-making, it must be based on clear, objective, and technical planning evidence. Decisions must be robust and capable of standing up to scrutiny at appeal. Reliance on unsubstantiated concerns, or the strength of local opposition alone, is not sufficient in law.

Site visit attendance

It is unfortunate that a Town Council representative was unable to attend a recent committee site visit. Officers recognise this caused frustration and have since reviewed procedural advice with Legal Services and the Chair of the Planning Committee to ensure clarity and consistency in future. The exclusion was not intentional and has prompted constructive internal review.

Appeal decisions and professional conduct

Reference has been made to two appeals where Sherburn in Elmet Town Council consider that the Council did not defend its reasons for refusal.

It is noted that a detailed response to these issues raised have already been sent to Sherburn in Elmet Town Council, following their letter of complaint, dated 30th September.

We responded to concerns raised about the appeal process following the refusal of the planning application for 106 dwellings at Land South Of Bartlett View And Rochester Row, Milford Road. The complaint focused on the Council's conduct and representation at the appeal hearing.

The Council was represented by one of our Development Management Team Managers and a Principal Planning Officer. No legal representation was present, as the appeal was a hearing (not a public inquiry), which does not require cross-examination by legal advocates.

The Council attempted to instruct a highway expert to support its case but was unable to secure one, as neither the Local Highway Authority nor external consultants were willing or able to assist. This was also the case for a similar appeal on Garden Lane.

The Planning Inspector allowed the appeal, concluding that the proposal would not harm highway safety and complied with planning policy. The Inspector found the Council had acted unreasonably in preventing development and awarded full costs to the appellant.

The Council was unable to instruct a highway expert, but the Inspector found the scheme acceptable. The letter concluded that the Council did not act improperly in handling the appeal.

With regards to defending the Garden Lane appeal, officers looked to present the views given by members at the planning committee meeting. However, these were referred to by the Planning Inspector in his decision as being, "vague and generalised assertions about the effect of the proposal without their own substantive technical evidence", which officers could not defend strongly in planning policy terms, at the Hearing.

In the Land South of Bartlett View and Rochester Road appeal, officers sought to appoint independent highways consultants to defend a highways-related refusal reason. However, no consultant approached was prepared to do so, as none could identify any technical basis for defending the reason. Given the tight deadlines imposed by the Planning Inspectorate, a pragmatic decision had to be made promptly in consultation with the Council's Legal Team, who confirmed the approach followed was both lawful and appropriate.

It is always preferable for such matters to be discussed transparently at committee, but the timescales dictated by the Inspectorate did not permit this on that occasion.

Infrastructure and cumulative impacts

Concerns have been raised that Sherburn in Elmet lacks the infrastructure to support additional development. Officers fully appreciate these concerns. However, when assessing a planning application, the Council can only consider the specific harm arising from the development proposed, and ensure that it is mitigated in proportion to that impact.

The Section 106 agreement for the Bartlett View application secured contributions towards education, healthcare, open space and highways in line with the evidence provided by statutory consultees. Existing infrastructure deficiencies in the wider town, however pressing, cannot lawfully be addressed through a single planning application.

Strategic planning and investment

The Town Council has asked that a strategic allocation of land be brought forward for development in Sherburn in Elmet.

North Yorkshire Council is actively preparing a new Local Plan to replace the legacy district plans. This will identify strategic growth areas and infrastructure priorities across the county. However, the Local Plan process is necessarily detailed and evidence-based, and will take several years to reach adoption.

The second request, for “adequate investment in the area”, is understood and noted. In planning terms, however, investment can only be sought through Section 106 obligations or planning conditions, and only where these meet the legal tests set out in national policy. Broader funding decisions and service investment lie outside the scope of the planning decision-making process, though they may of course be pursued through other Council programmes.

Planning balance

Finally, with regard to “planning balance”:

Each recommendation presented to this committee reflects a careful weighing of identified harms against the social, economic and environmental benefits of the proposal, in accordance with both national and local policy. Officers do not advocate for development but apply the professional and policy framework impartially. The conclusions reached are always open to Member scrutiny and challenge at committee.

Conclusion

In conclusion, Chair, I would like to reaffirm that planning officers across North Yorkshire Council act with professional integrity, objectivity, and transparency.

Their reports are thorough, their recommendations are grounded in evidence and policy, and they remain committed to engaging respectfully with all parish and town councils — including Sherburn in Elmet — to secure the best planning outcomes for local communities.

Councillor Alex Tant-Brown was provided the opportunity to make a supplementary statement and the following points were raised.

- It was questioned why the Garden Lane appeal was a hearing and not a public inquiry.
- Concerns were raised about the objectivity of the complaint process, noting that a complaint was responded to by the planning service that it was about.
- In terms of the cumulative impact on Sherburn in Elmet, it was suggested that this should be considered as part of the principle of development under the National Planning Policy Framework (NPPF).
- Concern was expressed that a date of 2029 for the new Local Plan is too late, given the applications that are forthcoming.

Members raised concerns that specific applications had been referred to in the officer response.

Members noted the issues raised by the public speaker.

176 Two Ridings Community Foundation - Heart of Yorkshire Fund

Celia McKeon, Chief Executive of Two Ridings Community Foundation, presented the report and provided the following updates.

- Since the end of the financial year, two further rounds of grants have been awarded. In March, the panel met and awarded organisational development and small grants totalling £46,667. A further round of applications opened in June, with the panel meeting in September to award grants totalling almost £30,000.
- The fund will reopen for applications in June 2026, with an anticipated application window of 6–8 weeks. During this period, support will be provided to applicants and following due diligence and assessment, the panel will meet in September 2026 to make a decision on the applications received.

Following these updates, the following answers were provided to queries raised by members.

- It was clarified that while Two Ridings also administers funds covering other parts of North Yorkshire, the Heart of Yorkshire Fund is limited to the former Selby District Council area. Details of all Two Riding funds, including those available to the Ainsty area, are published on their website. As funds open and close throughout the year, the website is the most reliable source for up-to-date information. In response to a query about the Allerton Waste Recovery Fund, it was confirmed that the fund has now closed and that there is no remaining balance.
- Further information was requested on the grant awarded to 'Moving the Masses' and their activities. This information would be provided after the meeting.
- Concerns were raised about the short application window for grants, with Members noting that while extending the period could increase administrative costs, the current approach may restrict access for some groups who need support but must wait to apply. In response, it was explained that the 6–8 week window is intended to strike a balance between being open long enough for applications and providing quick decisions, as a longer window would delay outcomes. It was highlighted that if sufficient funds are available, additional rounds may be opened during the year. It was also highlighted that groups can apply to other Two Ridings programmes at different times of the year – Two Ridings will signpost groups to the most suitable funding opportunities, and urgent needs outside the main window can often be addressed through alternative funds.
- It was highlighted that the Fund is promoted on social media, the organisation's newsletter, and its website, giving groups the maximum opportunity to be informed. Members expressed interest in receiving regular updates on awarded grants in order to support their promotion. In response, it was confirmed that once panels have met and grants have been awarded, a list of successful applications and details of the recipient organisations can be shared with members to help them disseminate the information locally. It was also suggested that letters to successful organisations can include a request for funded groups to inform their local councillors about their activities, to help ensure councillors are aware and engaged.

- Members asked about outcome reporting for funded projects. In response, it was confirmed that Two Ridings monitors and evaluates all grants, with reporting requirements kept proportionate to the size of the award to avoid overburdening smaller groups. All grantees provide an end-of-grant report detailing activities, numbers supported, impact achieved, learning gained, and plans for continuation. To avoid overload, individual reports are not routinely shared with the panel, but the overall impact of the Fund is reviewed.

Resolved

- a) That the update is noted.
- b) That further information on the grant awarded to 'Moving the Masses' be provided after the meeting.
- c) That updates on successful grantees be shared with Members so that they can help to promote the organisations.

177 Update on Rail Matters by the York and North Yorkshire Combined Authority

Graham North, Rail Strategy and Performance Officer, York and North Yorkshire Combined Authority, presented the report and the following points were clarified.

- It was highlighted that the station usage figures are updated annually, typically at the end of November, and therefore the figures included in the report are based on the previous year's data and may be out of date.
- Members highlighted the importance of improving public transport to reduce car usage and encourage greater mobility.
- Lower usage of Cattal Station was considered likely to result from limited parking availability and Members asked whether any of the £10 million investment on the York–Harrogate line could be directed to provide parking at Cattal. Officers confirmed that the funding is no longer available and that its purpose was solely to increase train frequency. It was noted that the Maltkiln development includes provision for car parking; however, there is currently no funding or opportunity to deliver this ahead of the development. Members emphasised that improvements were required before the development of Maltkiln. Officers advised that previous work had identified potential sites for parking, but costs could be significant due to site constraints. Parking issues at Cattal Station were noted by officers.
- Members raised concerns about overcrowding on trains from Selby, particularly at peak times, and asked whether additional capacity could be provided. Officers advised that Northern is aware of the issue and has begun adding extra coaches on some services, such as race days, but overall capacity is limited due to a shortage of rolling stock. Some additional stock may become available in about two years, although competition for resources across the UK remains a challenge. Much of Northern's fleet is old, and while new rolling stock is planned, it is not expected until the early 2030s.
- Regarding the work at Sherburn in Elmet Station, it was reported that options are being explored to determine the lowest-cost solution. Members welcomed plans to improve Sherburn in Elmet Station, noting the town's significant growth, the station's proximity to an employment site, and the need for better infrastructure, including car parking and improved accessibility. They highlighted that overcrowding at Selby is partly due to TransPennine trains not stopping at Sherburn in Elmet but expressed concern that opting for the cheapest improvement option could overlook accessibility requirements. Officers explained that the immediate priority is enabling TransPennine services to stop, which may involve a minimum-cost solution such as platform extension, as full

accessibility upgrades could cost around £10 million and are difficult to fund in the current climate. While acknowledging the importance and legal requirement for accessibility, officers advised that funding is not currently available and that delivery will depend on future government funding and prioritisation.

Resolved

- a) That the update is noted.

178 Public Transport in the Committee Area

Andy Clarke, Public and Community Transport Manager, presented the report and explained that the bus network in the Selby area had remained largely unchanged for most of the year, following substantial changes introduced in January which had bedded in well. He reported that Arriva, the main operator, was pleased with the changes and had seen improvements in punctuality and service reliability, enabling investment in two new buses. Passenger numbers had increased as a result of the changes, although the Government's national fare cap rising from £2 to £3 at the start of the year had had a dampening effect.

He noted that one area affected by the changes was the Leeds Road section of the route in Selby, which lost its service. Feedback via the local MP highlighted that some residents, particularly those with accessibility issues, were adversely impacted. In response, a low-frequency alternative was introduced recently, operating four journeys between Thorpe Willoughby and Selby Bus Station on weekdays. This service will run for six months before being evaluated. Andy Clarke also confirmed that Coastliner services between Leeds and York via Tadcaster continued to use grant funding to support three journeys per hour, which had been positive overall, despite some traffic-related reliability issues during the summer. He emphasised that the report focused only on services with notable updates and did not cover all routes.

During the discussion, the following points were raised.

- A member asked why services through the Ainsty part of the area were not mentioned in the report. In response, the officer confirmed that there was nothing specific to update on those services.
- A member raised concerns that Barlow is almost unserved after 2pm and asked for a later bus. The officer agreed to review options but noted funding constraints, explaining that a longer-term settlement would help and suggested community transport for hospital access.
- Another member highlighted that North Duffield has a service to York but not Selby and asked about a proposed minibus linking Hemingbrough, Riccall, Osgodby, Barlby, North Duffield, Skipwith, and Thorganby. The officer highlighted funding constraints but confirmed that a countywide review is underway.
- Further concerns were raised about Hemingbrough and nearby villages being cut off, with parish councils offering funding. The officer welcomed this and noted driver shortages have eased.
- A member asked about real-time information displays and a hospital bus shelter. The officer confirmed five displays at Selby Bus Station, two in Sherburn, and one in Tadcaster, with more planned. He said funding for the hospital shelter is in place and installation is expected this financial year.
- The Chair raised the issue of the Under-19 fare cap not covering travel into West Yorkshire. The officer agreed to explore solutions.

Resolved

- a) That the update is noted.

179 Housing and Community Centres

Andrew Rowe, Assistant Director Housing; Lorraine Lorini, Head of Housing Standards; and Carl Doolan, Head of Housing Management & Landlord Services, provided an update on housing and community centres, explaining the context and progress since the introduction of new consumer standards for social housing.

Key points highlighted by officers include the below.

