



## Agenda

- Meeting** Skipton and Ripon Area Committee
- To:** Councillors Robert Heseltine (Chair), Andy Solloway (Vice-Chair), Philip Barrett, Barbara Brodigan, Andy Brown, Nick Brown, Felicity Cunliffe-Lister, Richard Foster, Nathan Hull, David Ireton, Andrew Murday, Simon Myers, David Noland, David Staveley and Andrew Williams.
- Date:** Thursday, 5 March 2026
- Time:** 10.00 am
- Venue:** Belle Vue Suite, 1 Belle Vue Square, Broughton Road, Skipton, BD23 1FJ

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

### Business

- 1. Apologies for absence**
- 2. Minutes of the meeting held on 4 December 2025** (Pages 5 - 16)
- 3. Declarations of interest**  
All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.
- 4. Public questions and statements**  
Members of the public may ask questions or make statements at this meeting if they have given notice and supplied the text to Harriet Clarke at [democraticservices.west@northyorks.gov.uk](mailto:democraticservices.west@northyorks.gov.uk) by midday on Monday 2 March 2026, three working days before the day of the meeting. Each speaker must limit themselves to 3 minutes.

Members of the public who have given notice will be invited to speak:

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes)
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

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 anyone who may be taking a recording to cease while you speak.

5. **Update from RT Hon Julian Smith MP**  
An opportunity for Members to discuss issues of key concern in the constituency.
6. **Airedale Hospital Update**  
A verbal update from the Airedale NHS Foundation Trust on the Airedale Hospital rebuild.
7. **Wyvern Link Road, Skipton**  
To provide the Area Committee with a verbal update via briefing note on the proposed Wyvern Link Road, Skipton.
8. **Annual School Update Report** **(Pages 17 - 34)**  
To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Skipton & Ripon Area Committee area.
9. **Ripon Mobility Hub Update** **(Pages 35 - 44)**  
An update on progress and information as to whether a mobility hub in Ripon is feasible.
10. **Rural Energy Policies and Local Fuel Pricing Update** **(Pages 45 - 50)**  
An update on rural energy policies and local fuel pricing disparity across the Skipton and Ripon area.
11. **Committee work programme** **(Pages 51 - 54)**
12. **Any other Items**  
Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.
13. **Date of next meeting**  
Thursday, 4 June 2026 at 2.00 pm.

Members of the public are entitled to attend this meeting as observers for all those items taken in open session. You may be interested in [subscribing to updates](#) about this or any other North Yorkshire Council committee.

Recording is allowed at Council, committee and sub-committee meetings which are open to the public. Please give due regard to the Council's protocol on audio/visual recording and photography at public meetings. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

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

#### **Contact Details**

For enquiries relating to this agenda and meeting please contact:

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

Northallerton

Wednesday 25 February 2026

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## North Yorkshire Council

### Skipton and Ripon Area Committee

Minutes of the meeting held on Thursday, 4 December 2025 commencing at 10.00 am.

Councillor Robert Heseltine in the Chair and Councillors Andy Solloway, Philip Barrett, Barbara Brodigan, Andy Brown, Richard Foster, David Ireton, Andrew Murday, Simon Myers, David Noland, David Staveley and Andrew Williams.

In attendance: Rt Hon Julian Smith MP (virtual) and Lilla Bathurst, Manager at Ripon BID.

Officers present: Andrew Brown, Principal Public Rights of Way Officer, Christian Brennan, Democratic Services Officer, Harriet Clarke, Senior Democratic Services Officer, Sharon Hudson, Communities Area Manager, Alexander Kay, Senior Transport Planning Officer, Allan McVeigh, Head of Network Strategy, Steve Loach, Principal Democratic Services Officer, David Smith, Senior Democratic Services Officer and Helen Watson, Senior Engineer Major Projects.

Apologies: Councillors Nick Brown, Felicity Cunliffe-Lister and Nathan Hull.

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

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#### 207 Apologies for absence

Apologies for absence were received from Councillors Nick Brown, Felicity Cunliffe-Lister and Nathan Hull.

#### 208 Minutes of the meeting held on 11 September 2025

##### Resolved

That the minutes of the meeting of the Skipton and Ripon Area Committee held on 11 September 2025 were confirmed and signed by the Chair as a correct record.

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At this point in the meeting, Members agreed to bring item 8 – Town Investment Plan Programme Update forward.

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#### 209 Declarations of interest

Councillor Andrew Williams declared an interest in relation to Minute 210 on the basis that he was a member of Ripon City Council and a Director of Ripon BID.

Councillor Barbara Brodigan declared an interest in relation to Minute 210 as she was a member of Ripon City Council.

#### 210 Town Investment Plan Programme - Update

A public statement was made in relation to this agenda item, which is detailed under

Minute 212.

The Corporate Director of Community Development submitted a report providing a progress update on the development of the Town Investment Plans in the Skipton and Ripon area.

Sharon Hudson, Communities Area Manager presented the report. Members were asked to endorse the proposed schemes to enhance a section of the canal towpath in Skipton, as well as improving the marketplace in Ripon, as outlined in paragraphs 6.6 and 6.7 of the report.

Sharon advised that plans in Pateley Bridge, Bentham, Masham and Skipton were also being worked on.

Lilla Bathurst, Manager at Ripon BID presented a verbal update to the Committee on the issues that were of concern for Ripon businesses and raised the below points:

- Ripon businesses sought investment in the Market Square to increase dwell time, with the majority of visits currently being fairly short. For example, improved, more thought-out curved seating.
- Seasonal industrialisation of the south side of the Market Square during the months May to October to create a bigger events space.
- Exploring flexible seating, specifically the parklet option being trialled in different areas which can be moved for events.
- The urgent need for more power points, especially at the Thursday market, which are also needed to power the four phone boxes on site.
- Consideration to the work that is done as part of the Town Investment Plan should resurfacing take place in the Market Square.
- The possibility of adding parking on the south side of the Market Square in the off season as well as increasing the car parking limit to a one and a half hour limit to increase overall dwell time at the market, if the extra funds were ringfenced to Ripon.

Members discussed the report, as well as the verbal update from the Ripon BID representative and raised the following points:

- A meeting was to be held in January 2026 with the Division Member for Ripon Minster and Moorside and the relevant officers and Executive Member regarding the surfacing of Ripon Market Square, and the impact on the works to enhance the Square.
- That a deferral of the Town Investment Plan could result in funding not being prioritised for the scheme, and that any current issues with Ripon City Council ought not to impact the delivery of a project aimed to improve Ripon.
- The safety issues as a result of insufficient power points and trailing wires on market days.
- The suggestion that any resurfacing work ought to be considered when enhancement works are carried out.
- That unused outdoor space could be used for car parking in the winter months.
- That the pedestrianisation of Kirkgate and Marketplace South should be explored, and NYC Highways involvement to be supported by the Area Committee.
- The need for more greening in the city centre.
- Concerns over the Government's proposed tourist tax and the impact this could have on encouraging visitors to the Skipton and Ripon area.
- Members endorsed the work on the Town Investment Plan in Bentham, and hoped that Ripon would benefit from similar enhancement plans.
- In response to a comment about the need to work alongside the Mayoral Combined

Authority to ensure that funding from the Clothholme development is released into Ripon, Sharon Hudson confirmed that discussions with Homes England had taken place to link in with the Town Investment Plan for Ripon.

- With the support of the Ripon Division Members, it was suggested that an additional recommendation be added requesting that NYC Highways explore the pedestrianisation of Ripon city centre.
- It was requested that Members be kept informed of any additional settlements included in the Town Investment Plan.

**Resolved** (unanimously)

That the Committee:

- i. Notes the progress made in developing Town Investment Plans within the Skipton and Ripon area.
- ii. Endorses the proposed schemes to (a) enhance a section of the canal towpath in Skipton, and (b) improve the marketplace in Ripon, as outlined in sections 6.6 and 6.7 of the report, for consideration as part of the Council's package of projects for submission to the York and North Yorkshire Combined Authority for grant funding through the Town Investment Plan Emerging Project Fund.
- iii. A further recommendation was added by the Committee requesting that NYC Highways explore the pedestrianisation of Ripon city centre.

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At this point in the meeting, Members agreed to bring item 5 – Update from Rt Hon Julian Smith MP forward.

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**211 Update from RT Hon Julian Smith MP**

The Rt Hon Sir Julian Smith MP provided a verbal update on the work that is currently being undertaken in the Skipton and Ripon constituency and raised the following points:

- The Rt Hon Sir Julian Smith MP endorsed the excellent work of NYC Highways in the execution of the Kex Gill bypass. He also praised the work of officers and councillors across NYC who had contributed to the Council achieving the third position nationally for adult social care.
- A recent focus on representing the challenges of farming, particularly the taxation of family farms as well as ensuring the Airedale Hospital funding and project accelerates.
- An update on Ripon Hospital which had been upgraded to an urgent care facility.
- The impact of the Government's budget on the hospitality industry and small businesses across the constituency, particularly with regards to energy costs, taxation and business rates was raised. The impact of the tourist tax proposal on local businesses in the constituency area was also mentioned.
- The work that had taken place alongside the Leader and other NYC colleagues on local government funding, particularly in light of the rural grant being removed.

