



Agenda

- Meeting:** Thirsk and Malton Area Committee
- To:** Councillors Nigel Knapton (Chair), Caroline Goodrick (Vice-Chair), Joy Andrews, Alyson Baker, Lindsay Burr MBE, Sam Cross, Dan Sladden, Gareth Dadd, Keane Duncan, Michelle Donohue-Moncrieff, George Jabbour, Steve Mason, Janet Sanderson, Malcolm Taylor and Greg White.
- Date:** Friday, 13 June 2025
- Time:** 10.00 am
- Venue:** Council Chamber, Ryedale House, Malton, YO17 7HH

This meeting is being recorded (audio/visual) and will be uploaded to [our Youtube channel](#).

Business

1. Election of Chair
2. Minutes of the meeting held on 28 March 2025 (Pages 5 - 22)
3. Apologies for absence
4. Election of Vice Chair
5. Declarations of interest
6. **Public questions or statements**
Members of the public may ask questions or make statements at this meeting if they have given notice and provided the text to Democratic Services Officer (details below) no later than midday on Tuesday, 10 June 2025, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chair who will instruct those taking a recording to cease whilst you speak.
7. Update from Yorkshire Water
8. Report of the Regulatory Services Scientific Team and answers to public questions from the meeting held on 28 March 2025 (Pages 23 - 32)
9. Highway matters
Verbal update, R Marr, Area Manager Area 4.

- 10. Double devolution - pilot business case** **(To Follow)**
- 11. Work programme** **(Pages 33 - 40)**
To consider, develop and adopt a Work Programme for 2025/26 for the Area Committee.
- 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**
2.00pm on Friday, 26 September 2025.
- 14. Reports circulated for information only**
Members are invited to contact the report author(s) with any detailed queries or questions on the following matters.
- 14a Update by Sir Alec Shelbrooke MP** **(Pages 41 - 42)**
The MP is unable to attend in person due to Parliamentary commitments, so has provided a written update.
- 14b Update by Kevin Hollinrake MP** **(To Follow)**
The MP is unable to attend in person due to Parliamentary commitments, so has provided a written update.
- 14c Outcomes of the Economic, Regeneration, Tourism and Transport Project Development Fund 2024/25** **(Pages 43 - 48)**
For information only.
- 14d Thirsk and Malton Area Committee annual report 2024/25** **(Pages 49 - 52)**
- 14e Localities annual update 2024/24** **(Pages 53 - 64)**
For information only.
- 14f Parish Liaison and Standards complaints** **(Pages 65 - 74)**
At the meeting of the Area Committee held on 29 November 2024, Members asked for the following information:
- The various options for support for parish councils that were being explored
 - The number of complaints received, and actions taken by the Standards and Governance Committee

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

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

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.

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Barry Khan

Assistant Chief Executive

(Legal and Democratic Services)

County Hall

Northallerton

Thursday, 5 June 2025

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North Yorkshire Council

Thirsk and Malton Area Committee

Minutes of the meeting held on Friday, 28 March 2025 commencing at 10.00 am.

Councillor Nigel Knapton in the Chair plus Councillors Caroline Goodrick, Joy Andrews, Alyson Baker, Lindsay Burr MBE, Sam Cross, Dan Sladden, Michelle Donohue-Moncrieff, George Jabbour, Steve Mason, Janet Sanderson, Malcolm Taylor and Greg White.

Officers present: Nicki Lishman - Senior Democratic Services Officer, Stuart Grimston - Improvement Manager and Timothy Johns – Senior Policy Officer, Sustainability and Environment

Apologies: Councillors Keane Duncan

Copies of all documents considered are in the Minute Book

1 Welcome by the Chair

The Chair welcomed everyone to the meeting and confirmed there were no updates to provide.

2 Apologies for absence

Apologies for absence were received from Councillor Keane Duncan.

3 Minutes of the meeting held on 29 November 2024

Resolved

That the Minutes of the previous meeting of the Thirsk and Malton Area Constituency Committee held on 29 November 2024, having been printed and circulated, be confirmed and signed by the Chair as a correct record.

4 Declarations of interest

For transparency, Councillor Alyson Baker advised that a member of her close family was employed by Yorkshire Water and Councillor Dadd advised that he lived in Thormanby.

5 Annual update by David Skaith, Mayor of York and North Yorkshire

Annual Update by the Mayor of York & North Yorkshire

David Skaith, Mayor of York & North Yorkshire, and James Farrar, Chief Executive of the York and North Yorkshire Combined Authority (CA), attended the meeting to update Members on the CA's work since the mayoral election in May 2024.