- The new consumer standards introduced by Government require higher housing quality and management standards.
- Following a self-assessment, a self-referral was made to the regulator, acknowledging non-compliance and setting out an improvement plan. An improvement board meets monthly, alongside regular engagement with the regulator. Seven workstreams underpin the improvement plan: governance, stock quality, safety and compliance, understanding tenants' needs, repairs and maintenance, safe neighbourhoods, and fair allocation and tenancy management.
- Repair numbers have doubled due to higher standards and survey findings.
- Significant work has been done to harmonise policies following local government reorganisation. IT systems are being consolidated into a single system.
- A learning and development strategy is in place to meet new qualification requirements for senior managers.
- A stock condition survey is underway and the aim is to have covered 50% of homes by March 2026 and 100% by September 2026.
- Safety plans have been approved for the main health and safety risks. Fire risk assessments are now 100% complete and asbestos compliance is ongoing.
- Financial implications for the Housing Revenue Account (HRA) business plan are being monitored.
- Service charges remain inconsistent across former districts and will be reviewed.
- A sheltered housing stock review is ongoing and this will inform future provision.
- Community centres funded by the HRA are treated as council buildings and this creates cost pressures.
- Initial safety compliance issues at community centres have been addressed and the stock condition reports have been completed.
- Usage of community centres varies significantly. Potential options include increasing community use, hosting council services, or considering redevelopment for housing in the long term.
- Engagement with community centre management committees, parish councils, and stakeholders will continue through November and December, with wider consultation and potential asset transfer discussions from 2026 onwards.
- No decisions have been taken regarding community centres and proposals will ensure buildings remain safe while in operation.

The following key points were raised in the discussion.

- Members asked about retrofit challenges. Officers confirmed funding is available but contractor capacity is a constraint. Eight principal contractors have been onboarded, and some funding supports skills development for in-house teams. Work prioritisation is based on property condition.
- Questions were raised about empty homes and lettable standards. Officers explained that all homes will meet EPC C by 2030 and asbestos will be removed. Empty homes fall into three categories: minor hazards, significant hazards, and major capital works. Current void rates are around 4%, with a target of 2.5%. Category 1 voids cost about £15,000 to repair, with Category 2 costing £27,000, and Category 3 costing up to £50,000. It is the aim to improve over 1600 homes by 2028. The ALIGN framework should enable returning 10 properties per week to allocations.

- Members suggested displaying information in empty property windows to reduce public queries. Officers noted security concerns but agreed to consider options.
- Questions on allocations and three-way swaps were raised and officers confirmed that there has been no policy change.
- Members raised service charge inconsistencies and grounds maintenance costs. Officers confirmed a review is underway to ensure fairness and alignment with tenant responsibilities.
- Members welcomed engagement on community centres and stressed the need for more prescriptive arrangements with management committees to maximise community benefit. Suggestions included rationalising timetables and using centres for advice and support services.
- Positive feedback was given for the housing team's response to a recent major fire, which required rehousing multiple households.

Resolved

- a) That the update is noted.

180 Home to School Travel Policy: Update on queries raised

Daniel Harry, Head of Democratic Services and Scrutiny introduced the report, highlighting that responses had been provided to queries previously raised by Members.

A member questioned why exceptional circumstances were not considered in a specific case. The officer replied that the committee's role is to check policy compliance and then consider exceptional circumstances – such as distance, safety, transport arrangements, or other factors. He confirmed that 'other factors' is open to interpretation and members have discretion.

Resolved

- a) That the report is noted.

181 Updates from the Area Committee's MPs

The Chair introduced the report, highlighting that written responses had been received from both MPs. No questions or comments were made by Members in relation to the report.

Resolved

- a) That the report is noted.

182 Work programme

Councillors requested an update on the Transforming Cities Fund project in Selby, asking whether work has started and why the Railway Club building remains in place.

There was a discussion on the issues highlighted in the public question received earlier in the meeting. The following points were made.

- Regarding infrastructure and cumulative impact – Concerns were raised that infrastructure improvements are not keeping pace with development and that the cumulative impact of planning applications is not being adequately addressed. Members highlighted issues relating to traffic congestion and noted that Selby records some of the

poorest air quality readings in North Yorkshire. Specific reference was made to Sherburn in Elmet, where members expressed concern about the lack of infrastructure and the cumulative effect of ongoing development. Councillor Bob Packham, Division Member, advised that work is underway to press for essential infrastructure improvements and expressed hope for support from North Yorkshire Council.

- Regarding Planning Committee site visits – Councillor Bob Packham, Vice Chair of the Selby and Ainsty Area Planning Committee, reported that discussions are ongoing with officers to establish a clear protocol for site visits, which will differ from the approach previously taken at Sherburn. Members noted the importance of incorporating local input from parish councils, noting that excluding this information would not support effective decision-making.
- Regarding officer involvement in planning decisions – Members expressed concern at reports that officers may have overturned planning decisions without consulting elected Members. They agreed that that officers should, at a minimum, notify the Chair of the Planning Committee and provide an explanation for the decision. Members requested confirmation from officers as to whether this had happened.
- Regarding officer support for appeals – Members felt that officers should attend appeals to support the council’s position, even if their professional view differs. It was noted that officers are employed by the council, and members expect them to make every effort to uphold decisions made by the authority.
- Regarding views provided by North Yorkshire Highways on planning applications – Members raised concerns about inconsistencies from Highways regarding access points for housing developments. It was stressed that Highways need to provide clear, consistent decisions on access routes to avoid confusion and maintain confidence in the planning process.
- Regarding delays in the planning process – some Members raised concerns regarding the length of time taken to determine applications, with delays seemingly often linked to responses from internal departments. It was felt that prolonged decision-making is unfair to applicants and local communities.
- Regarding the handling of public questions at meetings – some Members expressed the view that they should have the opportunity to ask officers questions on responses to public questions and to discuss public questions as part of the meeting.

Following the discussion, Members requested that officers from the Planning and Planning Enforcement teams attend a future meeting to provide clarification on the statement issued in response to the public question and to address the above concerns.

It was also highlighted that a discussion should take place between the Chairs and Vice Chairs of the Selby and Ainsty Area Committee and Area Planning Committee.

Resolved

- a) That the above issues be added to the work programme.

183 Any other items

There were none.

184 Date of next meeting

Thursday, 19 March 2026 at 2.00pm – Formal Meeting.

The meeting concluded at 12.30 pm.

Agenda Item 5

North Yorkshire Council
Selby And Ainsty Area Committee

19 March 2026

Progress on Issues Raised by the Committee

1.0 PURPOSE OF THE REPORT

1.1 To advise Members of

- (i) progress on issues which the Committee has raised at previous meetings
- (ii) other matters that have arisen since the last meeting and that relate to the work of the Committee

2.0 BACKGROUND

2.1 This report is submitted to each meeting listing the Committee's previous resolutions and / or actions. The table below represents the list of issues which were identified at previous meetings and which have not yet been resolved. The table also indicates where the issues are regarded as completed and will therefore not be carried forward to this agenda item at the next meeting.

Date	Minute number and title	Resolution / Action	Comment	Complete?
25 April 2025	134 – Work programme	An item on land and properties owned by NYC in the Selby and Ainsty area was requested. Members asked for a list of NYC assets in the area, details on the steps that the council is taking to ensure that these assets are delivering best value and requested that the Committee is involved with these discussions.	Officers have confirmed that an all-Member briefing on NYC's property and estate will be scheduled.	Y
24 October 2025	Minute 170 – Road safety update	The Committee recommended that all possible measures be taken to introduce a 40mph speed limit in the area around Riccall, including up to and beyond the village, and that consideration be given to installing average speed cameras at either end of the stretch of road.	Officers have noted this comment.	Y
24 October 2025	Minute 170 – Road safety update	That the Committee receive at least an annual review of road safety in the area, with a report of similar detail and quality to the one presented at this meeting, and that North Yorkshire Police be invited to attend.	A regular report has been added to the work programme, with a date for the next update to be confirmed.	Y

Date	Minute number and title	Resolution / Action	Comment	Complete?
24 October 2025	Minute 170 – Road safety update	That officers adopt a more proactive approach to communication with members, ensuring that members are routinely informed in the event of a serious or fatal collision within their division.	Officers have noted this comment.	Y
6 November 2025	Minute 176 - Two Ridings Community Foundation - Heart of Yorkshire Fund	Further information was requested on the grant awarded to 'Move the Masses' and their activities and it was reported that this would be provided after the meeting.	Move the Masses received £10,000 for their Move Mates project in the Selby and Ainsty area. After six months, take-up was low, so delivery stopped. £5,000 was spent on the sessions and promotion, and the remaining £5,000 was returned to the fund.	Y
6 November 2025	Minute 176 - Two Ridings Community Foundation - Heart of Yorkshire Fund	Once grants have been awarded, a list of successful applications and details of the recipient organisations can be shared with members to help them disseminate the information locally	Following this comment, Two Ridings are working towards having a list of the most recently awarded grants from the Heart of Yorkshire Fund being available permanently on their website.	Y
6 November 2025	Minute 182 – Work Programme	An update on the Selby TIP and Station Gateway project was requested.	Updates are on today's agenda at Items 8 and 9.	Y
6 November 2025	Minute 182 – Work Programme	Information relating to planning queries raised at the meeting was requested.	Officers are putting together a briefing paper for members to consider.	

3.0 RECOMMENDATION

- 3.1 That the Committee considers whether any further follow-up action is required on any of the matters referred to in this report.

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)
County Hall
Northallerton

11 March 2026

Background Documents: Report to, and minutes of, the Selby and Ainsty Area Committee meetings held on 24 October and 6 November 2025.

**North Yorkshire Council
Selby and Ainsty Area Committee**

19 March 2026

Schools update

1.0 Purpose of the Report

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

2.0 Local educational landscape

2.1 As of 31 August 2025 there was a total of 58 schools and academies within the Selby and Ainsty Committee area. The table below shows the number of schools and academies both in the County as a whole and in the area covered by the committee, by school type.

Summary of schools' status – 31 August 2025

	Schools in North Yorkshire		Schools in Selby and Ainsty AC	
Primary Maintained	158	53.6%	25	49%
Primary Academy & Free School	137	46.4%	26	51%
Total	295		51	
Secondary Maintained	12	28.6%	1	16.7%
Secondary Academy	30	71.4%	5	83.3%
Total	42		6	
Special Maintained	5	50%	0	
Special Academy	5	50%	0	
Total	10		0	
PRU Maintained	4	80%	1	100%
PRU Academy	1	20%	0	0%
Total	5		1	
Total maintained	179	50.9%	27	46.6%
Total Academy	173	49.1%	31	53.4%
Overall Total	352		58	

3.0 School Standards

3.1 School Ofsted judgements

From September 2024, inspections of state-funded schools no longer include a judgement on overall effectiveness. The judgements for the 4 areas inspected under the previous inspection framework, as at 31 August 2025, are shown in the tables below:

% Good or Outstanding

Quality of Education

	Primary	Secondary	Special
National	86%	73%	77%
North Yorkshire	90%	72%	83%
Selby	93%	0%	NA

Behaviour and Attitudes

	Primary	Secondary	Special
National	96%	85%	89%
North Yorkshire	96%	72%	83%
Selby and Ainsty	96%	0%	NA

	Primary	Secondary	Special
National	98%	89%	91%
North Yorkshire	98%	83%	100%
Selby and Ainsty	100%	0%	NA

Effectiveness of Leaders

	Primary	Secondary	Special
National	91%	82%	84%
North Yorkshire	95%	80%	100%
Selby and Ainsty	100%	80%	NA

Similarly, 100% (41 of 41) of the Childcare establishments (childcare in non-domestic premises) which have had an Ofsted inspection in the committee area were 'Good' or 'Outstanding'. The rate in North Yorkshire was 97% at the same time.

3.3 Attainment overall

In primary schools, performance across North Yorkshire in the Early Years (Early Years Foundation Stage Profile) has continued to be above national benchmarks. Attainment of children at Key Stage 2 fell this year and is now below national. In secondary schools the percentage of pupils achieving a grade 5 or above in both English and maths (Basics) fell in 2025 but is still 3% higher than national.

3.4 Early Years Foundation Stage Profile (EYFSP)

In 2025, 73.8% of children in the committee area achieved a Good Level of Development. An in-year comparison of EYFSP outcomes with LA and national figures (see table below) shows that a higher proportion of pupils within the committee area achieved a good level of development compared with both North Yorkshire and national comparable figure.

Early Years Foundation Stage Profile – percentage achieving a good level of development			
	Selby and Ainsty	North Yorks	National
2022	70.5%	68.3%	65.2%
2023	72.3%	70.3%	67.2%
2024	73.8%	71.2%	67.7%
2025	73.8%	70.6%	68.3%

3.5 Key Stage 2

In 2025, 60.6% of children in the committee area met the expected standard in reading, writing and maths, which is higher than the North Yorkshire average but below the national comparable figure. An in-year comparison of KS2 attainment with LA and national figures is shown in the table below.

Key Stage 2 - percentage achieving the expected standard or above in reading, writing and maths combined.			
	Selby and Ainsty	North Yorks	National
2022	60.2%	56.6%	58.9%
2023	61.7%	56.1%	60.0%
2024	62.3%	58.2%	61.3%
2025	60.6%	59.6%	62.1%

3.6 Key Stage 4

The average Attainment 8 score, which measures the attainment of a pupil across eight qualifications, was 47.2 in 2025. This is above both the North Yorkshire and national comparable figures.