Members thanked the Rt Hon Sir Julian Smith MP for the verbal update and raised the following points in response:

- Concerns over the impact of increased business rates on local businesses and the hospitality sector that form a part of the local economy in the Skipton and

Ripon area. In response to these concerns, the Rt Hon Sir Julian Smith MP explained that he had asked Kate Nicholls, Chair of Hospitality UK to come to Skipton and Ripon to host an event which Area Committee Members would be welcomed to in early 2026.

- The view that imposing a tourist tax may contribute to improving local businesses by increased investment in the area gained through the tax.
- Concerns over the overspend on the Kex Gill project.
- A request to contact the Department for Environment, Food and Rural Affairs regarding how they would continue to support farming in the protected landscape, particularly regenerative farming, after March 2026.
- A request to investigate a long-standing issue with Network Rail concerning signalling issues on the Aire Valley line which had caused frequent delays affecting south Craven. In response to this, the Rt Hon Sir Julian Smith MP suggested meeting with the relevant Member to discuss this matter in further detail.

Members thanked the Rt Hon Sir Julian Smith MP for attending the meeting virtually.

## **212 Public questions and statements**

Five public statements were received.

One public statement had been received in relation to Minute 210 – Town Investment Plan, which was dealt with at that Minute and is detailed below.

### **1. Statement from Stanley Mackintosh – read out at the meeting**

“My request is simply that the Ripon Market Place item be deferred for four months, and the consultation reopened for at least three months.

Ripon City Council is not presently a reliable stakeholder: there is governance instability, a “No Confidence” Parish Poll result, and a formal objection now with the External Auditor.

The proposals for Ripon in the report pack are weak and under-developed compared with the Skipton proposals, and the reference to a “Ripon Neighbourhood Plan 2030” appears questionable, as no such active plan currently exists.

Public engagement has been inadequate and confusing. The consultation closed only yesterday, yet the report appears to have been drafted before that date, leaving residents little chance to comment or propose alternatives.

I have previously produced a substantial public report — Ripon Vision 2015 — and, with a short extension, I can bring forward serious, evidence-based proposals worthy of consideration and investment.

Deferral will not jeopardise funding, which runs to 2027, but would greatly improve legitimacy, consultation and design quality.

I therefore respectfully ask Members to defer the item and reopen consultation for three months”.

Two public statements had been received that did not relate to an item on the agenda and were dealt with under this agenda item and are detailed below.

### **2. Statement from Martyn Hodgson – read out at the meeting**

“North Yorkshire Council is understandably concerned at the increased cost if many side roads secured Priority 2 winter maintenance status and it is appreciated that not all can therefore be quickly cleared. However, there are some particularly vulnerable locations and Heyshaw is such a special case, as summarised below.

1. The sole access into Heyshaw (HG3 4HD) is a steep cul-de-sac (Heyshaw Road, 400m) and is vital for residents and dairy farm tankers to access the road network for work, school, etc. In winter it often becomes impassable, even for most four-wheel drive vehicles, due to icing-up and snow drifts. Heyshaw (elevation 320m) regularly experiences much worse winter conditions than most of the Dale (e.g. closest village is Dacre Banks elevation only 80m). The road is North-East facing so that, unless treated, it is often a layer of solid compacted snow and ice impassable for many days. Up to recent years it had P2 status and was always cleared and gritted - it is unclear why this status was changed.
2. Emergency vehicle access is frequently not possible in winter without the road being gritted. A telling case was last winter when a resident suffered a heart attack, however without any gritting the emergency ambulance was unable to attend and Martin Bucke died. Two winters ago, Eric Marshall was taken seriously ill and even a specialist four-wheel drive ambulance struggled to access. Eventually he was taken to hospital but later passed away.
3. Heyshaw road is directly next to existing Priority 2 road and would only require a mere extra 400metres to the current P2 gritting run, and the additional cost would be marginal (only around £4.50 per run).
4. The priority category of Heyshaw Road was until recently P2 - thus recognising its particular vulnerability. Why and how this was changed to the current Priority 3 is not known. The Council's policy specifically allows unclassified road to be given P2 status ('Priority 2 includes .... unclassified roads as approved by Members') and ought therefore to be implemented for such a very special case as Heyshaw Road.
5. This is a brief summary of a paper (includes evidence and costings) agreed by all (100%) Heyshaw residents and workers. To avoid more fatalities, other serious outcomes and major disruption, we ask members to approve Priority 2 status for Heyshaw Road.”

Steve Loach, Principal Democratic Services Officer informed Members that a response to this statement had been sought but was still awaited. Once received, a full copy of the response would be circulated.

### **3. Statement from Jean Worthington and Trevor Metcalf – read out at the meeting**

“We would like to draw attention to our local rural bus service provided by Kirby Lonsdale Bus Company. The service 580 which runs from Settle to Skipton and return. This company also runs the 581 Settle to Lancaster which links up with the 580.

For some time, residents of both villages have been unhappy with how this service is now managed. Examples can be given if requested at the end of this presentation. The current service is quite limited and not fit for purpose which leaves people who don't drive isolated at the weekends, especially Sundays. Attempts to involve the Dalesway Sunday service have failed, I'm informed no budget for this year. Therefore residents cannot access this service and explore the Dales on Sundays or travel anywhere.

Our aim is to campaign to have a bus service that is fit for purpose. We are aware and welcome new legislation such as The Bus Services Act 2025 and North Yorkshire

Council's Bus Service Improvement Plans. I am informed that there will be a public consultation and a robust passenger charter implemented, much needed for our 580/581 bus service.

We wish to be kept informed and possibly involved with this process, our main agenda being that everyone in both villages get adequate notice of developments which can be printed in our parish magazines and distributed to all households as well as any community involvement put online via social media. We are aware following the recent National Parks survey re access to the Dales when it was promoted online and gave little or no chance of getting this promoted in our parish magazines and sadly missed contributions by those groups pertinent to their survey. We want a meaningful response from the people of long Preston and Hellifield. We want a fit for purpose service to meet passenger needs to avoid social isolation, an improved quality of life and practical solutions to break down barriers to independence.”

A response to this statement was received from Andrew Clarke, Public and Community Transport Manager, as detailed below:

“The 580 bus service from Settle to Skipton via Hellifield and Long Preston is operated commercially by Kirkby Lonsdale Coach Hire and Service 581 from Kirkby Lonsdale to Settle is contracted by North Yorkshire Council. The 580 timetable runs hourly on Mondays to Fridays and two hourly on Saturdays and the 581 runs two hourly Mondays to Saturdays.

The aim of our public transport policy is to give residents in villages across the county access to a local centre for shopping, health appointments, education, employment and leisure activities. Where there are no commercially viable bus routes, the Council can subsidise services but with the funding that is available, the most frequent timetable we can specify is a two hourly service running on either 5 or 6 days per week. The Council also provides support for Dalesbus who commission some Sunday and bank holiday routes to the Dales.

If there are suggestions for ways to improve the timetable within the resources currently available, or operational problems with either bus route, then please contact the public transport team. Both routes can be subject to traffic delays on the A65 and with such a long route this makes managing service disruption difficult for the bus company.

Following the creation of York and North Yorkshire Combined Authority in 2024, the Mayor now holds all statutory powers involving public transport. The Combined Authority has recently commissioned a review of the current bus network and will also be developing a new Bus Service Improvement Plan in 2026. The network review will be looking at current provision and options for delivering improvements. Once the review is completed, we expect that there will be further engagement by the Mayor’s team on the conclusions reached and how to take things forward and we will ensure that parishes can play a part in this process.”

A point of clarification was raised by Councillor David Ireton requesting that the Chair provided a response to a query from a resident of Ingleton regarding fuel prices at ASDA in Ingleton, compared to that in Settle. In response, the Chair explained this was a commercial disparity from ASDA and agreed a response would be provided to the resident. The Principal Democratic Services Officer informed Members that rural energy policies and local fuel pricing had been added to the Committee Work Programme, and a full report would be delivered to the next committee on 5 March 2026.

Two public statements had been received in relation to Minute 214 – Nidderdale Greenway Extension Update, which were dealt with at that Minute and are detailed below.

#### **4. Statement from Robert Lloyd**

“There has been an ambition for at least 25 years to have a path – the Nidderdale Greenway Extension - from Harrogate through Nidderdale to Pateley Bridge. The current Harrogate to Ripley Greenway opened in 2014 and is very popular with walkers, cyclists, wheelchair users and horse riders of all ages and abilities seeking a safe route into lower Nidderdale. Hampsthwaite Parish Councillors support the Nidderdale Greenway Extension which offers great opportunities to link villages, communities and schools up and down Nidderdale with a traffic free safe path. We have seen how Ripley businesses have benefitted from the existing Harrogate –

Ripley Greenway and can see similar opportunities for Hampsthwaite and other village businesses. Hampsthwaite no longer has a doctor surgery or Post Office the nearest being Birstwith. As the road is dangerous to walk or cycle, and the bus is every 2 hours (collecting a routine prescription could take half a day), residents are forced into their cars or taxis.

A Parish Council subgroup - Hampsthwaite Pathfinders - held a stall at the village Feast in July 2023, to explore extending the Greenway from Ripley up into the Dale. The group shared a Sustrans feasibility study showing route options and outline costs. Over 40 residents expressed a keen interest in supporting the Extension proposal. This interest initiated a paper and online survey in Hampsthwaite. Similar surveys were also completed in Pateley Bridge and Birstwith. Below are the results from the Hampsthwaite Survey, completed by 1345 respondents in September 2023.