The Mayor outlined his vision to build healthy and resilient communities that connect people to opportunities, emphasising the importance of warm, affordable homes and access to the outdoors.

Mr. Farrar provided background on the CA, highlighting:

- This is the first combined authority to include the office of Police, Fire, and Crime Commissioner (OPFCC) from its inception, and one of only two combined authorities to do so.
- The appointment of Jo Coles as Deputy Mayor responsible for the OPFCC.
- The CA's two main responsibilities: the PFCC and economic growth.
- Funding details:
 - The Mayoral Investment Fund (MIF) of £18 million per year for 30 years.
 - £25 million for investment in skills.
 - £80 million from the Shared Prosperity Fund (SPF).
 - Collaboration with the government to secure new investments and partnerships to deliver on those investments.
- Key priorities: transport, business, net zero, skills, and housing.

He also discussed the government's plan to expand devolution across the north of England and the Mayor's ambition for the Y&NY CA to be a pioneering rural combined authority.

The Mayor updated the Committee on recent projects, including:

- £5 million allocated to the City of York Council and North Yorkshire Council for their respective projects.
- £1.5 million of Great Places Funding to develop plans for every town in North Yorkshire and the City of York, followed by £1 million to support those projects.
- An additional £4.5 million from the MIF to supplement the £12 million received for brownfield housing development, aiming to deliver over 1,000 homes, more than half of which will be truly affordable.
- Ongoing discussions with the government to gain more flexibility in funding for brownfield housing, which traditionally aligns with core city regions, not rural areas like York and North Yorkshire.
- The devolution deal included £7 million for net zero projects, and the CA is progressing towards its goal of being net zero by 2034 and carbon negative by 2040.
- An additional £600,000 on top of the SPF to support 20 more community building projects in North Yorkshire.

Additional Funding Opportunities Secured Through Devolution:

- £2 million for an energy infrastructure pilot.
- £1 million for local investment in natural capital, delivered by NYC.
- £10 million in skills trailblazer funding for organisations supporting people out of work due to long-term sickness.
- £3 million for an annual "connect to work" programme.
- £10 million for vibrant and sustainable high streets, with over 40 initial project applications received.
- £10 million for the Carbon Negative Challenge Fund, working with the private sector on carbon-negative business proposals.
- £2.5 million from the Skills Innovation Fund to support schools, colleges, and universities in teaching skills needed by regional businesses.
- £5 million from the Business Innovation Fund to support businesses employing one or more people.

National Representation by the Mayor:

- Quarterly meetings with the Prime Minister as a member of the Council of Nations and Regions.
- Quarterly meetings with the Deputy Prime Minister as a member of the Mayoral

Council for England, fostering direct relationships with the Treasury and the Department for Business, Housing, Communities, and Local Government.

- Member of the UK Mayors Group, recently signing the White Rose Pact with South and West Yorkshire to enhance opportunities across the wider Yorkshire region, particularly focusing on rail connectivity.

Current Projects:

- Commissioned a strategic review of transport across the region.
- Launched a strategic place partnership with Homes England.
- Established a Business Board with representatives from various sectors and geographical areas.
- Finalizing an innovation plan with Innovate UK, linked to the Innovation Fund.
- Commissioning a review of the future of farming, identifying agriculture, food, and farmers as key growth priorities.
- Building a case for an Artificial Intelligence Growth Zone in the region.
- Submitted a comprehensive spending review to maximise future funding, aligned with growth plans, with the 10-year Growth Plan to be finalised in the spring.
- Launching the Police and Crime Plan and the Fire and Rescue Plan in the next two weeks.
- Prioritising neighbourhood policing, tackling violence against women and girls, a serious violence strategy and increasing early intervention and prevention work.
- Doubling the budget for early intervention and prevention work, building public confidence in the Police Force.
- Ensuring effective response, targeted prevention and better preparation for major incidents in the Fire Service, adapting to increased flooding, wildfires, and the use of electric vehicles.
- Advocating for a trailblazing combined authority in a rural context, supporting nature, housing, skills, healthcare, and economic growth.
- Secured a £97 million grant for transport and roads, with a need for a longer-term settlement.
- Collaborating with local authority partners and Homes England to develop a strategic place plan for key housing areas, addressing housing waiting lists.
- Seeking a DEFRA hub at the York Central site with innovation accelerator status.
- Pursuing further devolution of adult skills, particularly for those aged 16 and above.
- Expanding the farm sustainability programme and developing an inclusive energy system to support the region's net zero and retrofitting goals.