Key Stage 4 - Average Attainment 8 Score			
	Selby and Ainsty	North Yorks	National
2022	50.3	50.3	48.8
2023	47.9	46.8	46.3
2024	48.1	46.8	45.9
2025	47.2	46.5	46.1

The percentage achieving a GCSE grade 5 or above (grading is 9-1) in English and Maths (Basics measure) was 48.4% in 2025. This is above the national and the North Yorkshire comparable figures.

Key Stage 4 - Percentage achieving a grade 5 or above in English and Maths			
	Selby and Ainsty	North Yorks	National
2022	53.0%	53.8%	49.8%
2023	49.1%	46.0%	45.3%
2024	52.0%	47.7%	45.9%
2025	48.4%	46.8%	45.4%

3.7 Not in education, employment or training

There were 960 young people recorded in Year 11 living in this committee area in May 2025 and of this cohort 16 (1.9%) were not in education, employment or training after leaving school. The figure is above the overall North Yorkshire figure of 1.6% for the same period.

4.0 Suspension Incidents and Permanent Exclusions

4.1 Suspension Incidents

In the 2024/25 academic year, there have been a total of 9566 suspensions for a total of 2808 individual children in North Yorkshire, 419 of these children were on roll of mainstream schools in the Selby committee area.

Suspension Incidents								
Academic year	Pupils suspended			Total Suspensions			Most common reason (Selby and Ainsty)	Most common reason (North Yorkshire)
	North Yorkshire	Selby and Ainsty (mainstream)	Percentage of North Yorkshire total (pupils)	North Yorkshire	Selby and Ainsty (mainstream)	Percentage of North Yorkshire total (incidents)		
2018/19	2149	277	13%	5970	650	10.89%	Persistent disruptive behaviour (45.0%)	Persistent or general disruptive behaviour (48.7%)
2019/20	1578	216	14%	4365	503	11.52%	Persistent disruptive behaviour (47.6%)	Persistent or general disruptive behaviour (48.2%)
2020/21	1578	271	17%	3553	563	15.85%	Persistent disruptive behaviour (49.3%)	Persistent or general disruptive behaviour (40.0%)
2021/22	2046	264	13%	5197	818	15.74%	Persistent disruptive behaviour (50.0%)	Persistent or general disruptive behaviour (45.5%)
2022/23	2753	372	14%	7639	1061	14%	Persistent disruptive behaviour (46.3%)	Persistent or general disruptive behaviour (48.2%)
2023/24	3114	501	16%	9960	1448	15%	Persistent disruptive behaviour (49.9%)	Persistent or general disruptive behaviour (53.4%)
2024/25	2808	419	15%	9566	1250	13%	Persistent disruptive behaviour (51.7%)	NY: Persistent disruptive behaviour (56.7%)

In 2024/25, schools in the committee area had a 17% share of the total schools' population in North Yorkshire and had a 13% share of suspensions for the whole county.

4.2 Permanent exclusions

In 2024/25, there were 123 permanent exclusions from all schools in the county, 13 of which were for children in Selby mainstream schools.

Academic year	Selby and Ainsty	North Yorkshire	Percentage of North Yorkshire total
2018/19	15	87	17%
2019/20	5	51	9.80%
2020/21	1	26	3.85%
2021/22	12	55	21.82%
2022/23	14	96	15%
2023/24	20	121	17%
2024/25	13	123	11%

In 2024/25, schools in the committee area had a 17% share of the total schools’ population in North Yorkshire and had a 11% share of permanent exclusions for the whole county.

4.3 Responding to increasing exclusion from schools

It is important to note that the decision to suspend or permanently exclude from school can only be made by the school’s headteacher as a last resort. Schools also have a responsibility to monitor attendance and exclusions of pupils.

A new Inclusive Mainstream Toolkit has been launched by NYC to support educational professionals in the planning for and meeting the needs of children and to prevent exclusion from the educational process.

The North Yorkshire response has also included outreach support for schools through SEND Locality Hub teams, offering outreach services for children at risk of suspension or permanent exclusion.

5.0 Special Education Needs and Disabilities

5.1 SEN Statistics for Committee area

As of December 2025, there were 1133 children in committee area with a North Yorkshire funded EHC plan, which equated to 18% of the North Yorkshire total. The most common needs are:

- Autism (33%)
- Social Emotional and Mental Health (SEMH, 25%)
- Speech Language and Communication (SLCN, 17%)

There were 1807 children in the committee area with SEN Support in North Yorkshire schools, 2025 School Census (January), this equated to 17% of the North Yorkshire total. The most common needs are:

- Social Emotional and Mental Health (SEMH, 23%) (20% in North Yorkshire)
- Specific Learning Difficulties (e.g. Dyslexia), 21% (22% in North Yorkshire)

- Moderate Learning Disabilities (MLD, 18%) (14% in North Yorkshire)

5.2 Demand for Education, Health and Care plans (EHC plans)

Requests for Education, Health and Care plans (EHC plans) remain at a high level.

The 2024/25 academic year saw 1220 requests for assessment for an EHC plan received, which was very similar to the number received in 2023/24 (1196) and 2022/23 (1263). 245 (20%) were for children or young people living in the committee area in 2024/25, which represented an increase of approximately 25% on the 196 in 2023/24.

Significant work has been undertaken to improve and maintain the timeliness of conducting statutory assessment of children and young people's special educational needs.

5.3 SEND provision

The Council's ambition for children and young people with SEND is set out in the Local Area SEND Strategy 2023-2026. Key to the strategy is making sure that children have the opportunity to achieve good outcomes, attend a school close to home where they can make friends and connections in their local community and be prepared for a fulfilling adult life.

Whilst the SEND system nationally and locally remains challenging, the council continues to work proactively to support children and families to have their needs identified and met. The number of children identified as having SEND, is continuing to rise rapidly.

The council has a duty to keep its SEN provision under review and build capacity so that children with SEN can access suitable provision. Recently the council have worked with partners and schools to develop the Inclusive Mainstream Toolkit to support practitioners in meeting needs of children in mainstream settings. The council has a well-developed capital programme that is in the process of being reviewed and updated. Current commitments include strengthening the offer in mainstream schools through rolling out Targeted Mainstream Provision (TMP) as well as creating more special school places across the county and improving existing facilities for children.

Providing appropriate provision to children and young people with Special Educational Needs and Disabilities (SEND) has become an area of increasing pressure on resources in local authorities throughout the country. Aligned with our Local Area Partnership Strategy the Council continues to maintain a focus upon working with mainstream schools to strengthen the offer for children with SEN so the vast majority can be educated within their local communities. The council has an agreed £20.5m capital programme to develop more specialist places for children across the county.

In the Selby and Ainsty constituency there are capital schemes underway which will enhance the offer to children in the area. Multiple new Targeted Mainstream Provisions have been approved for delivery. Council officers are currently working with Barlby High School to deliver two separate TMPs for secondary aged children, one of which will replace the TMP at the former Holy Family Catholic High School. Work is also underway with the Yorkshire Learning Trust to establish TMPs for primary aged children at Brayton C of E School and Riverside School, Tadcaster. This will further enhance the local offer for children with Social, Emotional and Mental Health and Communication and Interaction needs. The council are awaiting a further update from the Department for Education on the expected delivery date for the Selby Special Free School.

6.0 Elective Home Education

Total EHE

As of the beginning of the 2025/26 academic year there were 1257 children recorded as Electively Home Educated (EHE) in North Yorkshire, 192 (19.3%) of which were formerly from a mainstream school in Selby and Ainsty committee area. At the same point last year, there were 1125 children EHE in North Yorkshire, 174 (17.3%) formerly from a mainstream school in the committee area.

Academic Year	Selby & Ainsty EHE	Percentage of Total North Yorkshire EHE	Total North Yorkshire EHE
24/25	174	15.5%	1125
25/26	192	15.3%	1257

In 2025/26, schools in the committee area had a 17% share of the total schools' population in North Yorkshire and had a 15.3% share of electively home educated children and young people for the whole county.

Becoming EHE

In the 2024/25 academic year, 888 children became EHE in North Yorkshire, 128 of which were formerly educated in a mainstream school in the Selby and Ainsty Committee area. This figure in the previous academic year (2023/24) was 116 from the committee area out of 821 becoming EHE in North Yorkshire.

Parents have the offer of a pre-decision meeting to ensure parents fully understand their legal obligations. Furthermore, school staff and governing bodies have the opportunity to access training to support children who are not engaging in education.

The Children's Wellbeing Bill has raised plans for increased responsibilities and powers for LAs regarding the EHE process, as part of multi-agency involvement in the safeguarding of children.

7.0 School Finance

7.1 2024/2025 School Revenue Balances

Local Authority maintained school revenue balances as at 31 March 2025 are summarised below, together with a comparison with 2024. The balances are also expressed as a percentage of school delegated budgets.

	Primary & Nursery 143 schools	Secondary 12 schools	Special 5 schools	Pupil Referral Unit 4 schools	Total 164 schools
Total School Revenue Balances (Net) as at 31 March 2025	£13,863k	£158k	-£1,549k	£907k	£13,379k
% of Revenue Budget	12.0%	0.3%	-14.4%	35.7%	7.3%
No. Schools with an Accumulated Revenue Budget Surplus as at 31 March 2025	121	8	4	4	137
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2025	22	4	1	0	27
<i>Comparison to total school revenue balance (net) as at 31 March 2024</i>	+£152k	+£902k	+£119k	+£97k	+£728k

(The number of school budgets submitted to the local authority for 2024/25 is lower than the total number of local authority maintained schools operating within North Yorkshire due to a number of school federations operating a single, amalgamated budget covering all of the schools within the federation)

27 schools (16% of LA Maintained schools) had an accumulated revenue budget deficit totalling £5.6M as at 31 March 2025. An analysis of the budget deficits by school phase is detailed in the table below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2025	22	4	1	0	27
Total School Revenue Deficit Balances as at 31 March 2025	-£1,360k	-£2,290k	-£1,956k	N/A	-£5,606k
Average Value of Accumulated Revenue Budget Deficit as at 31 March 2025	-£62k	-£573k	-£1,956k	N/A	-£208k
Highest Accumulated Revenue Budget Deficit as at 31 March 2025	-£237k	-£969k	-£1,956k	N/A	-£1,956k
Lowest Accumulated Revenue Budget Deficit as at 31 March 2025	-£1.3k	-£229k	-£1,956k	N/A	-£1.3k

7.2 School Budget Projections - Based on 2025/26 Start budgets

The 2025/26 Start Budgets submitted to the local authority by schools in May 2025 are summarised below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
	142 schools	12 schools	5 schools	4 schools	163 schools
Total Forecast School Revenue Balances (Net) as at 31 March 2026	£9,728k	-£1,456k	-£1,871k	£670k	£7,071k
No. Schools with an Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	122	5	3	3	133
Average Value of Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	£94k	£263k	£86k	£233k	£103k
No. Schools with an Accumulated Forecast Budget Deficit as at 31 March 2026	20	7	2	1	30
Average Value of Accumulated Forecast Revenue Budget Deficit as at 31 March 2026	-£87k	-£396k	-£1,064k	-£31k	-£222k
<i>Comparison to total school revenue balance as at 31st March 2025</i>	<i>-£4,135k</i>	<i>-£1,614k</i>	<i>-£322k</i>	<i>-£237k</i>	<i>-£6,308k</i>

(The overall number of individual school budgets have reduced from 164 to 163 between the 2024/25 and 2025/26 financial years due to 14 schools converting to academy status and 2 schools closing).

7.3 School Finance and Funding Issues

- The Department for Education (DfE) usually publishes the National Funding Formula (NFF) allocation in July to help schools with their planning as early as possible, however the DfE stated that this was not possible due to the timing of the multi-year Spending Review concluding in June 2025. Outline 2026-27 NFF funding information was provided in mid-November 2025 with indicative allocations expected later in Autumn 2025.
- The DfE have confirmed that there are no structural changes to the schools NFF for 2026-27, with no changes to the NFF factors and how they operate compared to 2025-26. The NFF factor values will broadly increase by c2% for the 2026-27 financial year. The DfE have prescribed that local authorities are required to set the minimum funding guarantee funding (MFG) protection between minus 0.5% and 0% for the 2026-27 financial year. The overall funding requirement for 2026-27 school

budgets, and the associated affordability within the 2026-27 schools block DSG funding provision, cannot be finalised until the actual 2026-27 schools block DSG allocation is received in December 2025

- School budgets have experienced significant cost pressures in the 2025/26 financial year, this position is expected to continue for the 2026/27 financial year. Cost pressures include:
 - Below forecast inflation increases in school funding provided by Government for the 2024/25 and 2025/26 financial years
 - Cost pressures associated with supporting an increasing number of pupils with additional SEND support needs.
- North Yorkshire secondary schools are placed 142 out of 151 local authorities in terms of funding level per pupil. On average, a school in North Yorkshire will receive £6,849 per pupil in 2025-26 compared to a national average of £7,450. Comparing the funding for a 1,500 pupil secondary school this equates to a difference in funding of £0.9m. The funding for North Yorkshire primary schools is more favourable with a position 35 out of 151 local authorities in terms of the funding level per pupil. For primary schools, a North Yorkshire school will receive on average £5,812 per pupil compared to a national average of £5,704. The average funding position in relation to primary schools in North Yorkshire is influenced by the levels of the lump sum and sparsity funding received through the DfE National Funding Formula by the relatively high number of small, rural primary schools within the local authority area.
- North Yorkshire has a number of schools that, geographically, are vital in serving their local communities. Inadequate sparsity funding and general financial pressures for smaller, rural secondary schools, continues to be a significant concern. NYC utilises the provision in the DfE National Funding Formula (NFF) to locally provide additional lump sum funding of £50k for the smallest (less than 350 pupils), most rural secondary schools. NYC continues to lobby the DfE and local MPs for higher levels of funding for the small, rural secondary schools within the LA.