Survey Results for Hampsthwaite:

Three different survey approaches were undertaken

- i. a July '23 Hampsthwaite Feast Stall in Hampsthwaite,
- ii. a 2 minute paper survey distributed to all households and available in the village shop and
- iii. a web-based surveys open to all.

Whilst this report does not cover Pateley Bridge and Birstwith survey results, one of our key observations was how similar the results were between locations and survey approaches. The Hampsthwaite web plus paper surveys resulted in 1345 responses with overwhelming support. The HG3 responses represented a high proportion of the parish's population. 95% said they had used the Existing Greenway and 66% had heard of the proposed Extension. Whilst walking, cycling and running are of greatest interest, a very important and key outcome of the survey was the interest from wheelchair users trying to gain greater safe access to Nidderdale. 97% of responses were particularly in favour of the Hampsthwaite to Birstwith pathway link, as being of greatest importance to Hampsthwaite residents trying to gain safer access to doctors, the dispensing chemist and the post office.

In addition to the numerical choices given in the surveys 1117 positive written commentaries were also made highlighting Safety, Inter Village Links, Business, Health, Family, Children learning to ride safely, Wheelchair access, Countryside access, sustainability as their main reasons for scoring high. Some saw the project as a 'beacon of hope'. Whilst some negative comments and scores were also received our Parish Council believe that these comments will be essential contributions during the design phases ensuring concerns are addressed to achieve the best outcome for all. Concerns included protecting nature, farmland ownership and grazing animals.

Conclusion: The argument in favour of a Greenway extension to Pateley Bridge is compelling and robustly supported by the results of these extensive surveys.”

#### **5. Statement from David Vernon**

The following points were raised by David Vernon in a statement to the Committee:

- David had recently moved to Dacre Banks in Nidderdale and as a keen cyclist and walker he had an interest in the Nidderdale Greenway extension.
- Disappointment that the project appeared to have been left in limbo.
- The report came across as overly risk-averse and lacked any positive proposals despite NYC's role likely being largely supportive.
- The original feasibility report showed significant expertise and effort and further details and cost checks were to be expected.
- Local organisations successfully delivered the Harrogate to Clint stretch of the Nidderdale Greenway which suggested that costs can be controlled and risks managed.
- David asked councillors to avoid the negativity of the update report and press officers to keep the door open for staged developments of the Nidderdale Greenway extension.
- He also asked councillors to adopt the principle that the project is highly desirable and that councillors provide all possible assistance.

### **213 Wyvern Link Road, Skipton**

Helen Watson, Senior Engineer Major Projects, and Allan McVeigh, Head of Network Strategy presented a report of the Corporate Director for Environment which provided an update on the proposed Wyvern Link Road in Skipton which would connect the end of Ings Lane to the A629 bypass via the Wyvern Park development.

Helen reported that in August responsibility for the Wyvern Link project transferred from the Regeneration team in the Community Development directorate to the Major Projects team in the Environment directorate. Phase one of the project had already been completed under the former Craven District Council, which upgraded Engine Shed Lane and Ings Lane. Feasibility and outline design work for Wyvern Link Road had been completed for stage two, but further work including updating the historic design work, and the construction cost estimate remained.

No funding had yet been allocated for the construction of the scheme in the Council's capital plan and an updated business case was required in order to seek funding for the project. A grant of £90k had been secured from the York and North Yorkshire Combined Authority Mayoral Investment Fund to support ongoing design work for the project. It was however noted that the project development cost was likely to be much greater than this. Alternative forms of construction would also be considered to minimise the impacts of flooding. Once the updated costs had been established, an updated report would be brought back to the Committee.

In response, Members raised the following points:

- The importance of the proposed Wyvern Link Road in transforming the way traffic moves around Skipton and the surrounding local area, especially since approximately 250 houses had been built in the southwest area of Skipton, as well as benefiting local businesses.
- That one of the reasons behind the decision to keep the waste management depot on Engine Shed Lane was the proposed link road which could be used to take waste management vehicles out of the bypass to serve south Craven and north Craven.
- The financial challenges associated with the project and the suggestion of approaching the York and North Yorkshire Combined Authority for funding.
- Members were keen to progress this project as a priority.
- The need to create a new business case for consideration by the Executive, which

- was added to the list of recommendations.
- The impact of the lack of link road on children and young people in Craven.

### **Resolved**

- To note the progress in completing phase one to improve vehicle access to Engine Shed Lane and construction of an industrial estate standard road on Ings Lane.
- To note that there is no budget to deliver Phase two other than £90k for design development.
- To note that an updated business case would be required to inform decisions on future funding for delivery.
- A further recommendation was added by the Committee requesting that officers submit a draft business case for consideration by the Executive within 6 months.

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Councillor Williams left the meeting at 11.28am

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### **214 Nidderdale Greenway Extension - update**

Two public statements were made in relation to this agenda item, which are detailed under Minute 212.

Alexander Kay, Senior Transport Planning Officer presented a report in the name of the Corporate Director of Environment which provided an update on the review of the Nidderdale Greenway extension feasibility study. The review included revised analysis of key metrics, an assessment of scheme viability, and the identification of challenges and risks. The Sustrans Nidderdale Greenway extension study was appended to the report at Appendix A.

The main challenges included various funding constraints in the form of cost increases, creation order costs and resource and high maintenance costs, as well as landowner support. The scheme was not deemed to be a priority active travel scheme for the Council.

Alexander noted the local support detailed in the Nidderdale Greenway extension steering group report which was written in February 2024 and apologised that no reference to this report had been made in the report before Members today. It was explained that the contents of the steering group report did not impact the outcome presented in the officer report.

Members thanked officers for the report and raised the following points:

- A Nidderdale Greenway extension steering group report was considered by the Skipton and Ripon Area Committee in March 2024, as detailed at Minute 111. Members felt that officers in the Council's Transport Planning team had not considered the steering group report.
- The support of the scheme from local residents, and the positive impacts of the scheme including active travel, healthy environment and opening up the protected landscapes to public enjoyment.
- The difficulty in gaining support for the scheme from landowners.
- The need to investigate alternative forms of funding through the York and North Yorkshire Mayoral Combined Authority once their active travel strategy was in place.
- One Member suggested that the report recommendations be amended to endorse the vision of creating an enhanced Nidderdale Greenway extension and ask the Mayoral Combined Authority to actively seek resources to progress the scheme.

In response to Members' comments, Andrew Brown, Principal Public Rights of Way Officer informed Members of the challenges behind the Council funding the maintenance of a new public bridleway. Andrew also explained the potential flooding risks involved. Despite these challenges, it was explained that a compromise could be met to deliver a scheme of considerably less cost, which would meet the majority of aspirations of the proposal in providing a safe cycle route from Harrogate to Pateley Bridge. Andrew also confirmed that the recommendations of the steering group report would be revisited, along with the points raised by the two public speakers.

In response, Members thanked the Principal Public Rights of Way Officer for looking into a way to take the scheme forward. Councillor Andrew Murday agreed to enter discussions with the officers outside of the meeting to investigate funding potential from the Mayoral Combined Authority and would report back his findings to the Chair and Vice-Chair of the Area Committee.

### **Resolved**

That Members note the contents of the report.

## **215 Housing need, provision, strategy and interventions**

A presentation on housing need, provision, strategy and interventions was included in the agenda. As no officer was available to deliver the update and Members had already reviewed the presentation slides, the Chair proceeded straight to comments.

The Executive Member for Culture, Arts and Housing agreed to provide more information in response to a query regarding whether the housing need data had increased or decreased from previous years. The Executive Member for Culture, Arts and Housing also agreed to provide more information on the occupancy of a Skipton hostel.

## **216 Youth Councils - Update**

Noah Garbutt, Skipton Youth Council Chair, submitted a written update on the work of the Youth Council since the previous Area Committee meeting in September.

The update was read out by the Principal Democratic Services Officer and included the following points:

- An update on the 2025 Keep Skipton Tidy competition, which did not go ahead due to difficulties in accessing litter picking equipment. The need for a clear and practical system for equipment access was emphasised and email correspondence was sent to Councillor Richard Foster on this matter.
- A recruitment drive beyond central Skipton, supported by sharing recruitment posters with parish councils for local display.
- Three new members had joined since the September Area Committee.
- The creation of a "Steps for Success" internal document which outlined Youth Council operations and standards which would be shared with other regional youth councils, including Harrogate and Ripon.
- The development of an online survey for young people and residents across the wider Skipton area to identify priorities for the Youth Council's next annual campaign.

Members reviewed the work programme and suggested the following additions:

- An update on Airedale Hospital, including the services and departments that will be provided. It was also requested that an update be provided on the broader strategy and service delivery across the district, as well as engagement with GP surgeries. Members requested that this update be given at the committee meeting scheduled on 5 March 2026.
- A request for a detailed map with layers of the Skipton and Ripon area showing the land and properties owned by NYC. Members requested that a presentation be provided showing how the land is used by NYC. It was clarified that this was separate to the existing asset register. Members requested that this update be given at the 5 March 2026 committee.

**218 Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.**

There were no urgent items of business.

The Chair informed the Committee that Christian Brennan, Democratic Services Officer, would be leaving North Yorkshire Council and expressed gratitude for his support, wishing him every success in the future.

The Chair also advised that Steve Loach, Principal Democratic Services Officer was retiring. The Chair thanked Steve for his significant contribution during his time with North Yorkshire County Council, and more recently, North Yorkshire Council.

Members echoed the Chair's appreciation and best wishes to both officers.