Questions Submitted to the Mayor's Office in Advance of the Meeting

1. How might your focus on regeneration in urban areas encourage economic growth in rural areas?

As the first mayor of a predominantly rural region, I emphasize that economic growth and opportunities must extend beyond core cities to include rural and coastal communities. Our growth plan leverages our region's strengths in the food system, farming, agricultural sectors, and bioengineering. We actively engage with the government to attract investment in these areas. Addressing challenges such as skills alignment, affordable housing, and transport connectivity is crucial to retaining our young people.

2. The need for improving/developing strategic and sustainable transport links. For example, a 16k homes new settlement in the Huby & Tollerton Division is planned just off the A19 and the Mayor's plans for a Housing/industrial development on the former RAF base at Linton on Ouse. If we are going to have these large-scale developments, then how is the issue of improving the infrastructure and transport network to access them going to be addressed? The access to Linton on Ouse from the A59 is via a single lane toll bridge with a weight restriction.

We are establishing a strategic place partnership with Homes England and the City of York and North Yorkshire Councils to address infrastructure challenges. Developers are expected to engage with planners to mitigate the impact of large housing developments, using Section 106 funds. Early involvement in local planning ensures strategic housing development is well-connected to our transport system, preventing exacerbation of existing issues.

3. Update on the delivery of Net Zero, sustainable development, and examining the implementation of sustainable development goals, which both York and North Yorkshire have signed up to.

We are progressing with our local net zero accelerator programme, supporting three pilot places to replicate the successful City League model from Bristol. The natural capital programme, funded by DEFRA, is attracting investment to improve natural capital in four pilot areas. We are refreshing our route map to carbon negative, aiming for net zero by 2034, with a focus on transport. This live document is undergoing stakeholder consultation, followed by public consultation, and will be launched alongside our retrofit strategy in October.

4. Can York take more of the housing allocation?

This is primarily a discussion with the City of York Council. However, significant sites across North Yorkshire, such as the 1,300 housing allocation in Ripon, have been fast-tracked. We advocate for flexibility in brownfield housing funds to address the housing needs of smaller areas. With 10,000 people on the housing waiting list, providing safe and warm housing is a top priority.

5. As the Police benefit from the service, will the Police contribute to the funding of CCTV in the Scarborough and Ryedale areas?

North Yorkshire Council is currently responsible for CCTV, but there is a need for shared responsibility. Deputy Mayor Jo Coles is commissioning a review to align CCTV across the region and integrate it into the control room, addressing current inadequacies.

6. Will the mayor lobby central government on ensuring sustainable local government funding?

Yes, we are advocating for long-term sustainable funding for local authorities. The competitive bidding process for funds has been challenging, and stable funding is essential for clear direction and achieving our goals.

Additional questions that Members raised during the meeting are included as appendix 1.

6 Public questions or statements

Shipton by Beningbrough Parish Council presentation to Thirsk and Malton Area meeting 25 March 2025

Introduction

Thank you for giving me this opportunity to speak to the Thirsk and Malton Area meeting today. I would like to highlight a number of road safety issues of concern to the residents of Shipton by Beningbrough and to ask for your consideration of two proposals to try and ameliorate our concerns.

The two proposals are:

- A request for buffer speed restrictions north and south of the village, and
- A request for a pedestrian controlled crossing in the village

Background

By way of background, Shipton by Beningbrough is a relatively small village with almost 800 on the electoral role. The village is positioned at the far southern tip of what was formerly Hambleton District, and borders York City. The village has a primary school, a care home specialising in dementia care, a young persons residential care home, a well used community centre, a popular village pub, together with a range of different businesses.

The village is bisected by the busy A19 trunk road.

Shipton is one of only two villages on the A19 in North Yorkshire that has not been by-passed and due to economic circumstances it is unlikely that it ever will be.

As we are all well aware the A19 is an important arterial road which serves the economy of the east and northeast of England.

The A19 through Shipton is used as an alternative route to the A1, particularly in the event of incidents and congestion affecting the A1.

Traffic volumes have increased over recent years and can be particularly high when traffic is diverted from the A1.

The Parish Council has funded the installation of Vehicle Activated Speed Signs (VAS) in the village within the 30mph speed area; both on the A19 and on the two side roads, Station Lane and East Lane. Most recent data shows that there is a total of more than 4,000 vehicles per day passing through Shipton on the A19.

The data from the VAS cameras is available on the Shipton Parish Council section of the Shipton by Beningbrough Community website.