7.4 Local Authority Support for Schools in Financial Difficulty

- The Local Authority adopts a number of measures to support schools facing financial difficulty:
 - the use of a financial risk rating framework to determine the level of support, challenge and intervention undertaken at individual school level,
 - meetings are held with the headteacher and Chair of Governors of schools forecasting an accumulated budget deficit in either the current or the next financial year, where no financial recovery is forecast to discuss the actions planned by the school to address the forecast budget deficit
 - the escalation path for financial intervention including the use of Notices of Financial Concern, where deemed appropriate. Currently, eight schools are subject to a Notice of Financial Concern.

- the undertaking of School Resource Management reviews in individual schools where this has been identified as an appropriate intervention through the risk rating process. The reviews are either commissioned from the DfE or undertaken by LA staff with the SRMA accreditation and based on the DfE School Resource Management Adviser (SRMA) model.
- continuing to undertake research into small school financial effectiveness to identify and share best practice
- review of the Schools Financial Value Standard (SFVS) and Resource Management dashboard in financially challenged schools
- continuing the promotion of school collaboration and the sharing of best practice in terms of effective resource management between schools
- the provision of Headteacher and Governor finance briefings and training
- continuing to lobby DfE for fairer funding for North Yorkshire schools, especially in relation to small, rural secondary schools.

7.5 Schools Financial Position – Selby & Ainsty

2024/25	2025/26
<p>22 schools in budget surplus as at 31 March 2025 4 schools in deficit by March 2025; 15% of schools in Selby & Ainsty (4 primary)</p> <p>Average primary surplus = £149k Average secondary surplus = £428k Average PRU surplus = £56k</p> <p>Average primary deficit = -£73k Average secondary deficit = N/A Average PRU deficit = N/A</p> <p>(Data Source – 2024/25 Consistent Financial Reporting (CFR))</p>	<p>22 schools projecting to be in budget surplus as at 31 March 2026 4 schools projecting to be in deficit by March 2026; 15% of schools in Selby & Ainsty (3 primary. 1 PRU)</p> <p>Projected average primary surplus = £105k Projected average secondary surplus = £379k Projected average PRU surplus = N/A</p> <p>Projected average primary deficit = -£67k Projected average secondary deficit = N/A Projected average PRU deficit = -£31k</p> <p>(Data Source – 2025/26 Start Budgets)</p>

8.0 Planning school places

8.1 School sustainability

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

- Falling pupil rolls
- School standards
- Financial difficulty

Where school closures have occurred in North Yorkshire these factors have been relevant. During the period 1 September 2022 to 31 August 2025 there were eleven

closures in the county. These included one school within the Selby and Ainsty committee area, which was Holy Family Catholic High School, Carlton (an academy within the Bishop Konstant Catholic Academy Trust) which closed with effect from 31 August 2025.

8.2 Pupil rolls – current and future

In accordance with the Education Act, 1996 the Council has a statutory duty to ensure sufficient school places are available for every child.

The strategic planning of school places is undertaken on the basis of ‘planning areas,’ which represent groups of associated schools that are aligned in terms of issues such as geography, transport links and patterns of parental preference. The council previously considered the strategic planning of primary school places via a total of 58 planning which had developed over a significant period.

A review of the former planning areas was undertaken during 2025 arising, in part, from criticisms of their relevance during the annual reporting to Area Committees during 2025. In January 2026, the DfE approved an application from the council to implement revised planning areas through which the future monitoring and planning of primary school places will be undertaken.

The planning areas utilised by the council for the purpose of forecasting secondary school places have not been amended and remain as previously reported.

Appendix 1 shows the planning areas that were in use for the Selby and Ainsty Committee area as of 31 August 2025, together with information about: -

- The schools and academies in each planning area
- Capacity in the planning area
- Current numbers on roll
- Projected future numbers
- Projected impact of approved housing developments with planning approval (the forecasts in Appendix 1 do not include additional pupils yielded from housing developments that do not yet have planning approval.)

The Council's pupil number forecasts indicate that the total number of pupils attending schools and academies within North Yorkshire will decline by 3.6% between 2024-2025 and 2029-30. The decline in pupil numbers is not, however, expected to be consistent across the county; arising from higher levels of housing development it is expected that a small number of areas in the county may experience an increase in the demand for school places whilst in other areas the decline in pupil numbers is forecast to be significantly in excess of the forecast average rate of decline.

The area covered by the Selby and Ainsty committee includes areas where the development of new housing is proposed, including the proposed new settlement at Maltkiln and also at Boroughbridge, Knaresborough and Sherburn-in-Elmet.

The council regularly reviews its forecasts of pupil numbers, taking account of both the birth rate and the additional number of new pupils that are expected to arise from the development of new housing.

The declining birth rate combined with other demographic changes means that several small schools are facing financial challenges associated with low numbers on roll. In

the committee area, there are examples of schools working innovatively to mitigate these challenges.

In those areas where new housing is proposed, and which is forecast to result in there being a shortfall of school places then the council seeks developer contributions (in the form of both Section 106 and CIL) towards the cost of providing those additional places.

9.0 Recommendation

9.1 That Members note the report on educational factors in the Selby and Ainsty committee area.

Authors:

Jon Holden, Head of School Organisation and Transport
Amanda Fielding, Assistant Director – Education and Inclusion
Howard Emmett, Assistant Director – Resources)

Appendix 1 - School Place Planning data

Planning Areas and forecast surplus/shortfall school places as of 31 August 2025

- School planning areas are groups of schools which are used for assessing current and future pupil demand for school place provision and structured according to DfE guidelines.
- Figures below assume all outstanding housing permissions are built out over a five-year period, but do not include undetermined planning applications or draft Local Plan proposals.
- Pupil yield from housing is based on 25% for primary aged pupils and 13% for secondary aged pupils.

School planning area (Primary) *School located in a neighbouring committee area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
Selby Primary Area Barwic Parade CP Selby Abbey CE Selby CP Longman's Hill CP St Mary's Catholic Staynor Hall Barlby Bridge CP	2031	1627	1620	411	1456	67	508
Selby Primary Outer North Central Primary Cawood CE Escrick CE Riccall CP Wistow CE	702	609	628	74	550	14	138
Selby Outer Area East Primary Barlby Primary Cliffe VC Hemingbrough CP North Duffield CP	898	728	644	254	621	8	269
Selby Outer Area South Central Primary Brayton CE Hambleton CE Thorpe Willoughby CP	945	774	777	168	765	114	66
Selby Outer Area South East Primary Barlow CE Camblesforth CP Carlton Primary	420	295	332	88	349	53	18
Selby Outer Area South West Primary Chapel Haddlesey CE Hensall CP Kirk Smeaton CE Whitley & Eggborough CP	595	538	523	72	483	35	77
Total	5591	4571	4524	1067	4224	291	1076

School planning area *School located in a neighbouring committee area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
Sherburn Primary Sherburn Hungate Primary Athelstan CP South Milford Primary	1050	809	961	89	959	71	20
Sherburn Outer North Primary Barkston Ash Catholic Kirk Fenton CE Saxton CE	419	409	418	1	365	20	34
Sherburn Outer South Primary Brotherton & Byram CP Burton Salmon CP Fairburn CP Kellington Primary Monk Fryston CE	664	590	597	67	556	15	93
Total	2133	1808	1976	157	1880	106	147

Tadcaster Primary and Tadcaster Outer Riverside School Tadcaster Primary Academy St Joseph's Catholic Primary Appleton Roebuck	784	683	606	178	569	4	211
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Boroughbridge Primary Outer Area Dishforth Airfield CP* Great Ouseburn CP Green Hammerton CE Kirk Hammerton CE Marton-cum-Grafton CE* Nun Monkton Primary St Peter's Brafferton CE* Staveley CP*	816	566	581	235	629	31	156
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Knaresborough Primary Outer Area Goldsborough CE Long Marston CE Scotton Lingerfield CP* Tockwith CE	520	425	432	88	452	91	-23
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School planning area *School located in a neighbouring committee area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
Harrogate Primary Outer Area All Saint's CE School Askwith CP* Beckwithshaw CP* Birstwith CE* Admiral Long CE* Darley CP* Follifoot CE Hampsthwaite CE* Kettlesing Felliscliffe CP* Killinghall CE* North Rigton CE* Ripley Endowed* Sicklinghall CE Spofforth CE	1377	1165	1130	247	1086	93	198

SECONDARY							
Selby Secondary Barlby High School Brayton Academy Holy Family Catholic High School, Carlton (school closed 31 August 2025) Selby High School	3147	2729	2765	382	2743	92	312*

Sherburn & Tadcaster Sherburn High School Tadcaster Grammar	2611	2321	2409	202	2648	36	-73
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* Holy Family Catholic High School closed from 31 August 2025. Surplus capacity figure for 2029/30 excludes this school.

North Yorkshire Council

Selby and Ainsty Area Committee

19 March 2026

Update on the Selby Station Gateway – Phase 1 (Transforming Cities Fund)

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To present the Selby and Ainsty Area Committee with an update on progress relating to the Selby Station Gateway – Phase 1 (Transforming Cities Fund).

2.0 BACKGROUND

- 2.1 The Selby and Ainsty Area Committee last received an update on the Selby Station Gateway (Transforming Cities Fund) at an informal session held on 29 July 2025. The presentation slides at Appendix A will be delivered at the meeting.

3.0 ALTERNATIVE OPTIONS CONSIDERED

- 3.1 This report is provided for information only and so no alternative options have been considered.

4.0 IMPLICATIONS

- 4.1 This report is provided for information only and so there are no financial, legal, equalities or climate change implications arising from its content.

5.0 REASONS FOR RECOMMENDATIONS

- 5.1 The purpose of the item is to update the Committee on progress with the Selby Station Gateway (Transforming Cities Fund). It is therefore recommended that the report be noted.

6.0 RECOMMENDATION

- i) That the Committee note the update.

APPENDICES

Appendix A – Presentation on the Selby Station Gateway – Phase 1 (Transforming Cities Fund) to be delivered at the meeting.