**219 Date of next meeting**

Thursday 5 March 2026 at 10.00am.

The meeting concluded at 12.07 pm.

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## Briefing Note - Skipton & Ripon Area Committee

5 March 2026

### Wyvern Link Road, Skipton

#### 1.0 PURPOSE

- 1.1 To provide a progress update to members of the Skipton and Ripon Area Committee on the Wyvern Link Road.

#### 2.0 BACKGROUND

- 2.1 Members may recall from the Committee meeting held on 4 December 2025 that:
- i. Regeneration colleagues have secured a grant of £90,000 from the combined mayoral authority to continue with design and development work for Wyvern Link Road.
    - The alignment of the new road is accepted
    - It is estimated that the budget requirement will be significantly more than £1.9 million
    - Given the current preliminary design accepts the flood level will be above the new road surface at times, we would like to take the opportunity to review if there are any alternative methods of construction which may help minimise the frequency or duration of the road being flooded
  - ii. Officers note the additional recommendation, resolved by this Area Committee on 4 December 2025, that officers submit a draft business case for consideration by the Executive within six months.

#### 3.0 PROGRESS UPDATE - MARCH 2026

- 3.1 Our design specialists were commissioned to carry out:

Phase 1 - within one month of commission (end February 2026)

- i. review the current design
- ii. determine if satisfactory/examine flooding risk
- iii. provide feedback and recommendations

Phase 2 - within six months of commission (end July 2026)

- iv. complete the current design, or commence initial designs on a revised vertical alignment on the same line and start discussions with external bodies on that revised design
- v. consider the wider impacts (signing / routing etc in flood)
- vi. provide construction costs estimate

- 3.2 Phase 1 was completed on time and has identified significant issues concerning flood resilience and operational performance of the scheme. Further internal work is now required to consider the issues raised.

- vii. Unfortunately, the scheme has not yet reached an appropriate stage to allow a draft business case to be prepared for consideration by the Executive.

*Author: Helen Watson, Senior Engineer, Major Projects*

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**North Yorkshire Council  
Skipton and Ripon Area Committee**

**5 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 Skipton & Ripon committee area.

**2.0 Local educational landscape**

2.1 As of 31 August 2025 there was a total of 73 schools and academies within the Skipton and Ripon Committee area. The table below shows the number of schools and academies in both the county as a whole and the committee area by school type.

**Summary of schools' status – 31 August 2025**

	Schools in North Yorkshire		Schools in Skipton and Ripon AC	
Primary Maintained	158	53.6%	38	62.3%
Primary Academy & Free School	137	46.4%	23	37.7%
<b>Total</b>	<b>295</b>		<b>61</b>	
Secondary Maintained	12	28.6%	4	44.4%
Secondary Academy	30	71.4%	5	55.6%
<b>Total</b>	<b>43</b>		<b>9</b>	
Special Maintained	5	50%	1	50%
Special Academy	5	50%	1	50%
<b>Total</b>	<b>10</b>		<b>2</b>	
PRU Maintained	4	80%	1	100%
PRU Academy	1	20%	0	
<b>Total</b>	<b>5</b>		<b>1</b>	
<b>Total maintained</b>	<b>179</b>	<b>50.9%</b>	<b>44</b>	<b>60.3%</b>
<b>Total Academy</b>	<b>173</b>	<b>49.1%</b>	<b>29</b>	<b>39.7%</b>
<b>Overall Total</b>	<b>352</b>		<b>73</b>	

**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 four 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%
Skipton and Ripon	86%	100%	100%

### Behaviour and Attitudes

	Primary	Secondary	Special
National	96%	85%	89%
North Yorkshire	96%	72%	83%
Skipton and Ripon	95%	100%	100%

### Personal Development

	Primary	Secondary	Special
National	98%	89%	91%
North Yorkshire	98%	83%	100%
Skipton and Ripon	97%	100%	100%

### Effectiveness of Leaders

	Primary	Secondary	Special
National	91%	82%	84%
North Yorkshire	95%	80%	100%
Skipton and Ripon	92%	100%	100%

Similarly, 89% (25 of 28) 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 is improving. In secondary schools the percentage of pupils achieving a grade 5 or above in both English and maths (Basics) improved in 2025 and is now 9.6% higher than national.

### 3.4 Early Years Foundation Stage Profile (EYFSP)

In 2025, 69.8% 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 slightly lower proportion of pupils within the committee area achieved a good level of development compared with all NYC pupils but the proportion is above the national comparable figure.

Early Years Foundation Stage Profile – percentage achieving a good level of development			
	Skipton and Ripon	North Yorks	National
2022	68.0%	68.3%	65.2%
2023	70.9%	70.3%	67.2%
2024	70.9%	71.2%	67.7%
2025	69.8%	70.6%	68.3%

### 3.5 Key Stage 2

In 2025, 60.9% 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.			
	Skipton and Ripon	North Yorks	National
2022	60.2%	56.6%	58.9%
2023	59.2%	56.1%	60.0%
2024	59.4%	58.2%	61.3%
2025	60.9%	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 51.6 in 2025. This is above both the North Yorkshire and national comparable figures.

Key Stage 4 - Average Attainment 8 Score			
	Skipton and Ripon	North Yorks	National
2022	53.4	50.3	48.8
2023	50.4	46.8	46.3
2024	50.1	46.8	45.9
2025	51.6	46.5	46.1

The percentage achieving a GCSE grade 5 or above (grading is 9-1) in English and Maths (Basics measure) was 55% in 2025. This is above both the national and the North Yorkshire comparable figures.

Key Stage 4 - Percentage achieving a grade 5 or above in English and Maths			
	Skipton and Ripon	North Yorks	National
2022	60.4%	53.8%	49.8%
2023	51.8%	46.0%	45.3%
2024	51.8%	47.7%	45.9%
2025	55.0%	46.8%	45.4%

### 3.7 Not in education, employment or training

There were 965 young people recorded in Year 11 living in the committee area in May 2025 and of this cohort only 12 (1.2%) were not in education, employment or training after leaving school. The figure compares favourably with 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, 444 of these children were on roll of mainstream schools in the Skipton and Ripon committee area.

Suspension Incidents								
Academic year	Pupils suspended			Total Suspensions			Reason for suspension	
	North Yorkshire	Skipton and Ripon (mainstream)	Percentage of North Yorkshire total (pupils)	North Yorkshire	Skipton and Ripon (mainstream)	Percentage of North Yorkshire total (incidents)	Most common reason (Skipton and Ripon)	Most common reason (North Yorkshire)
2018/19	2149	215	10%	5970	501	9.50%	Persistent disruptive behaviour (50.4%)	Persistent or general disruptive behaviour (48.7%)
2019/20	1578	191	12%	4365	620	15.60%	Persistent or general disruptive behaviour (52.9%)	Persistent or general disruptive behaviour (48.2%)
2020/21	1578	206	13%	3553	563	15.70%	Persistent or general disruptive behaviour (29.8%)	Persistent or general disruptive behaviour (40.0%)
2021/22	2046	297	15%	5197	676	13.40%	Persistent or general disruptive behaviour (47.1%)	Persistent or general disruptive behaviour (45.5%)
2022/23	2753	367	13%	7639	839	11%	Persistent disruptive behaviour (42.0%)	Persistent or general disruptive behaviour (48.2%)
2023/24	3114	370	12%	9960	909	9%	Persistent disruptive behaviour (40.2%)	Persistent or general disruptive behaviour (53.4%)
2024/25	2808	353		9566	905	9%	Persistent disruptive behaviour (40.2%)	NY: Persistent disruptive behaviour (56.7%)

In 2024/25, schools in the committee area had a 18% share of the total schools' population in North Yorkshire and had a 9% 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, 8 of which were for children in Skipton and Ripon mainstream schools.

Academic year	Skipton and Ripon	North Yorkshire	Percentage of North Yorkshire total
2018/19	7	87	8%
2019/20	6	51	11.76%
2020/21	6	26	23.08%
2021/22	7	55	12.73%
2022/23	10	96	10%
2023/24	10	121	8%
2024/25	8	123	7%

In 2024/25, schools in the committee area had a 18% share of the total schools' population in North Yorkshire and had a 7% 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

955 children in constituency with a North Yorkshire funded EHC plan (December 2025), which equates to 15.0% of the North Yorkshire total. The most common needs are:

- Autism (41%)
- Social Emotional and Mental Health (SEMH, 22%)
- Speech Language and Communication (SLCN, 14%)

There were 1779 children in the constituency with SEN Support in North Yorkshire schools, 2025 School Census (January), this equates to 16% of the North Yorkshire total. The most common needs are:

- Specific Learning Difficulties (e.g. Dyslexia, 24%) (22% for North Yorkshire)

- Social Emotional and Mental Health (SEMH, 21%) (20% for North Yorkshire)
- Speech, Language and Communication (SLCN, 19%) (20% for 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). 275 (14%) were for children or young people living in the committee area in 2024/25, similar to the 181 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 Skipton and Ripon constituency there are capital schemes underway which will further enhance the offer to children in the area. The former Ings Primary School site has now undergone a complete renovation in order to provide a dedicated 6<sup>th</sup> form site which Brooklands School operate. This facility has enhanced both the capacity and quality of facilities for children who require a special school place. Separately, new Targeted Mainstream Provision is being rolled out county wide with firm interest from a school in Ripon to open a primary provision. This will further enhance the local

offer for children with Communication and Interaction needs. Schools have been encouraged to apply to the council by the end of April 2026 to further increase the number of TMPs within the committee area and across the county.