Request for buffer speed restrictions

There are two locations one north of the village and one to the south of the village where there are frequent accidents and incidents, both these locations are subject to the 60mph national speed limit.

To the north there is a crossroads where Chapmans Lane and Amblers Lane join the A19. There is a long straight stretch of road approaching the crossroads from the north, with the road contour partially restricting visibility. Some 200 yards south from this crossroads is Brookes garage and shop, together with a number of residential/business buildings. There are regular accidents and incidents in this area often associated with traffic turning across the carriageway or where traffic is slowing to access the garage site and overtaking where there is a blind summit. Cllr Keane has been to view this junction. There was a recent accident involving a police vehicle overtaking after exiting the village and travelling north at over 90 mph colliding with a vehicle turning right into the garage.

To the south of the village there is a turn off with a slip road from the north bound carriageway of the A19 onto Overton Road. The slip road layout can be confusing for drivers unfamiliar with the area, particularly as the road markings are currently indistinct (although we understand that they are due to be repainted). This is a busy junction for traffic by passing Shipton village travelling north to the Shipton industrial area and villages to the north and west of Shipton. There has been a recent fatality at this junction and there are frequent accidents and incidents. This junction is currently experiencing a heavy traffic load as a result of construction work for the National Grid electricity infrastructure project (Yorkshire

Green).

Proposal for buffer speed restrictions

Our proposal is that there should be 40 mph buffer zones put in place both to the north and south of the village. To the north this should be from the end of the 30mph zone in the village to the Chapmans Lane/Amblers Lane cross roads and to the south this should be from the end of the 30mph zone in the village to the Overton Road junction.

The only other village that is not by-passed in North Yorkshire on the A19 (Thormanby) has a 60/40/30 buffer, we believe Shipton should as well.

Request for pedestrian controlled crossing

As already noted the busy A19 bisects Shipton. In order to access the village amenities, pedestrians have to cross the road. There are four crossing refuges throughout the length of the village however there are no carriageway markings indicating the crossing points to motorists. It is therefore hazardous for children and elderly to cross the road particularly at peak times. Previously we had five crossings, but one refuge was recently removed in order to provide vehicular access into the housing development on the site of a former garage – so ironically Shipton has more housing and people potentially crossing the A19, but fewer safe places to do it.

Proposal for a pedestrian controlled crossing

Our proposal is for a pedestrian controlled crossing to replace the current refuge just north of the Station Lane junction with the A19. This particularly will enable school children attending Forest of Galtres school on Station Lane a safe crossing point, as well as other pedestrians.

Previous requests for installation of traffic safety measures

Over the years we have repeatedly made representations to North Yorkshire County Council and the police regarding road safety but have been unsuccessful in getting our proposals for road safety improvements taken up at these locations.

The main reason given for refusal being that the incidents and accidents at these locations do not trigger the Killed and Seriously Injured (KSI) criteria and that the proposed remedies are either impracticable or unaffordable.

We would like to hope that our representations have a more favourable hearing on this occasion compared with the negative pushback that we have experienced up until now. We like to engage in discussion as to what measures are feasible taking account of the current situation.

We would also ask that full consideration is given to finding funding solutions as part of the community benefits from the Yorkshire Green infrastructure project, over and above the £20,000 limit for individual projects.

Thank you for your attention.

Response from Jayne Charlton, Area Manager, Area 2, Thirsk

During the summer of 2024 officers received communications from Shipton By Beningbrough Parish Council and Sir Alec Shelbrooke MP on behalf of the PC to request both a 40mph buffer zone on the approaches to the village and the installation of a controlled pedestrian crossing facility in the village.

Officers are sympathetic to the concerns of the Parish Council and have investigated their

requests and have responded with the following detail.

40mph Buffer zones.

When assessing a proposed reduction in a speed limit we follow DfT guidelines, 'Settling of local Speed limits 2014' in order to maintain a fair and consistent response. The DfT suggests that in order for a 40 mph limit to work there should be a degree of roadside development meaning that a driver would see the need for the reduction in speed limit and comply.

There is little or no development either north or south of Shipton by Beningbrough on the A19 and consequently no change in environment. Similar reductions in speed limit with no change in environment in the county have not resulted in the desired reduction in vehicle speeds, and any speed limit that relies on Police enforcement to work will fail as this is not a sustainable long term option.

The existing 40mph buffer zones referred to by Mr Chapman we introduced many years ago before the current guidelines were introduced by DfT.