Karl Battersby
Corporate Director of Environment
County Hall
Northallerton
11 March 2026

Report Author – Matt Roberts, Economic and Regeneration Project Manager
Presenter of Report – Matt Roberts, Economic and Regeneration Project Manager



Selby and Ainsty Area Committee Update 19 March 2026

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Selby Station Gateway - Phase 1 Transforming Cities Fund



DAVID
SKAITH
MAYOR



Funded by:



HM Government

Proposals

- Acquisition of Selby Business Park and associated change of land use to expansive public realm gateway
 - Station Road reconfiguration and resurfacing to provide improved environment for pedestrians and cyclists. Reduced vehicle dominance
 - Cycle/Pedestrian link through Selby Park – with a wider masterplan in development
 - Bus Station passenger environment improvements
 - Acquisition of industrial unit and change of land use to surface car park
 - Surface improvements on Cowie Drive and new link onto Platform 2
 - Improved public realm and cycle infrastructure on Ousegate
 - Closure of Denison Road canal bridge to vehicles
 - Further funding being sought to upgrade Selby Rail Station.
-
- **Circa £30 million of investment in Selby**

Construction/Demolition Delay

- Galliford Try in contract. However:
- Planning Expiry & Bats
- Compound Planning Application
- Rail Consents
- Design – Cowie Drive
- Critical Path

Selby TCF High Level Sequence

Red-critical path

Blue- Non critical

Demolish buildings

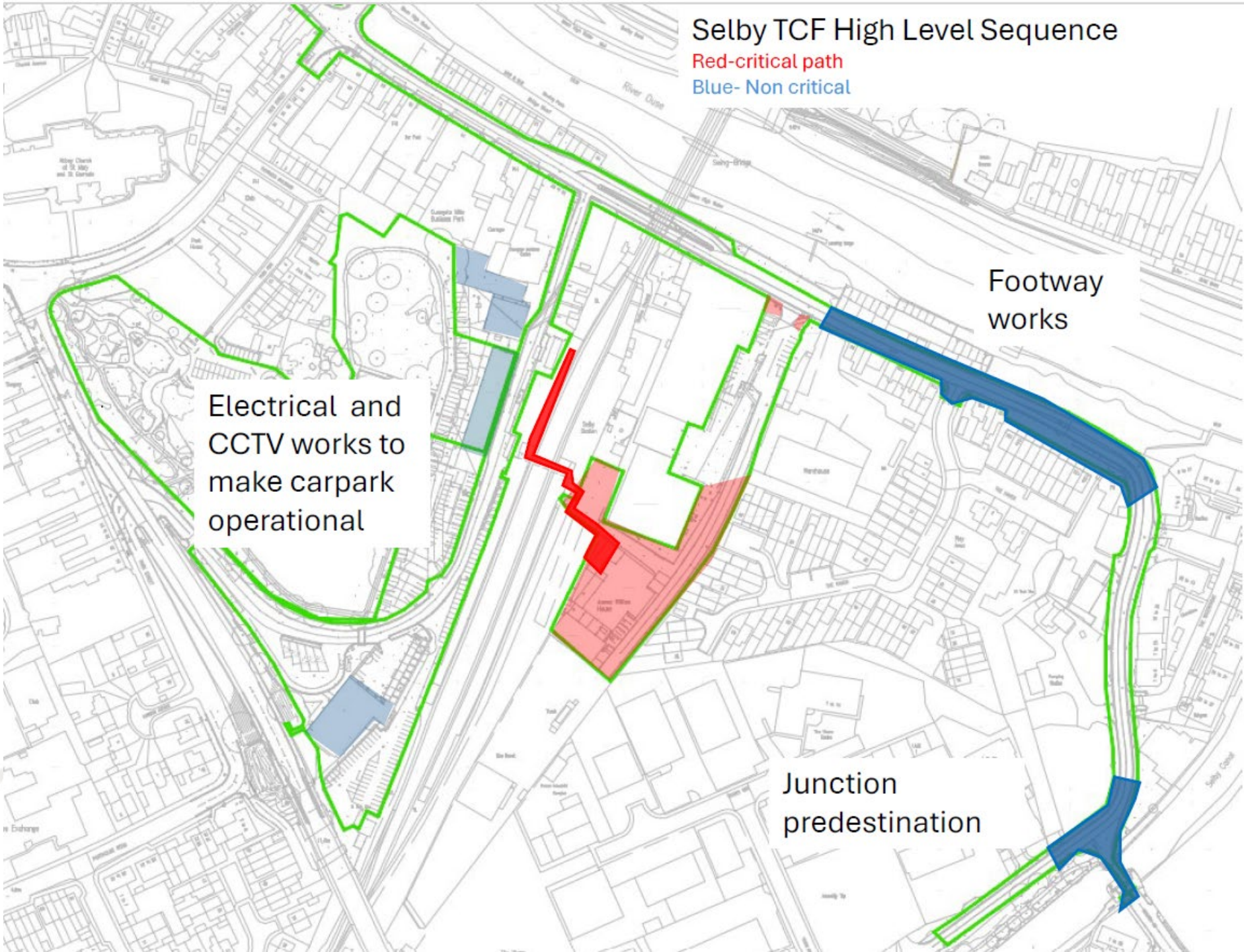
Advanced works for utility diversions

Demolish buildings, construct carpark, carriageway and works around Viking shipping

Selby TCF High Level Sequence

Red-critical path

Blue- Non critical



Electrical and CCTV works to make carpark operational

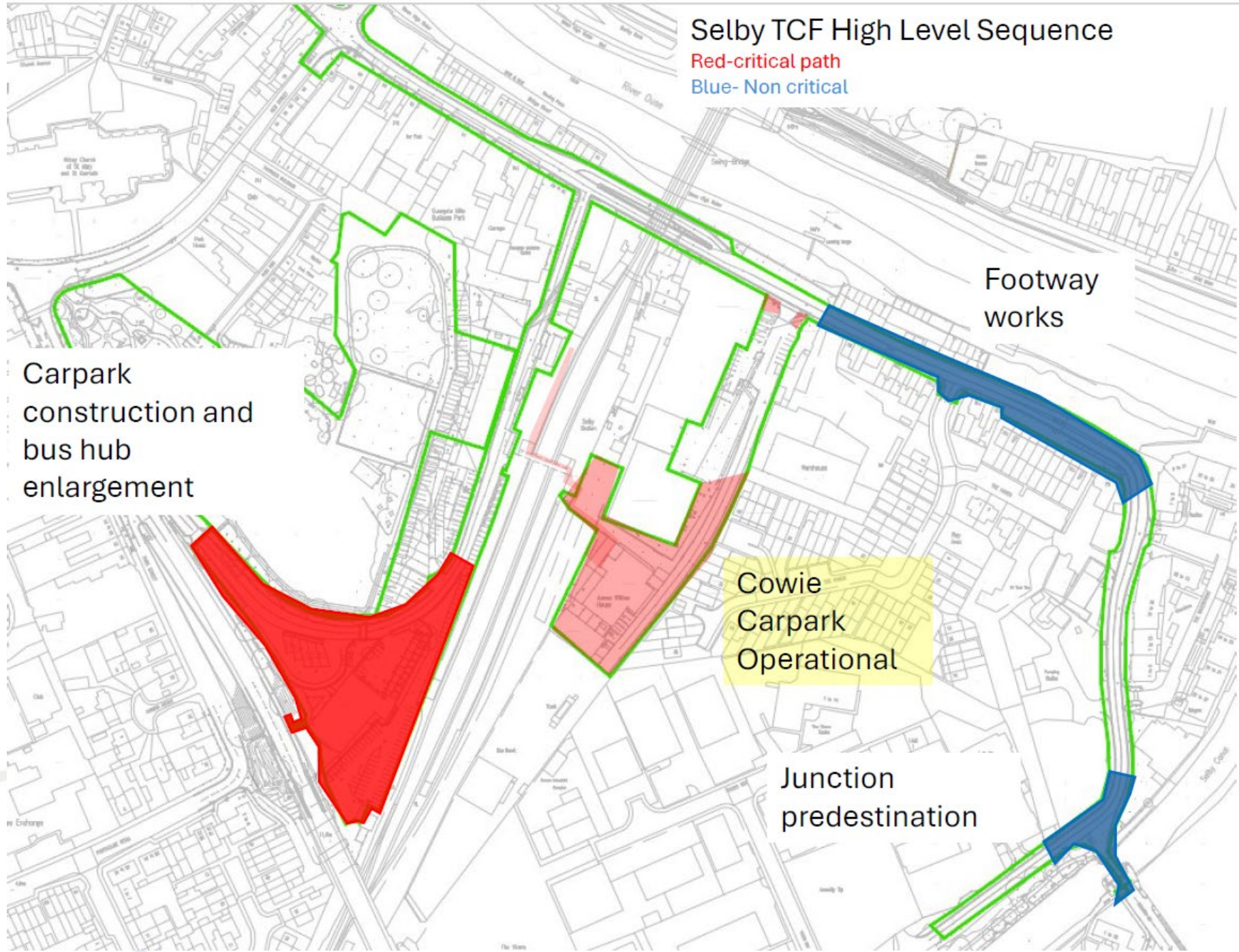
Footway works

Junction predestination

Selby TCF High Level Sequence

Red-critical path

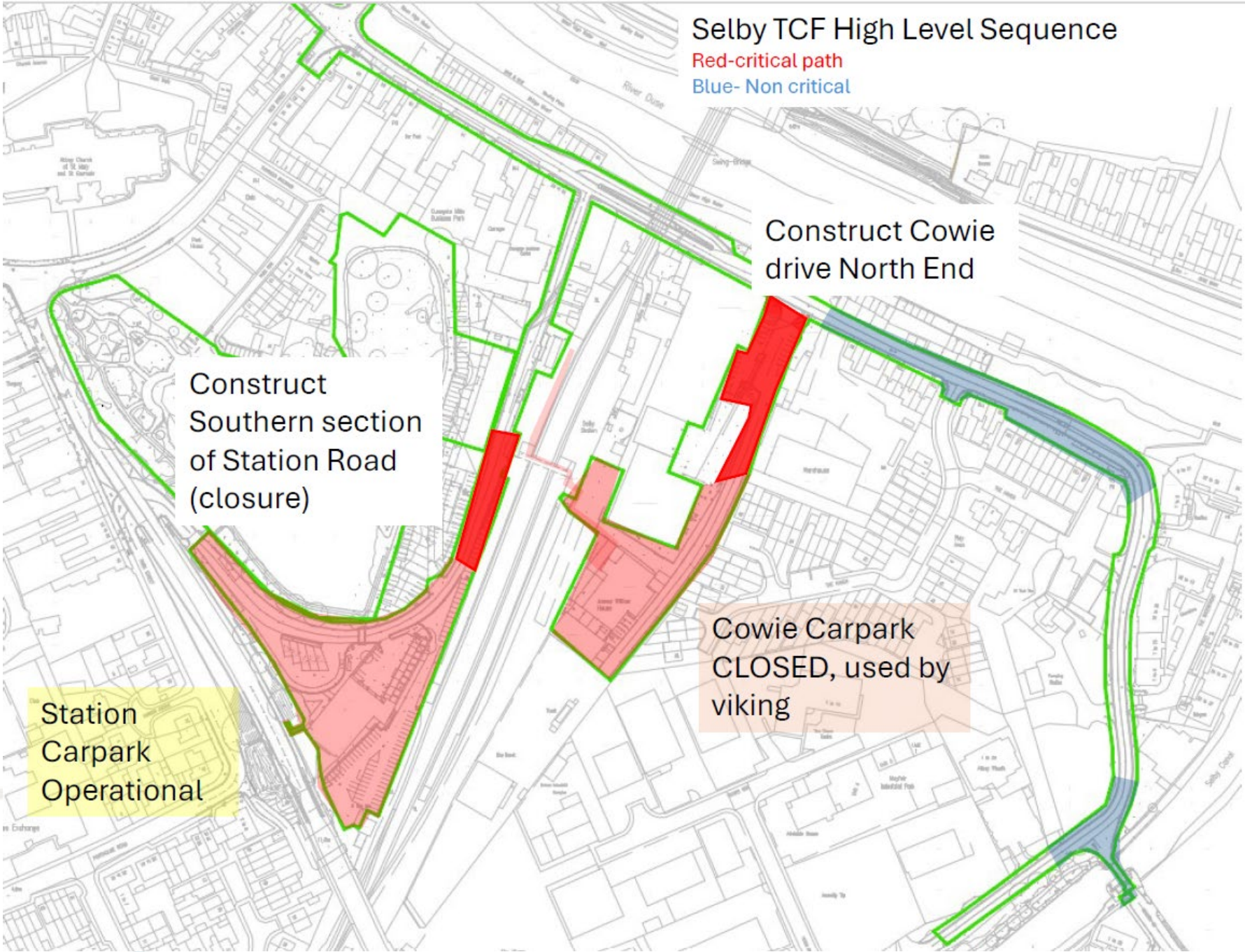
Blue- Non critical



Selby TCF High Level Sequence

Red-critical path

Blue- Non critical



Selby TCF High Level Sequence

Red-critical path

Blue- Non critical

Construct Cowie drive North End, and Ousegate under rail bridge

Construct Central section of Station Road (closure)