## 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, 128 (10.2%) of which were formerly from a mainstream school in Skipton and Ripon AC. At the same point last year, there were 1125 children EHE in North Yorkshire, 126 (11.2%) formerly from a mainstream school in Skipton and Ripon AC.

Academic Year	Skipton & Ripon EHE	Skipton and Ripon Percentage of all North Yorkshire EHE	Total North Yorkshire EHE
24/25	126	11.2%	1125
25/26	128	10.2%	1257

In 2025/26, schools in the committee area had a 18% share of the total schools' population in North Yorkshire and had a 10.2% 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, 73 of which were formerly educated in a mainstream school in the Skipton and Ripon AC. This figure in the previous academic year (2023/24) was 85 from Skipton and Ripon AC 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.

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

(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:

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

## 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:

	<b>Primary &amp; Nursery</b>	<b>Secondary</b>	<b>Special</b>	<b>Pupil Referral Unit</b>	<b>Total</b>
	<b>142 schools</b>	<b>12 schools</b>	<b>5 schools</b>	<b>4 schools</b>	<b>163 schools</b>
Total Forecast School Revenue Balances (Net) as at 31 March 2026	£9,728k	-£1,456k	-£1,871k	£670k	<b>£7,071k</b>
No. Schools with an Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	122	5	3	3	<b>133</b>
Average Value of Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	£94k	£263k	£86k	£233k	<b>£103k</b>

No. Schools with an Accumulated Forecast Budget Deficit as at 31 March 2026	20	7	2	1	<b>30</b>
Average Value of Accumulated Forecast Revenue Budget Deficit as at 31 March 2026	-£87k	-£396k	-£1,064k	-£31k	<b>-£222k</b>
<i>Comparison to total school revenue balance as at 31<sup>st</sup> March 2025</i>	<i>-£4,135k</i>	<i>-£1,614k</i>	<i>-£322k</i>	<i>-£237k</i>	<b><i>-£6,308k</i></b>

(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 – Skipton & Ripon

2024/25	2024/25
38 schools in budget surplus as at 31 March 2025 7 schools in deficit by March 2025; 16% of schools in Skipton & Ripon (1 nursery, 5 primary, 1 secondary)	38 schools projecting to be in budget surplus as at 31 March 2026 7 schools projecting to be in deficit by March 2026; 16% of schools in Skipton & Ripon (1 nursery, 4 primary, 2 secondary)
Average nursery surplus = £221k Average primary surplus = £92k Average secondary surplus = £292k Average special surplus = £87k Average PRU surplus = £161k	Projected average nursery surplus = £278k Projected average primary surplus = £67k Projected average secondary surplus = £222k Projected average special surplus = £30k Projected average PRU surplus = £235k
Average nursery deficit = -£154k Average primary deficit = -£18k Average secondary deficit = -£518k Average special deficit = N/A Average PRU deficit = N/A	Projected average nursery deficit = -£248k Projected average primary deficit = -£52k Projected average secondary deficit = -£283k Projected average special deficit = N/A Projected average PRU deficit = N.A
(Data Source – 2024/25 Consistent Financial Reporting (CFR))	(Data Source – 2025/26 Start Budgets)

## 8.0 Planning school places

### 8.1 School sustainability

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

- Falling pupil rolls
- School performance
- 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 school closures in the county. The following three of which have occurred in the committee area:

- Skelton Newby Hall CE VC Primary School, closed with effect from 31 August 2023
- Fountains Earth, Lofthouse CE Endowed Primary School, closed with effect from 31 March 2024 and
- Holy Trinity CE Infant School, Ripon, (an Academy), closed with effect from 31 August 2025 to facilitate its amalgamation with Holy Trinity CE Junior School.

### 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.

In accordance with guidance issued by the DfE the strategic planning of school places is undertaken on the basis of 'planning areas,' which represent groups of associated schools which 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 the 2025 annual reporting round. In January 2026, the DfE approved an application from the council to implement revised planning areas via 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 Richmond Committee area as at 31 August 2025, together with: -

- 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 Skipton and Ripon committee includes large rural areas that are served by small schools located in villages. It also includes areas where the development of new housing is proposed, including Ripon, Boroughbridge, Skipton and Outer Harrogate.

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, including in federations.

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 Skipton and Ripon 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

### 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	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
*School located in a neighbouring committee area							
<b>PRIMARY</b>							
<b>Boroughbridge Primary Area</b> <ul style="list-style-type: none"> <li>• Boroughbridge Primary*</li> <li>• Kirby Hill CE</li> <li>• Roecliffe CE</li> </ul>	484	339	431	43	528	27	-71
<b>Boroughbridge Primary Outer Area</b> <ul style="list-style-type: none"> <li>• Dishforth Airfield CP</li> <li>• Great Ouseburn CP*</li> <li>• Green Hammerton CE*</li> <li>• Kirk Hammerton CE*</li> <li>• Marton-cum-Grafton CE</li> <li>• Nun Monkton Primary*</li> <li>• St Peter's Brafferton CE*</li> <li>• Staveley CP*</li> </ul>	816	566	581	235	629	31	156
<b>Total (Boroughbridge Primary &amp; Boroughbridge Primary Outer)</b>	<b>1300</b>	<b>905</b>	<b>1012</b>	<b>278</b>	<b>1157</b>	<b>58</b>	<b>75</b>

<b>Harrogate Primary Outer Area</b> <ul style="list-style-type: none"> <li>• All Saint's CE School*</li> <li>• Askwith CP</li> <li>• Beckwithshaw CP</li> <li>• Birstwith CE</li> <li>• Admiral Long CE</li> <li>• Darley CP</li> <li>• Follifoot CE*</li> <li>• Hampsthwaite CE*</li> <li>• Kettleasing Felliscliffe CP</li> <li>• Killinghall CE*</li> <li>• North Rigton CE</li> <li>• Ripley Endowed*</li> <li>• Sicklinghall CE*</li> <li>• Spofforth CE*</li> </ul>	1377	1165	1130	247	1086	93	198
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<b>School planning area</b> *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
<b>Masham Primary</b> • Masham CE VA Primary	116	121	61	55	56	9	51
<b>Nidderdale Primary Outer</b> • Dacre Braithwaite CE • Glasshouses CP • Summerbridge CP	221	212	199	22	171	6	44
<b>North Craven Primary Outer</b> • Austwick CE • Bentham CP • Giggleswick Primary • Hellifield CP • Ingleton Primary • Long Preston Endowed VA	729	517	525	204	539	59	131
<b>Pateley Bridge Primary</b> • St Cuthbert's CE Primary	119	73	61	58	85	3	31

<b>Ripon Primary</b> • Holy Trinity CofE Infant School* • Holy Trinity CofE Junior School* • Moorside Primary School • Outwood Academy Greystone • Ripon Cathedral CE • Sharow CE • St Wilfrid's Catholic Primary	1138	1148	1107	220	944	380**	-186
<b>Ripon Primary Outer</b> • Bishop Monkton CE • Burton Leonard CE • Fountains CE • Grewelthorpe CE • Kirkby Malzeard CE • Markington CE • North Stainley CE	595	538	503	92	433	12	150
<b>Total (Ripon Primary &amp; Ripon Primary Outer)</b>	<b>1733</b>	<b>1686</b>	<b>1610</b>	<b>123</b>	<b>1377</b>	<b>392</b>	<b>-36</b>

\*\* assumes 1145 (286 pupil yield) 2+ bed dwellings on the Clothierholme Development (Ripon Barracks).  
Expected site completion 2039.

<b>Settle Primary</b> • Settle CE	210	180	194	16	164	18	28
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<b>School planning area</b> *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
<b>Skipton Primary</b> • Christ Church CE • Skipton Parish Church CE • Skipton, Greatwood CP • Skipton, Water Street CP • St Stephen's Catholic	1139	946	926	210	832	82	225
<b>Skipton Primary Outer</b> • Bradleys Both CP • Burnsall VA Primary • Carleton Endowed CE • Cracoe and Rylstone CE • Embsay CE • Gargrave CE • Grassington CE • Kettlewell Primary • Kirkby in Malhamdale United VA • The Boyle and Petyt Primary • Thornton in Craven CP • Threshfield School	1333	1062	1012	321	887	37	409
<b>Total (Skipton Primary and Skipton Primary Outer)</b>	<b>2472</b>	<b>2008</b>	<b>1941</b>	<b>531</b>	<b>1719</b>	<b>119</b>	<b>634</b>

<b>South Craven Primary</b> • Glusburn CP • Sutton in Craven CE • Sutton-in-Craven CP	731	708	650	81	607	12	112
<b>South Craven Primary Outer</b> • Cononley CP • Cowling CP • Kildwick CE • Lothersdale Primary	508	551	511	-3	423	14	71
<b>Total (South Craven Primary and South Craven Primary Outer)</b>	<b>1239</b>	<b>1259</b>	<b>1161</b>	<b>78</b>	<b>1030</b>	<b>26</b>	<b>183</b>

<b>Thirsk Outer</b> • Alanbrooke School* • Carlton Miniott Primary Academy* • Knayton CE Academy* • Sessay CE VC Primary*	912	819	756	156	689	30	193
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<ul style="list-style-type: none"> <li>• South Kilvington CE VC Primary*</li> <li>• Topcliffe CE Academy*</li> <li>• Dishforth CE</li> <li>• Pickhill CE*</li> </ul>							
<b>SECONDARY</b>	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
<b>Harrogate &amp; Rural Secondary</b> <ul style="list-style-type: none"> <li>• Nidderdale High</li> <li>• Harrogate Grammar*</li> <li>• Rossett School*</li> <li>• Harrogate High*</li> <li>• St John Fisher Catholic High*</li> <li>• St Aidan's CE High*</li> </ul>	7749	7841	7280	469	6901	166	682
<b>Mid Craven Secondary</b> <ul style="list-style-type: none"> <li>• Ermysted's Grammar School</li> <li>• Skipton Girls' High School</li> <li>• The Skipton Academy</li> <li>• Upper Wharfedale School</li> </ul>	3115	2346	2687	428	3069	44	2
<b>North Craven Secondary</b> <ul style="list-style-type: none"> <li>• Settle College</li> </ul>	642	664	588	54	550	24	68
<b>Ripon &amp; Rural Secondary</b> <ul style="list-style-type: none"> <li>• Outwood Academy Ripon</li> <li>• Ripon Grammar School</li> </ul>	1724	1656	1599	125	1491	185***	48
*** assumes 1145 (149 pupil yield) 2+ bed dwellings on the Clothholme Development (Ripon Barracks). Expected site completion 2039.							
<b>South Craven Secondary</b> <ul style="list-style-type: none"> <li>• South Craven School</li> </ul>	1907	1806	1871	36	1708	8	191

## North Yorkshire Council

### Skipton and Ripon Area Committee

05 March 2026

### Briefing Paper – Ripon Mobility Hub

#### Briefing from the Corporate Director Environment

#### **1.0 PURPOSE OF REPORT**

- 1.1 To update Members of the Area Committee on the current progress of the Ripon Mobility Hub feasibility study and to summarise the emerging findings from this work.

#### **2.0 BACKGROUND**

- 2.1 The Skipton and Ripon Area Committee (AC) commissioned a study to assess the feasibility of a mobility hub in Ripon. The study focuses on finding options to improve sustainable travel choices by enhancing facilities for walking, cycling and other low-carbon modes and evaluates the extent to which a mobility hub could help achieve wider transport policy objectives of reducing private car dependency, supporting carbon reduction, improving air quality, supporting economic growth and improving the experience of transport users. It assesses the potential of a mobility hub to enhance the overall quality of the city centre by creating a more attractive and accessible environment, encouraging increased footfall, longer dwell times and greater local economic activity.
- 2.2 There are three key stages in the Department for Transport (DfT) WebTAG business case development process before a scheme can be considered ‘shovel ready’. The Strategic Outline Case (SOC) establishes the need for intervention by identifying the problems, setting objectives, generating a long list of options and undertaking initial sifting to understand feasibility. The Outline Business Case (OBC) then develops the shortlisted options in detail, including robust modelling, appraisal and assessment of costs, benefits, risks and deliverability. Finally, the Full Business Case (FBC) sets out the arrangements for delivery, procurement and funding, and defines how the scheme’s impacts will be monitored and evaluated.
- 2.3 The work funded by the AC, to produce a feasibility study, is commensurate with a Strategic Outline Case, representing the first step in the business case process, however, during the development process, more detailed analysis than is normally expected at this stage was produced. This has meant that some material is now being reorganised so that the SOC is presented in a clear and concise format, with the more detailed technical content moved into a separate document for use in the next stage, the Outline Business Case (OBC) stage. This is essentially a formatting and restructuring exercise and is not expected to change the main findings or the recommendations in the report. To complete the OBC, a decision is required to understand how the scheme will be delivered, more detail is given on this at section 5 of this study.

#### **3.0 RIPON MOBILITY HUB FEASIBILITY REPORT**

- 3.1 The study identifies the main transport challenges in Ripon as congestion, parking pressures, limited access to rail via Thirsk, and gaps in active travel connectivity. It highlights that Ripon's compact form and growing population create both challenges and opportunities: while car dependency is high, most internal trips are short enough to be walked, cycled or supported through improved public transport. The objectives of the scheme are therefore to strengthen sustainable travel options, reduce reliance on private cars, support the economy, and create a more inclusive, connected transport system.
- 3.2 A long list of more than 30 potential interventions was developed including bus service improvements, bus station changes, mobility hub features and satellite mobility hub locations. These interventions were sifted against the project objectives and packaged together resulting in three deliverable options which were appraised alongside a Do-Nothing baseline. The four options are summarised in the table below;

Table 1 - Options

Option	Description	Capital Cost	Operational Cost (p/annum)
Do Nothing	No changes	N/A	N/A
Option A – Do Minimum	No bus service improvements Do-minimum bus station changes (a new footpath in front of the station) Small bike share + car club Public realm + information improvements	£175k-£400k	£20k-£50k
Option B – Do Medium	Doubles frequency of 70/X70 bus to Thirsk Addition of bus laybys both sides of Moss Arcade so busses stop in the direction of travel Small mobility hub building Small scale bike + car share schemes Public realm and info upgrades Satellite hubs only in the city centre (4)	£600k-£1.5m	£250k-£300k
Option C – Do Maximum	Doubles frequency of 70/X70 bus to Thirsk and adds weekend/extra services Major bus station redevelopment Small mobility hub building Bike and car share schemes Public realm & info upgrades nine satellite hubs (9)	£1.3m-£2.0m	£350k-£400k

- 3.3 The Do-Nothing option fails to address core problems, achieve the objectives and offers no further policy alignment, modal shift or strategic benefit.
- 3.4 Option A is the 'Do Minimum' option and is considered to provide limited benefits. The suggested improvements are largely confined to small-scale public realm enhancements, with no changes to bus services, meaning there are no improved options to access Thirsk rail station or support wider modal shift opportunities.

- 3.5 Option B is the 'Do Medium' option which offers a good balance of strategic benefit, risk and affordable costs. This option increases bus frequency, increases opportunities for modal shift as well as introducing local satellite hubs which mean you do not have to travel to the city centre to travel sustainably or switch mode. This option is considered feasible within the available space, supported (in principle) by bus operators, has lower capital and operational costs and is lower risk.
- 3.6 Option C is the 'Do Maximum' option which offers the greatest strategic benefit but scores poorly on deliverability, cost (both capital and operational) and risk. It provides additional bus stands, improved circulation for larger vehicles and a significantly larger mobility-hub footprint. However, this option would require major redevelopment of the bus station, including the relocation of coach parking to an alternative site, for which new land would need to be secured. Option C introduces more satellite hubs in locations across the wider area, it comes with a higher construction cost, requires more complex engineering and there is a higher reliance on multiple partners (bus operators, landowners, coach operators) which introduces greater delivery and operational risk than the other options.
- 3.7 A Multi-Criteria Assessment Tool (MCAT) was used to compare these options against the scheme objectives and deliverability criteria. The MCAT results show Option B achieves the highest overall score (41/60), offering a good balance of benefits, deliverability and risks; Option C scores 37/60 with greater strategic reach but materially higher costs and risks; Option A scores 34/60 reflecting limited-service improvements; and the Do Nothing option scores 20/60. On this basis, Option B is identified as the most balanced, beneficial and achievable option for Ripon.
- 3.8 The study emphasises that interventions must be delivered at a scale and pace appropriate for Ripon, balancing the cost of delivery and the need to ensure that investment meaningfully contributes to the project objectives without committing to infrastructure that is undeliverable or unaffordable to operate.
- 3.9 An example of how this principle is applied in the study is with the satellite hubs included at Options B and C. Both options propose several small, low-cost satellite hubs (located at places where people naturally begin their journeys). Option B recommends four satellite hubs concentrated within the city centre area where demand is high, whereas Option C proposes a wider, more dispersed network of nine hubs including several hubs at leisure and rural destinations. The study concludes that while Option C offers wider geographic reach and serves a broader range of potential users, the scale of its network, combined with higher capital and operational costs, increased complexity and greater delivery risks, makes it disproportionate to Ripon's needs. Option B therefore is identified as the more balanced, feasible and appropriately scaled option for Ripon.
- 3.10 Members are provided with this update to confirm progress and to inform them that the study has a positive outcome; that there are feasible options for a mobility hub that would meaningfully contribute to the strategic objectives creating a more inclusive, connected transport system in Ripon, though the scale of delivery is important.
- 3.11 Members should also note that the study recognises that a mobility hub cannot deliver its full benefits in isolation. Other complementary projects, particularly those identified through the Ripon Renewal Project, such as active travel improvements, must also be realised to support safe and convenient access to the hub(s) and to maximise opportunities for walking, cycling and public transport use across the wider area.
- 3.12 Before progressing to the next stage of work, a funding, delivery and operational model must be agreed because the business case, costs, procurement approach and long-term operation of the hub all depend on who will lead and manage the scheme.