Cowie Carpark CLOSED, used by viking

Station Carpark Operational

Selby TCF High Level Sequence

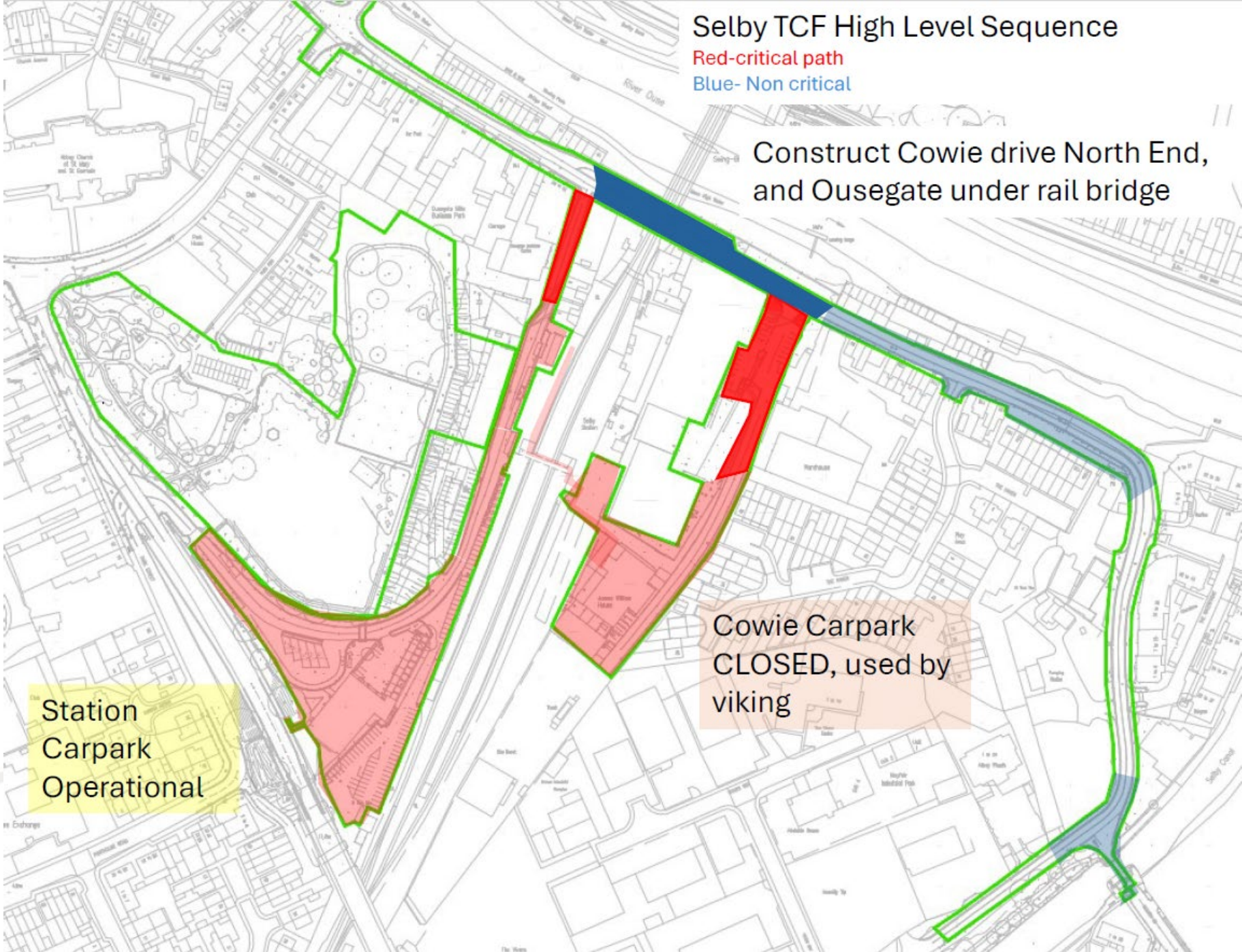
Red-critical path

Blue- Non critical

Construct Cowie drive North End,
and Ousegate under rail bridge

Cowie Carpark
CLOSED, used by
viking

Station
Carpark
Operational

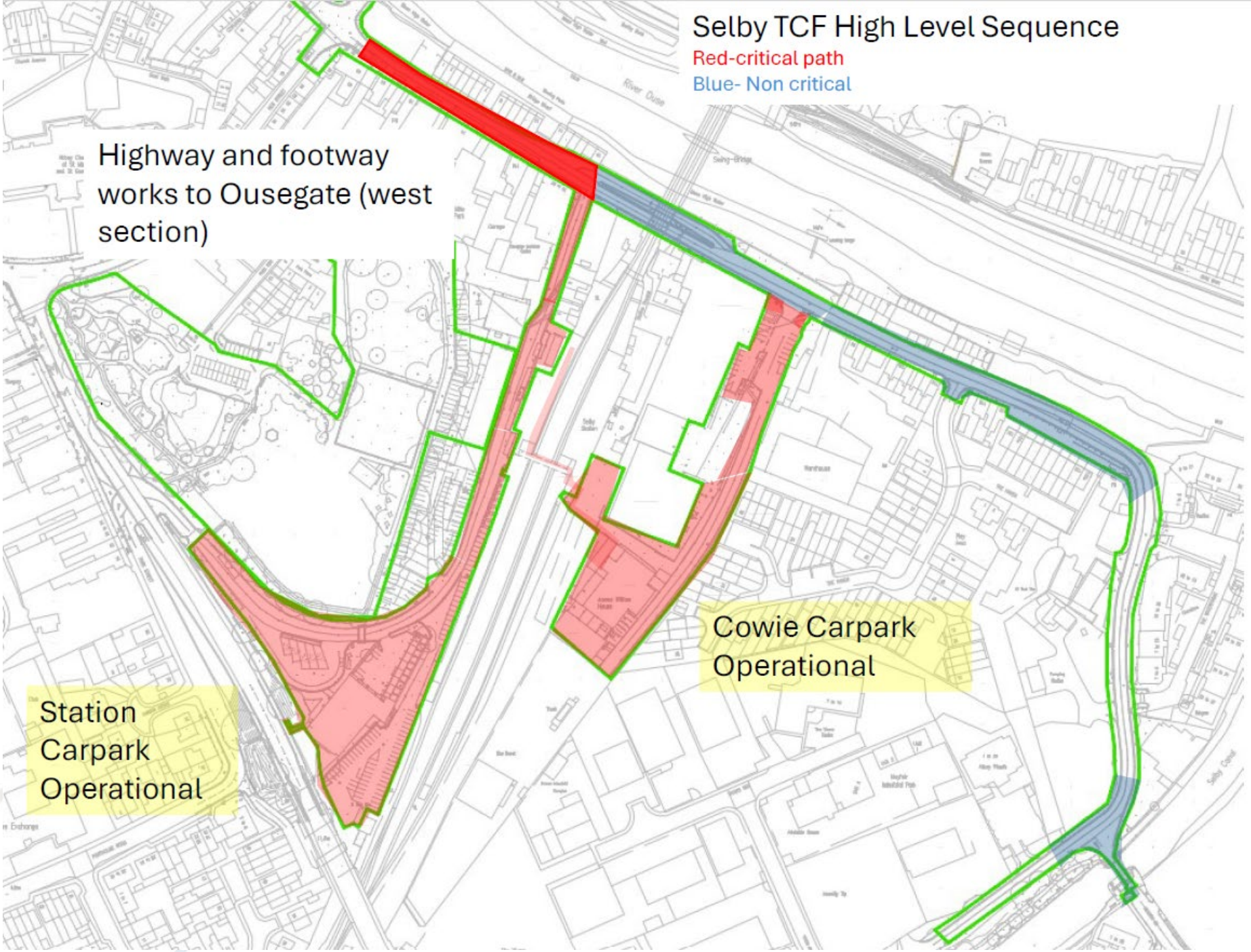


Selby TCF High Level Sequence

Red-critical path

Blue- Non critical

Highway and footway works to Ousegate (west section)

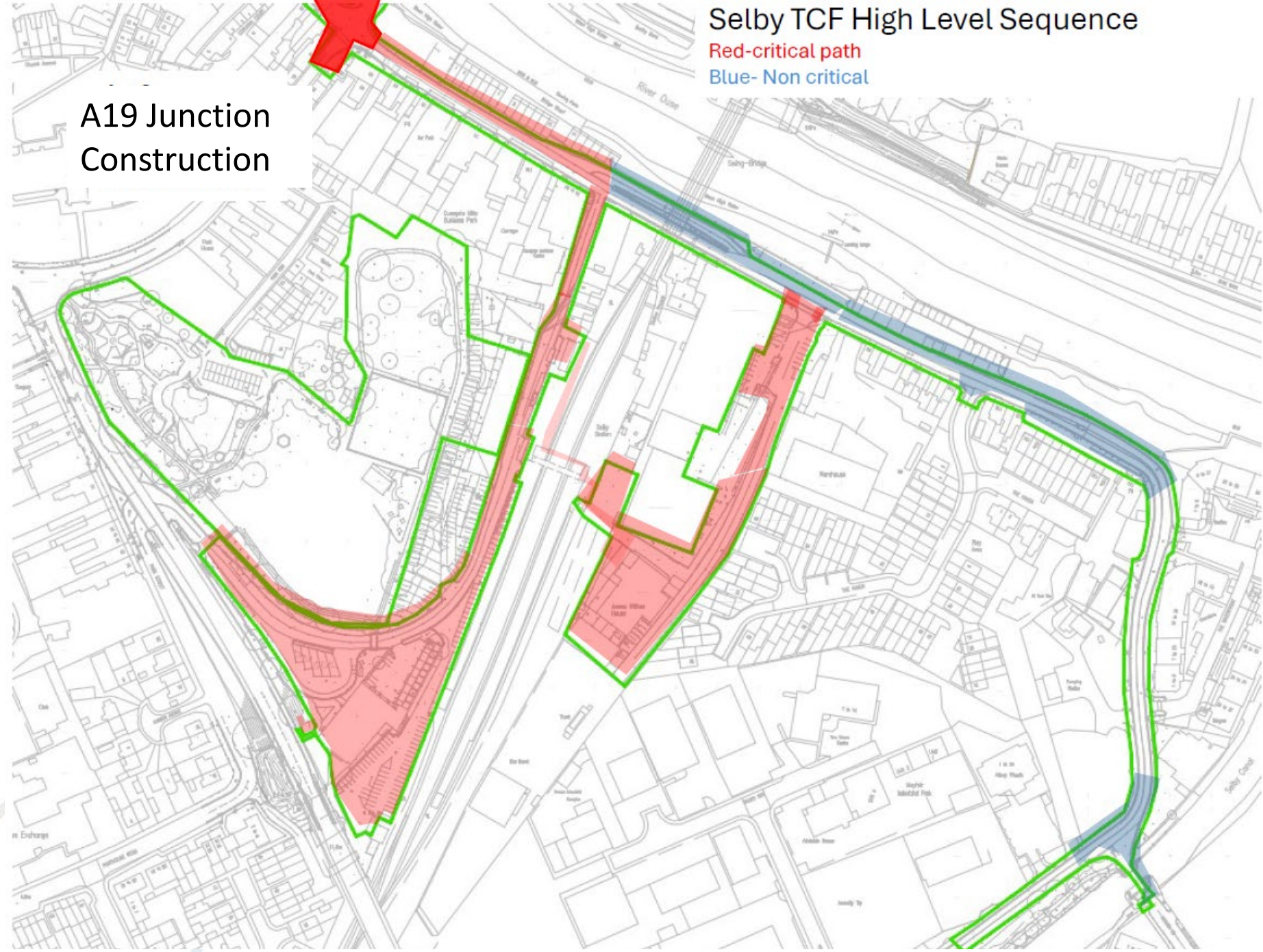


Selby TCF High Level Sequence

Red-critical path

Blue- Non critical

A19 Junction Construction



Future Phases – Selby Station

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Elevation 1 - East

1 : 100



Rev	Date	By	Description
01	20/05/21	SH	Issued further to discussions and 27/05/21 JFM meeting
02	15/10/21	SH	Updated further to comments and design team discussions
03	18/10/21	SH	Changes added to elevation 1 - East. Circumference glazing added to Midland Arch
04	05/11/21	SH	Updated further to discussions with engineer - secondary steel adjusting
05/1	03/12/21	SC/RH	Issued for ICD
05/2	17/12/21	SC/RH	Issued for CD41 Stage 4 Review
05	07/01/22	SC/RH	Issued for Planning
06	13/01/22	SH	Elevation 1 update

Bawtry Road Underpass



Communications Plan – April 2026

- **Presentation & 1-1 meetings** – Portfolio holders, AC Members, MP Selby and Ainsty, Selby Town Council, NYC departments
- **Information letter** – Local business & organisations, Civic Society, Rail User Group, Disability Action, Parking Permit Holders, Local Residents
- **Media Campaign** – Press, social media, website
- **Public info events / drop ins x 2**
- **Static information displays and notices**
- Transformingcities@northyorks.gov.uk
- Telephone: 0300 131 2 131

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North Yorkshire Council

Selby and Ainsty Area Committee

19 March 2026

Update on the Selby Town Investment Plan

Report of the Corporate Director of Community Development.

1.0 PURPOSE OF REPORT

- 1.1 To present the Selby and Ainsty Area Committee with an update on progress relating to the Selby Town Investment Plan.

2.0 BACKGROUND

- 2.1 The Selby and Ainsty Area Committee last received an update on the Selby Town Investment Plan at an informal session held on 18 September 2025. The presentation slides at Appendix A will be delivered at the meeting.

3.0 ALTERNATIVE OPTIONS CONSIDERED

- 3.1 This report is provided for information only and so no alternative options have been considered.

4.0 IMPLICATIONS

- 4.1 This report is provided for information only and so there are no financial, legal, equalities or climate change implications arising from its content.

5.0 REASONS FOR RECOMMENDATIONS

- 5.1 The purpose of the item is to update the Committee on progress with the Selby Town Investment Plan. It is therefore recommended that the report be noted.

6.0 RECOMMENDATION

- i) That the Committee note the update.

APPENDICES

Appendix A – Presentation on the Selby Town Investment Plan to be delivered at the meeting.

Nic Harne
Corporate Director of Community Development
County Hall
Northallerton
9 March 2026

Report Author – Sarah Fenwick, Principal Regeneration Officer
Presenter of Report – Sarah Fenwick, Principal Regeneration Officer



Town Investment Plans

Gateway 1 Selby

26th February 2026

Strategy review

- North Yorkshire Local Plan: Our First Conversation (May 2025) highlights the significant land supply in the Selby area. That and its proximity to key transports networks presents development opportunities that are unique to North Yorkshire.
- The emerging Local Plan identifies areas of poor air quality within Selby, meaning that it is one of three designated Air Quality Management Areas (along with Harrogate and Knaresborough).
- The Economic Growth Strategy highlights the fact that 61% of people living in Selby are "satisfied". This along with pockets of significant deprivation, suggests the imperative to prioritise Selby as a focus for regeneration.
- NYC Council Plan 2023 – 2027 identifies the need to invest in the regeneration of Selby with reference to the planned investment of £4.25m in the town centres of Selby, Tadcaster and Sherburn in Elmet.

Evidence base

- Economic - Low wage levels and sectoral disparities, despite high employment rates (Selby and Ainsty Economic Profile 2024).
- Town Centre - Need for improved leisure and cultural facilities, such as cinema and restaurants (Selby Town Centre Retail and Leisure Study 2020 and Selby Retail and Leisure Study Report 2015).
- Town Centre - Accessibility and pedestrian infrastructure challenges (Selby Town Design Guide and Selby Town Conservation Area Appraisal 2021).
- Land use - Transport, utilities, education, health, and digital infrastructure gaps identified for strategic growth (Draft Infrastructure Delivery Plan March 2024 - Selby Local Plan).
- Site allocations – Sites in Selby identified for suitable development for a total of over 2000 residential dwellings (Draft Infrastructure Delivery Plan March 2024 - Selby Local Plan).
- Land use - Demand for hybrid and “move-on” units (2,500–5,000 sq ft) (Workspace Reviews within the Private Sector).

Stakeholder engagement

- Previous consultations have been carried out in Selby in recent years, including Social Vision's Pride in Place consultation in 2022 and the Selby Park consultation in February 2025. The extensive consultation work which has been carried out in Selby has provided us an advantage of having a solid base of the public's perception of needed improvements in Selby.
- Four stakeholder engagement sessions were organised on 23rd and 24th September to engage with four different stakeholder demographics (Elected Members, Internal Officers, External Partners, and the Voluntary Sector).
- Two public engagement sessions were held on 24th and 25th October at Selby Abbey. These sessions included the use of an interactive 3D model of the proposed Selby TIP projects, as well as the opportunity for the public to suggest projects to be considered within the TIP.
- An online questionnaire was available for the public to complete throughout the stakeholder and public engagement period.

Public Questionnaire

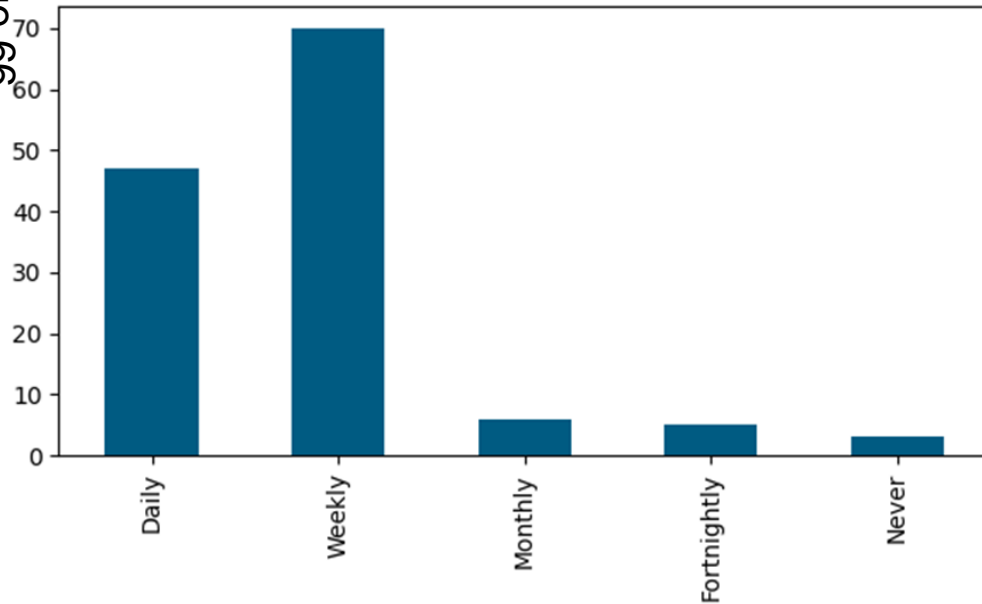
Method: Online survey

Dates: 10th October – 15th December

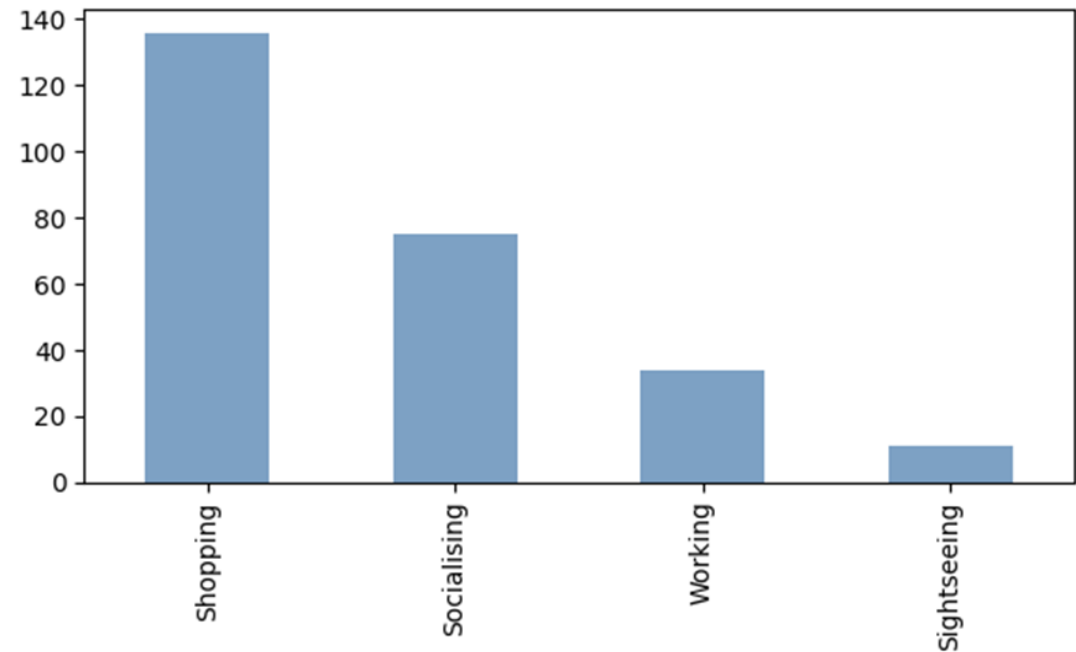
Responses: 158

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Visit Frequency



Reasons for Visit



Key Findings

Across thousands of comments, the message is consistent: People want Selby to **feel**:

- ✓ Vibrant
- ✓ Green
- ✓ Safe
- ✓ Proud of its heritage

Page 67

What people want to see **changed**:

- ✓ Better cultural facilities and improved opportunities for young people
- ✓ A revitalised town centre with a more diverse, higher-quality offer
- ✓ Green spaces, riverfront and canal improvements, including a Selby Park that residents are proud of
- ✓ Transport that works—by foot, bike, bus, train, or car

These priorities align strongly with regeneration ambitions and provide a clear roadmap for investment decisions.

Emerging theme(s) for the TIP

From current work done, what are the key emerging issues and opportunities that will be focus of the Town Investment Plan?

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- Placemaking – vibrant, safe and diverse town centre
- Culture and heritage – celebrate Selby's rich historical and industrial heritage
- Green and blue spaces – improve green spaces, parks and water fronts
- Transport – public transport and active travel options that work together

Are there any 'quick wins' or small immediate interventions that could be taken forward through sustainable and vibrant high street funding or other programmes?

- Selby Park
- Micklegate

Thank you
Any questions and
comments?

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**North Yorkshire Council
Selby and Ainsty Area Committee**

19 March 2026

Youth Councils Update

1.0 PURPOSE OF REPORT

- 1.1 To present the Committee with an update on the development and work of Youth Councils within the Selby and Ainsty area.

2.0 BACKGROUND

- 2.1 Members of the Committee have sought clarification on whether any youth councils operate within the Selby and Ainsty area and, if so, the matters they have been addressing.
- 2.2 Attached at Appendix A is a short presentation produced by one of the individuals working alongside Council officers to establish a Youth Council in the Selby area.
- 2.3 An officer will provide a verbal update at the meeting on progress in establishing a Youth Council in the area and on potential opportunities for engagement with the Area Committee.

3.0 ALTERNATIVE OPTIONS CONSIDERED

- 3.1 As the item is for information only, the Committee is recommended to note the report and the verbal update.
- 3.2 Members may also wish to consider adding a standing item to the work programme to receive periodic updates on Youth Council activity.

4.0 IMPLICATIONS

- 4.1 This report is for information only and therefore no financial, legal, equalities or climate change implications arising from its content.

5.0 REASONS FOR RECOMMENDATION

- 5.1 The report and accompanying verbal update are provided for information. It is therefore recommended that the Committee notes the update.

6.0 RECOMMENDATION

- i) That the Committee notes the content of the report and the verbal update.

APPENDICES

Appendix A – Presentation produced by one of the individuals working with Council officers to establish a Youth Council in the Selby area.

Report Author – Megan Reynolds, Youth Voice Creative Engagement Officer and David Smith, Senior Democratic Services Officer.

Presenter of Report – Megan Reynolds, Youth Voice Creative Engagement Officer.

Selby Youth Council

My name is Grace Yoxall. I'm a year 11 student at The Snaith School and I believe it's important for more young people to have the opportunity to get involved in politics in North Yorkshire and across the nation.

I'm actively working with Megan Reynolds in creating a Youth Council in Selby area. I live in quite a rural area surrounded by small villages making it difficult for young people to get involved with large groups and councils that make an impact. Having a Youth Council in Selby will help build a stronger community and give people a chance for their voice to not just be heard but be listened to.



Politics in Secondary School

72% of parents, 84% of teachers, 72% of students want politics to be more intertwined in their school education.





For years politics is not something you're taught in school, rather something you're expected to just pick up when you turn 18 and know exactly who to vote for and what party to support. With the voting age going down to 16, students that are still doing their GCSE'S are able to vote and contribute to the direction of government in this country.

Nowadays, people who don't have a particular interest in politics usually get their opinions and beliefs from either their parents or social media. If the young people can be given the ability to vote, I believe we should also be given access to trustworthy information and a genuine education on the matter.

The gap in political education for teenagers in secondary school

The statistics



Page 75
Young people and children want to learn more about elections and politics in school, according to new research by the Electoral Commission. The research, carried out with people aged 11 to 25, found that 72% of those surveyed wanted to be taught more about the subject.



Young people said they considered schools and colleges to be more trusted environments for learning about politics than TV and social media, but only a third of 11 – 17 year olds had heard about politics at school in the last year.



A poll of 50,000 students under 18 years old before the 2024 general election found 70 per cent did not know the name of their MP. And 59 per cent didn't know which party said MP belonged to.



A teacher survey found 84 per cent of state school teachers did not believe the national curriculum did enough to prepare students for voting in elections.



Shout Out UK recently conducted a survey, looking at the general public's view of political education, and found that 97% believe politics should be taught as part of the compulsory school

References ★

- [Vote at 16: Are schools prepared to teach pupils politics?](#)
- [Changes to the curriculum opportunity to transform democratic education in schools | Electoral Commission](#)
- [Just 1% of teachers in England feel prepared to teach politics while 72% of parents agree it's important for children to be politically literate](#)

Politics is an essential part of our everyday lives. From choosing your outfit in the morning, to the journey you take home on an evening and everything in between. It has been viewed as a topic elderly people discuss alongside a chat about the weather, and as a toxic environment with opinionated individuals and heated debates. This is not how it should be viewed, and I believe that teaching it to students earlier on will put it in a better light and allow people to have a better understanding of it before being thrown into the deep end with a pen and a ballot.

The world is moving and we need to keep up. It's time to change the curriculum for the better and ensure education is focusing on ways in which will actively benefit our future.



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North Yorkshire Council

Selby and Ainsty Area Committee

19 March 2026

Appointments to Outside Bodies

Report of the Assistant Chief Executive Legal and Democratic Services

1.0 PURPOSE OF THE REPORT

- 1.1 To enable the Selby and Ainsty Area Committee to make appointments to Groundwork Yorkshire LTD and Groundwork North Yorkshire LTD.