## **4.0 Next Steps**

- 4.1 Officers are working with the consultants to complete the outstanding work, primarily around the presentation and structure of the SOC report. Following this, an agreement for a delivery model will need to be reached so that the Outline Business Case can be progressed, building on the work already completed.
- 4.2 Officers will provide a further update at the next meeting of the AC in June 2026, once the SOC has been completed and the OBC has been updated; Officers will confirm the funding position and confirm the position outlined in this briefing note.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Alternative options for a sustainable transport are considered within the study. However, officers believe that the recommended option will best contribute to the Council's priorities and secure better outcomes for people living, working and visiting Ripon.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1 At this stage, there are no direct financial implications arising from noting the contents of this report. Any future financial considerations, particularly those relating to the preferred delivery model, capital requirements, and long-term operational costs, will be brought to Members as part of the Outline Business Case at the next stage.
- 6.2 At present, no capital funding has been identified to deliver any of the mobility hub options. Once a preferred option and delivery model have been agreed through the Outline Business Case, further work will be required to establish a viable funding strategy. This may include pursuing external grant opportunities via the York and North Yorkshire Combined Authority or other national funding streams or seeking capital allocation from North Yorkshire Council though there are no relevant funding opportunities at the moment. Any commitment to progress to delivery, including approval of the required funding, will be subject to consideration and formal decision by the NYC Executive.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 There are no legal implications associated with submitting this briefing note for information.

## **8.0 EQUALITIES IMPLICATIONS**

- 8.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as **Appendix A**. Equalities impacts will be revisited at key stages in the project.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 The proposed schemes should have positive impacts on greenhouse gas emissions and pollution, but a full climate change impact assessment is not proportionate for the purposes of this briefing note. Further assessments will be carried out during the development of approved schemes. A copy of the Climate Change Impact Assessment initial screening form is attached as **Appendix B**.

## **10.0 REASONS FOR RECOMMENDATIONS**

10.1 The recommendation is made to ensure Members are fully informed of the progress made on the Ripon Mobility Hub feasibility study and the positive outcomes identified to date. The study demonstrates that there are viable and deliverable options capable of strengthening sustainable travel choices, supporting wider policy objectives and contributing to a more inclusive and accessible transport system for Ripon. Noting the outcomes at this stage enables the project to move forward in a structured and timely manner, allowing officers to finalise the Strategic Outline Case, establish an agreed delivery and operational model, and prepare for development of the Outline Business Case. The recommendations are intended to provide assurance that the scheme is progressing in line with best-practice business case requirements and positions the Council to take informed decisions at the next stage of work.

## **11.0 RECOMMENDATIONS**

- 11.1
- i) That Members of the Area Committee note the progress made on the Ripon Mobility Hub feasibility study, including the positive outcomes of the assessment and the identification of Option B as the most balanced and deliverable approach.
  - ii) That Members acknowledge the next steps required to finalise the Strategic Outline Case and progress towards the Outline Business Case, including confirming the preferred delivery and operational model for the scheme.

### **APPENDICES:**

Appendix A – Equalities Impact Assessment

Appendix B – Climate Change Implications

### **BACKGROUND DOCUMENTS:**

Karl Battersby  
Corporate Director – Environment  
County Hall  
Northallerton  
18 February 2026

Report Author – Keisha Moore, Senior Transport Planning Officer  
Presenter of Report – Keisha Moore, Senior Transport Planning Officer

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

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<b>Initial equality impact assessment screening form</b>			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways and Infrastructure		
<b>Proposal being screened</b>	Briefing Note – Ripon Mobility Hub		
<b>Officer(s) carrying out screening</b>	Keisha Moore		
<b>What are you proposing to do?</b>	To update Members of the Area Committee on the current progress of the Ripon Mobility Hub feasibility study and to summarise the emerging findings from this work		
<b>Why are you proposing this? What are the desired outcomes?</b>	That Members note the update and work on a Ripon Mobility Hub progresses		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No		
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</b></p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.</b>	Unknown at this stage. There is likely to be further requirement for the EIA as part of the detailed design and delivery process.		

<p><b>Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</b></p>	<p><b>No</b></p>		
<p><b>Decision (Please tick one option)</b></p>	<p>EIA not relevant or proportionate:</p>	<p>✓</p>	<p>Continue to full EIA:</p>
<p><b>Reason for decision</b></p>	<p>No adverse impact on any of the protected characteristics</p>		
<p><b>Signed (Assistant Director or equivalent)</b></p>	<p>Barrie Mason</p>		
<p><b>Date</b></p>	<p>20/02/2026</p>		

**Initial Climate Change Impact Assessment (Form created August 2021)**

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

<b>Title of proposal</b>	Briefing Note – Ripon Mobility Hub
<b>Brief description of proposal</b>	To update Members of the Area Committee on the current progress of the Ripon Mobility Hub feasibility study and to summarise the emerging findings from this work.
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Infrastructure</b>
<b>Lead officer</b>	<b>Keisha Moore</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

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If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate:	✓	Continue to full CCIA:	
<b>Reason for decision</b>	Unknown at this stage. There is likely to be further requirement for the CCIA as part of the detailed design and delivery process.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	20/02/2026			

## North Yorkshire Council

### Skipton and Ripon Area Committee

5 March 2026

#### Rural Energy Policies and Local Fuel Pricing Update

##### 1.0 PURPOSE OF REPORT

- 1.1 Members have requested an update on rural energy policies and local fuel pricing disparity across the Skipton and Ripon area.

##### 2.0 BACKGROUND

- 2.1 Skipton and Ripon is a geographically large and predominately rural constituency with dispersed settlements, older housing stock, and limited access to the gas grid in some areas which are factors that heighten susceptibility to fuel poverty and volatile energy prices.
- 2.2 The Skipton and Ripon Area Committee has previously highlighted concerns around fuel poverty due to the combined effect of energy inefficient homes, lower household incomes and rising fuel prices. Members have also queried notable variations in petrol and diesel prices across relatively short distances within the Skipton and Ripon area.

##### 3.0 SKIPTON AND RIPON HOUSEHOLD ENERGY AND FUEL PROFILE

- 3.1 The UK does not publish heating oil or fuel price data at a constituency level, however constituency specific fuel poverty data is available. Fuel poverty in England is measured using the Low Income Low Energy Efficiency indicator.
- 3.2 According to [National Energy Action](#) fuel poverty statistics, 7808 households (16.8%) in the Skipton and Ripon parliamentary constituency live in fuel poverty. For every 1000 Skipton and Ripon homes, on average 63.3 receive support from the main national energy efficiency programme.
- 3.3 Fuel poverty in the wider Yorkshire and Humber region is 17.5%, showing that Skipton and Ripon sits slightly below the regional average but remains significantly affected.
- 3.4 Household fuel costs represent a significant and growing pressure for many residents across the Skipton and Ripon constituency. Key factors affecting household energy costs include:
- Reliance on heating oil and LPG in rural areas, exposing households to global market volatility. These fuels do not benefit from the regulated price cap applied to mains gas and electricity.
  - Older, energy inefficient housing requiring higher levels of heating.
  - Localised power supply issues in some remote rural areas.
- 3.5 Fuel poverty is unevenly distributed across North Yorkshire, with parts of Skipton in particular experiencing particularly high levels of deprivation.

## **4.0 HOUSEHOLD ENERGY AND FUEL COSTS ACROSS SKIPTON AND RIPON**

- 4.1 Heating oil and LPG users are particularly exposed to pricing volatility, as fuel costs can vary sharply throughout the year depending on international oil markets, seasonal demand, and local delivery costs. Many suppliers require minimum order quantities, which can create affordability barriers for low income households who may struggle to pay for large deliveries upfront. Off grid households also lack the ability to spread costs evenly through predictable monthly billing.
- 4.2 The transition to low carbon heating remains challenging for rural households. While heat pumps and other renewable technologies offer long term benefits, many older homes require substantial preparatory work such as improved insulation or electrical upgrades. Upfront installation costs and limited local contractor availability can present further barriers. Listed buildings and properties in conservation areas may also face restrictions on certain retrofit measures.
- 4.3 Local support services such as the Council's Choices4Energy programme, as well as national schemes play an important role in helping households manage high energy costs. However, lower levels of awareness, digital access challenges, and the complexities of grant eligibility can limit uptake in rural areas. Continued targeted engagement, outreach, and accessible guidance are key to ensure that rural households benefit fully from available support.

## **5.0 RURAL ENERGY POLICIES**

- 5.1 The key rural energy policies that influence the Skipton and Ripon area at both county wide and regional levels are outlined below.
- 5.2 **York and North Yorkshire Local Area Energy Plans (LAEPs)**
- [LAEPs](#) provide detailed rural energy policies, which cover the Skipton and Ripon constituency. Key priorities include:
    - Coordinated local energy system upgrades to support the transition to net zero.
    - Identification of suitable low carbon technologies (such as heat pumps) and priority development areas.
    - Detailed modelling to understand infrastructure needs in dispersed rural communities.
  - Funded by the UK Community Renewal Fund to help rural areas plan system transitions properly.
- 5.3 **Rural North Yorkshire Commission**
- The [Rural North Yorkshire: The way forward](#) report made several recommendations including:
    - The need for investment in rural energy infrastructure to support the shift to low carbon technologies and ensure rural areas can contribute fully to national net zero goals.
    - A strengthened role for the York and North Yorkshire LEP in driving rural energy transition.
    - Devolution for York and North Yorkshire to deliver effective local energy policies.
- 5.4 **Rural decarbonisation pilot for North Yorkshire farms**
- A fully funded decarbonisation pilot programme for farmers offering:
    - Free energy audits for farms in North Yorkshire.
    - Feasibility studies for renewable technologies such as solar panels.
    - Support for upgrading farm energy infrastructure.

- Contributing to the long term aim of achieving carbon-negative farming by 2040.
- The scheme is delivered through the York and North Yorkshire Combined Authority and NFU Energy and is funded by the UK Shared Prosperity Fund.