2.0 GROUNDWORK

- 2.1 On 16 December 2025, the Executive received a report recommending that they appoint to Groundwork Yorkshire LTD and Groundwork North Yorkshire LTD. The Executive decided that the matter should, instead, be referred to the Scarborough and Whitby and Selby and Ainsty area committees.
- 2.2 The current main base of operations of Groundwork Yorkshire LTD and Groundwork North Yorkshire LTD in the county is in Selby but there is also a presence in Scarborough, Northallerton and Harrogate. The priority is on areas of significant deprivation and so work tends to be focussed upon Selby and Scarborough.
- 2.3 Groundwork delivers a broad range of services, primarily focussed on supporting communities and improving the environment. The organisation's strategic aims are to:
- Improve people's prospects - increasing confidence, health and wellbeing, skills and employability of those most in need, lift themselves out of poverty.
 - Create better places - helping people work together to make their surroundings greener, safer and healthier; getting involved in local decision making.
 - Promote Greener choices - helping people, communities and businesses understand and reduce their environmental impact to fight the climate emergency.

The website for Groundwork Yorkshire is here, which provides further details of the work of the organisation and also the current membership of the Board of Trustees - [Yorkshire - Groundwork](#)

- 2.4 At its meeting on 16 December 2025, the Executive considered a report in respect of the following vacancies:

Groundwork Yorkshire LTD AGM

Councillor Arnold Warneken is the current nominated representative for this meeting in November of each year. There is a vacancy for the substitute position, following the recent resignation of Councillor Steve Shaw-Wright. The term of office is until the Council elections in 2027.

Groundwork North Yorkshire LTD AGM

Councillor Arnold Warneken is the current nominated representative for this meeting in November of each year. There is a vacancy for the substitute position, following the recent resignation of Councillor Steve Shaw-Wright. Groundwork North Yorkshire LTD is in the process of being wound up and so this will only be a temporary appointment.

Groundwork Yorkshire Board of Trustees

There are two vacant positions to appoint to, following the resignations of Councillor Steve Shaw Wright and Councillor Arnold Warneken. The time requirement for a nominated Trustee is four meetings a year (typically 1.5 to 2 hours per meeting). The term of office is until the Council elections in 2027.

2.5 The Executive referred the appointments to the area committees for decision as follows:

Selby and Ainsty Area Committee	<ul style="list-style-type: none">• Groundwork Yorkshire Ltd AGM – one substitute position until the Council elections in 2027.• Groundwork North Yorkshire Ltd AGM – one substitute position until the Council elections in 2027 or until the organisation is wound up.• Groundwork Yorkshire Board of Trustees – one position until the Council elections in 2027.
Scarborough and Whitby Area Committee	<ul style="list-style-type: none">• Groundwork Yorkshire Board of Trustees – one position

3.0 IMPLICATIONS

3.1 There are no equalities, finance, legal or climate change implications arising from the recommendations in this report.

4.0 RECOMMENDATION

4.1 That the Selby and Ainsty Area Committee appoints to the three positions highlighted within the report at Section 2.5.

Barry Khan
Assistant Chief Executive Legal and Democratic Services
County Hall
Northallerton

4 March 2026

Report Author – David Smith, Senior Democratic Services Officer

Background documents: [Constitution | North Yorkshire Council](#)

North Yorkshire Council

Selby and Ainsty Area Committee

19 March 2026

Updates from the Area Committee's MPs

1.0 PURPOSE OF REPORT

1.1 To provide updates on the work of the Area Committee's MPs.

2.0 BACKGROUND

2.1 Members have requested updates from the Area Committee's MPs at meetings where possible.

3.0 KEIR MATHER MP

3.1 Keir Mather MP was unable to attend the meeting and so a written update is attached at Appendix A.

4.0 SIR ALEC SHELBROOKE MP

4.1 Sir Alec Shelbrooke MP was unable to attend the meeting and so a written update is attached at Appendix B.

5.0 RECOMMENDATION

a) That Members note the updates and raise any queries related to them.

APPENDICES

Appendix A – Written update from Keir Mather MP.

Appendix B – Written update from Sir Alec Shelbrooke MP.

Report Author – David Smith, Senior Democratic Services Officer

10 March 2026

**Keir Mather MP**

Member of Parliament for Selby and Kippax
HOUSE OF COMMONS
SW1A 0AA

Selby & Ainsty Area Constituency Committee

18th March 2026

Dear Colleagues,

I hope the Committee has had a positive start to the new year, I'm grateful for the opportunity to provide this written update for your first meeting on my work here and in Westminster.

At the last meeting, I shared that ground would be broken on the Selby SEN school soon. I'm very pleased to report that the groundbreaking ceremony took place last month. When I was first elected as Selby's MP in 2023, I said that my number one priority would be getting this school built. I would like to pay tribute to hundreds of local SEND families who have fought so hard for their children's needs and campaigned tirelessly for this school.

I know that this school won't solve every issue with local SEND provision, and the attention of parents will have turned to the Government's Schools White Paper, which sets out reforms to the SEND system. I'll be making a submission to the consultation on this White Paper, and I'd encourage any parent who wants to have their say on it to get in touch with me.

I know that many colleagues on this Committee will have been concerned about the impact of rising SEND needs on North Yorkshire Council's budget. I'm pleased that the Government has committed to writing off 90% of councils' historic SEND deficits, which is the largest ever intervention on SEND deficits. Alongside the White Paper, the Government will be setting out how the SEND system will be funded sustainably in due course, which will protect councils' ability to support children, alongside delivering wider services.

Since the last committee meeting, several of our villages have been hit with repeated power cuts. With the support of residents, I've been holding Northern Powergrid to account for the issues across our area. I wrote to Northern Powergrid's CEO to detail residents' concerns. I welcome that, following my letter, Northern Powergrid took steps to improve power supply, with a plan to manage overgrown vegetation, as well as setting up a dedicated team to tackle the issues across our area.

I also hosted a meeting between Northern Powergrid and several local Parish Councils, to move towards a joined-up approach to tackling these issues. In the next few months, I'll be continuing to engage with our area's dedicated team, holding them to account on the improvements they have pledged. As I hope I've made clear, I clearly cannot promise that we won't see any more power cuts in our area, but I am promising to hold NPG to account until we see improvements.

Turning to the work the Government is doing to help families across the Selby area, I was very pleased to see that Selby Community Primary and Barwic Parade have joined up to the Government's Free Breakfast Clubs scheme, helping over 550 families in the town. Over the next couple of years, most of our local schools should have clubs set up and I look forward to no child having to start their day at school hungry.

The Government has also published the Road Safety Strategy, which will target a 65% reduction in deaths and serious injuries by 2035. In our area, we know all too well that safer roads can be the difference between life and death. I've been working with local groups the length and breadth of our

area to improve road safety, so I particularly welcomed the part of the strategy that focuses on rural road safety, recognising the dangers associated with driving in rural areas like ours.

As always, my team and I continue to provide direct support to local people, including surgeries with my casework team in every corner of the constituency. I encourage anyone who needs my support to get in contact with me.

With best wishes,

A handwritten signature in black ink that reads "Keir Mather". The signature is written in a cursive, slightly slanted style.

Keir Mather MP
Member of Parliament for Selby and Kippax

The Rt Hon. Sir Alec Shelbrooke, K.B.E., M.P.



HOUSE OF COMMONS
LONDON SW1A 0AA

Selby & Ainsty Area Constituency Committee

North Yorkshire Council

*Appleton Roebuck & Church Fenton, Ouseburn,
Spofforth with Lower Wharfedale & Tockwith and Tadcaster divisions.*

Dear colleagues,

Re: Wetherby & Easingwold MP Update – March 2026

I'm really pleased to be able to tell you that my updated Dementia Directory has now been delivered to every household across Wetherby & Easingwold.

The directory includes dementia-related activities and events that take place in and around the villages in our area, as well as advice for those living with and caring for people with dementia. An online version is available here: www.wetherbyandeasingwold.co.uk/dementia

1.4 million people will be living with dementia in the UK by 2040 and I have been working locally with volunteers in our community to bring about one simple goal: to make our area the UK's first dementia-friendly constituency.

The directory supports this goal by bringing together details of local organisations, events and services, and ensuring those living and caring for those with dementia know how and where to access first-class services locally.

Thirty-eight years ago, when my own grandmother was diagnosed with dementia, there was little support information available for carers. I wish she could have received an earlier diagnosis so we could have found more help and advice sooner. Thankfully, the outlook for families is much better today.

Here in our area, there are some inspiring organisations that make me optimistic that dementia can be dealt with more effectively and compassionately. I have seen first-hand that this kind of support, delivered well and early on in a person's dementia journey, can lead to better outcomes.

It remains my goal to secure better services for our constituents in a dementia-friendly constituency, and I thank you for your work to help me deliver this.

*Yours ever,
Alec*

North Yorkshire Council
Selby and Ainsty Area Committee
19 March 2025
Work Programme

1.0 PURPOSE OF REPORT

- 1.1 To ask Members to consider the Committee's work programme and amend as required.

2.0 BACKGROUND

- 2.1 The intention is for the Committee to develop a work programme that:
- a) is owned by the Committee,
 - b) has items on it that are important locally but relevant at a strategic level,
 - c) evolves over time and is not static.
- 2.2 The Committee Chair, Vice-Chair and the Democratic Services Officer will keep the work programme updated. They will also determine which items need to be considered at a committee meeting and if any could be dealt with by an informal working group.
- 2.3 The Work Programme is considered at every meeting and is an opportunity for Members to request additions to the programme of work.

3.0 FUTURE ITEMS OF WORK

- 3.1 Democratic Services maintains a live version of the work programme, which is available for any committee member on request. A current version is always included in the papers for each committee meeting as part of the Work Programme item.
- 3.2 The items scheduled for consideration at future meetings are at Appendix A.

4.0 RECOMMENDATION

- 4.1 Members are asked to:
- a) consider the Committee's work programme and amend it as required.
 - b) consider any other items that they would like to be brought to the committee

Scheduled meeting dates

- Thursday, 25 June 2026 at 2:00pm
- Thursday, 17 September 2026 at 2:00pm
- Thursday, 19 November 2026 at 2:00pm
- Thursday, 18 March 2027 at 2:00pm

Report author – David Smith, Senior Democratic Services Officer.

Selby and Ainsty Area Committee Work Programme

19 March 2026 – formal meeting

Update from the Area Committee's MPs	To provide updates on the work of the Area Committee's MPs.
NYC assets in the Selby and Ainsty area	A list of NYC assets in the area and details on the steps that the council is taking to ensure that these are delivering best value. Topic to be addressed in an all-Member Seminar.
Schools, educational achievement and finance	An update on the local educational landscape, educational achievement and financial challenges.
Selby TIP	An update on the Selby TIP.
Station Gateway	An update on the Station Gateway project.
Youth Councils – Verbal Update	An update on the work to establish youth councils in the Selby and Ainsty area.
Appointments to Outside Bodies	To make appointments to Groundwork Yorkshire LTD and Groundwork North Yorkshire LTD.

June 2026 – informal meeting

Work Programme Session	An opportunity for Members to review the work programme and raise potential agenda items.
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25 June 2026 – formal meeting

Update from the Area Committee's MPs	To provide updates on the work of the Area Committee's MPs.
Community Safety & CCTV Annual report	An annual update from the Community Safety & CCTV team.
Localities annual report	An annual update from the Localities team. Postponed to 17 September 2026.
Area Committee annual report	To present an annual report that reflects on the Area Committee's work over the last year.

17 September 2026 – formal meeting

Update from the Area Committee's MPs	To provide updates on the work of the Area Committee's MPs.
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Annual update from the York and North Yorkshire Combined Authority	An update on the work of the York and North Yorkshire Combined Authority and an opportunity for Members to ask questions.
Localities annual report	An annual update from the Localities team.
Public transport annual update	To provide an update on bus and rail services in the Committee area.
19 November 2026 – formal meeting	
Update from the Area Committee’s MPs	To provide updates on the work of the Area Committee’s MPs.
Housing / assets annual update	An annual update from the Housing team.
21 January 2027 - informal meeting held on MS Teams	
Annual Council Budget Review	To review the annual Council budget.
18 March 2027 – formal meeting	
Update from the Area Committee’s MPs	To provide updates on the work of the Area Committee’s MPs.
Schools, educational achievement and finance.	An update on the local educational landscape, educational achievement and financial challenges.

Regular reports:

- January – Council budget review.
- March – Schools, educational achievement and finance.
- June – Localities.
- June – Community safety.
- June – Area Committee annual report.
- September – Mayor of York and North Yorkshire.
- September – Public transport.
- November – Housing.
- TBC – Environmental enforcement.
- TBC – Parking.
- TBC – Road safety.

Potential topics:

- Education.

- Economic Development, Regeneration, Tourism and Skills.
 - Highstreets (incl. Banks).
- Climate Change and the environment.
- Highways and road safety.
- Community safety.
- Localities.
 - Community networks.
- Housing.
- Culture and leisure.
- Public transport.
- Enforcement – environmental, parking, planning, etc.
- Youth Councils.
- Update from Drainage Boards.
- Solar farms and battery storage.
- Flooding.