### 5.5 Choices4Energy (C4E)

- The Council's [Choices4Energy](#) programme is a free, impartial energy advice service available to all North Yorkshire residents.
- Through C4E, residents can access support to reduce energy bills, improve home comfort and secure funding for energy efficiency improvements.
- Advice is delivered by telephone consultations, home visits and community events, ensuring accessibility across rural communities.
- The Council's Healthy and Sustainable Homes team has helped deliver the C4E programme, which helps tackle fuel poverty and contributes to carbon reduction targets.

## 6.0 FUEL PRICING DISPARITY ACROSS SKIPTON AND RIPON

- 6.1 Fuel prices across the Skipton and Ripon area vary considerably due to differing levels of local competition, transport costs and the commercial viability challenges faced by rural petrol stations. Concerns have previously been raised by Committee Members about petrol price variations across relatively short distances, and the impact of this on local residents.
- 6.2 Fuel price variations are often as a result of competitive markets as prices are likely to be higher at petrol stations where there are few competitors nearby, particularly where there is no local supermarket petrol station. Rural petrol stations often sell smaller volumes of fuel and set higher prices to remain viable. National and international market conditions also influence local pricing.
- 6.3 The table below provides a summary of fuel prices across selected locations in the Skipton and Ripon area as of 12 February 2026.

Location	Company	Unleaded petrol (E10) price per litre £	Diesel (standard) price per litre £
New Road, <b>Ingleton</b>	ASDA Express	131.0	141.9
Harrogate Road, <b>Ripon</b>	Morrisons	131.9	141.9
Harrogate Road, <b>Ripon</b>	Esso	133.9	143.9
North Street, <b>Ripon</b>	BP	131.9	141.9
Church St, <b>Settle</b>	ASDA	130.9	138.9
Broughton Rd, <b>Skipton</b>	Morrisons	125.9	135.9
Craven St, <b>Skipton</b>	Tesco	125.9	135.9
Kettlewell Rd, <b>Threshfield</b>	Shell	129.9	138.9

- 6.4 Skipton benefits from multiple supermarket forecourts which drive more competitive and stable pricing. Ripon, with fewer petrol station options and limited supermarket provision, tends to experience slightly higher average prices.
- 6.5 Fuel prices may differ between different petrol station locations of the same company. For instance, as of 12 February 2026 diesel at the ASDA Express in Ingleton is priced higher than diesel at the ASDA petrol station in Settle. This is often due to:
- Proximity to competing supermarket stations.

- Number of nearby petrol stations.
- Local market conditions and operational costs.

6.6 The implications of local fuel pricing disparity for Skipton and Ripon residents are:

- Increased transport costs for households, particularly those in remote rural communities with limited access to public transport.
- Local businesses in rural areas face higher logistics costs, reducing competitiveness.
- Greater cost of living pressures for residents in rural with consistently higher fuel prices.
- Increased fuel costs for farmers in rural areas.

6.7 On 2 February 2026, the Government launched a [Fuel Finder](#) scheme that provides live retail fuel prices and forecourt information in the UK to improve transparency and competition in the road fuel market. It makes fuel prices available to third party apps and websites so motorists can compare prices easily and find the best deals. The scheme forms part of wider Government efforts to strengthen competition and consumer protection in the fuel sector.

6.8 Some further issues relating to fuel pricing disparity in rural areas are:

- Electric vehicle (EV) usage in rural areas is not as feasible due to limited access to EV charging points.
- Limited competition among rural fuel retailers, where fewer petrol stations mean prices tend to be higher and change less frequently.
- Longer travel distances to access cheaper fuel, forcing rural drivers to use local stations even when prices are higher, reducing consumer choice.
- Higher transport costs for delivering fuel to remote or rural forecourts, contributing to higher prices.
- Greater reliance on private vehicles, as rural residents often have limited access to public transport.
- Slower adoption of alternative fuels, such as hydrogen or biofuels, due to lack of infrastructure investment.
- Inconsistent or outdated price information from smaller independent petrol stations not using real time reporting systems, making it harder for rural drivers to compare prices.
- Seasonal tourist pressure in some areas of Skipton and Ripon, which can temporarily drive up fuel prices due to increased demand in market towns or remote hotspots.

6.9 The combined effect of high household heating costs and higher than average vehicle fuel costs creates a double burden for rural households. With limited public transport options, many residents rely heavily on private vehicles. Rising costs for both household heating and transport fuel increase overall cost of living pressures.

## **7.0 ALTERNATIVE OPTIONS CONSIDERED**

7.1 As this report is for information only, no alternative options have been considered.

## **8.0 FINANCIAL IMPLICATIONS**

8.1 As this report is for information only, there are no financial implications arising from the recommendation.

## **9.0 LEGAL IMPLICATIONS**

9.1 As this report is for information only, there are no legal implications arising from the recommendation.

## **10.0 EQUALITIES IMPLICATIONS**

10.1 As this report is for information only, there are no equalities implications arising from the recommendation.

## **11.0 CLIMATE CHANGE IMPLICATIONS**

11.1 As this report is for information only, there are no climate change implications arising from the recommendation.

## **12.0 REASON FOR RECOMMENDATION**

12.1 The recommendation is to note the information provided in the report.

## **13.0 RECOMMENDATION**

- i) That Members note the contents of this report.

## **BACKGROUND DOCUMENTS:**

- [National Energy Action - Fuel Poverty Statistics for Skipton and Ripon](#)
- [Fuel poverty energy efficiency rating](#)
- [York and North Yorkshire Local Area Energy Plans \(LAEPs\)](#)
- [Rural Commission - Rural North Yorkshire: The way forward](#)
- [North Yorkshire Rural Commission](#)
- [NFU Energy - York & North Yorkshire Pilot Paves the Way for Carbon-Negative Farming by 2040](#)
- [Choices4Energy](#)
- [Briefing Note: Healthy and Sustainable Homes Team](#)
- [UK Petrol Prices](#)
- [Government Fuel Finder](#)

Report Author – *Harriet Clarke, Senior Democratic Services Officer*

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**Skipton and Ripon Area Committee  
Work Programme**

**Thursday 5 March 2026 at 10.00 am**

**Potential items to be confirmed**

<b>Item</b>	<b>Description</b>	<b>Contact</b>
Update from Rt Hon Sir Julian Smith MP	An opportunity for Members to discuss issues of key concern in the constituency.	Rt Hon Sir Julian Smith MP
Annual school update report*	To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Skipton & Ripon committee area.	Jon Holden (Head of School Organisation and Transport)
Ripon Mobility Hub update	An update on progress and information as to whether a mobility hub in Ripon is feasible.	Keisha Moore (Senior Transport Planning Officer)
Airedale Hospital update	An update on Airedale Hospital including the services and departments that will be provided, as well as information on the broader strategy and service delivery across the district and engagement with GP surgeries.	Eleanor Nossiter (Airedale NHS Foundation Trust)
Wyvern Link road update	An update on the draft business case.	Helen Watson (Senior Engineer Major Projects)
Rural energy policies and local pricing	An update on the cost of fuel and oil etc for households.	Harriet Clarke (Senior Democratic Services Officer)

**Thursday 4 June 2026 at 2.00 pm**

**Potential items to be confirmed**

<b>Item</b>	<b>Description</b>	<b>Contact</b>
Update from Rt Hon Sir Julian Smith MP	An opportunity for Members to discuss issues of key concern in the constituency.	Rt Hon Sir Julian Smith MP
Annual update from Mayor David Skaith, YNYCA*	Update from the Mayor on activities and projects that affect the area.	David Skaith (Mayor of YNYCA)
Community Safety & CCTV annual report*	To consider the annual review of Community Safety and CCTV provision in the Area Committee area.	Julia Stack (Community Safety and CCTV Manager)
Local devolution criteria and opportunities	To discuss potential items for devolution ie. winter maintenance of footpaths.	Mark Codman (Parish Liaison and Local Devolution Manager)
North Yorkshire Council owned care homes	To receive a report on providing care and costs of North Yorkshire Council owned care homes within the Skipton and Ripon areas.	HAS – AD Care Provision

**1<sup>st</sup> October 2026 – Formal Meeting**

<b>Potential items to be confirmed</b>		
Update from Rt Hon Sir Julian Smith MP	An opportunity for Members to discuss issues of key concern in the constituency.	Rt Hon Sir Julian Smith MP
Localities annual report*	Annual update on the work of the Localities service.	Adele Wilson-Hope (Communities Area Manager - East)
Area Committee annual report*	To consider the Annual Report of the work of the Area Committee.	Harriet Clarke (Senior Democratic Services Officer)

\* refers to an annual update

**Suggested items:**

- Economic Development, Regeneration, Tourism and Skills.
- Climate Change and the environment.
- Highways and road safety.
- Stronger communities including community networks – combine with item on local voluntary and charity groups
- Housing including housing allocation and targets – following publication of new targets.
- Culture and leisure.
- Education.
- Transport.
- Community safety.
- Healthcare incl. North Yorkshire care homes – what care costs in the Skipton and Ripon area
- Community resilience.
- Hellifield and South Craven masterplans.
- Sutton Lane update – an update on the development of a footpath on Sutton Lane, Sutton in Craven.
- Consideration of how Area Committees in neighbouring authorities operate including level of public participation.
- High street accommodation – use of empty rooms above shops.
- Economic Growth Strategy.
- Transport around Airedale Hospital
- Level Crossing at Cross Hills

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