Furthermore, North Yorkshire Police have confirmed that they would not support a 40 mph "buffer" at Shipton by Beningbrough. Given this response from North Yorkshire Police, the Local Highway Authority does not propose to pursue the introduction of 40 mph restrictions.

However North Yorkshire Council is preparing to introduce a new speed management strategy to guide a proactive review of all speed limits across the network. This is expected to be approved in the next few months.

In 2016 work was carried out to improve signage, junction markings and visibility at the junction of the Overton Road with the A19 to the south of Shipton by Beningbrough.

In 2019 a scheme to improve signage and road markings around the junction of Station Lane was implemented. The effectiveness of these improvements will continue to be monitored. The Chapmans Lane /Amblers Lane junctions with the A19 have been investigated as a highrisk site and a scheme to improve signage in the area has been introduced.

Request for a controlled pedestrian crossing;

Investigations into this request showed that there is no feasible location for a controlled pedestrian crossing on the A19 within the village due to the position of existing bus stops and driveways. The positioning of a controlled crossing facility would impede the operation of the bus stops and accesses, including access to the Dawney Arms. Existing on street parking would ultimately be displaced within the village to the inconvenience of adjacent householders.

There are currently two pedestrian refuges provided within the village to aid pedestrians wishing to cross.

Question from Simon Thackray, 20 York Road, Malton YO17 6AX

Agenda Item 8.

The papers for the 28 March Area Committee meeting flag-up, once again, the positive outcome of the 7.5 tonne HGV weight restriction over Norton level crossing and the good news that the HGV restriction has been successful in helping achieve compliance with the UK legal limit for the concentration of Nitrogen Dioxide in the (recently revoked) Malton Air Quality Management Area.

North Yorkshire Council's Divisional Officer – Scientific, Dr Kevin Carr confirmed:

“There is no intention to remove the current HGV weight restriction given its success in helping to achieve compliance with the UK nitrogen dioxide objective.

HGVs represent only 5% of the traffic but are responsible for 40% of the Nitrogen Dioxide (NO₂) in the breathable air. It does not, therefore, take a mathematical genius to work out that removal of the HGV weight restriction over Norton level crossing would lead to an increase in the concentration of lethal NO₂. No one could be so reckless.

Paragraph 199 of the NPPF 2024 states:

199. Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

The important word (and obligation) for North Yorkshire Council is to ‘sustain’ the levels that have been achieved, and to strive to make further improvements. See below.

In September 2021, the World Health Organisation (WHO) published its revised Global Air Quality Guidelines, which *slashed* the recommended concentration of Nitrogen Dioxide by 75%. NO₂ is a carcinogen, causes heart disease, stroke, Asthma and permanently stunts the development of the lungs of young children. The UK legal limits are out of step with the WHO and the latest medical evidence.

Applying the new standards set by the revised WHO guidelines to Malton, the breathable air in our town is now two and half times (2.5X) the recommended limit for the concentration of Nitrogen Dioxide. Malton is not a safe place to walk around if you are a child or vulnerable adult, and we must all do more to reduce the air pollution in Malton and Norton further.

The only means at our disposal is to remove the source of the problem i.e. remove more HGVs and cars from the towns by providing the necessary new highway infrastructure to enable this to happen. The importance of the 7.5 tonne HGV weight restriction over Norton level crossing in reducing the concentration of NO₂ must not be underplayed.

However, North Yorkshire Council failed to monitor and enforce the weight restriction on Norton level crossing (and Highfield Road) during the whole of 2024, which means the residual air pollution in Castlegate and the centre of Malton, was far greater (and more harmful) than it should have been. By deliberately deciding not to monitor and enforce the restriction, NYC is, by default, deliberately and knowingly, deciding to damage the health of the public. HGV drivers know they won't be prosecuted so ignore the restriction. This is not proper air quality management and is wholly unacceptable.

As Donald Rumsfeld once said, “Reports that say that something hasn't happened are always interesting to me, because as we know, there are known knowns; there are things we know we know...”

North Yorkshire Council members and officers know they know, thanks to people like me and the statements of Great Ormand Street Hospital, Sadiq Khan, The Royal College of Physicians, JCB and others) that NO₂ is a killer gas, and lethal in much smaller concentrations than previously understood. You cannot unknow this fact.

It is bewildering to me that, whilst York and North Yorkshire share a mayor-in-common, the air quality improvement aspirations of the two co-joined areas are so out of kilter.

Whilst encouraging to read the words of Dr Carr of North Yorkshire Council confirming the important role played by the 7.5 tonne weight restriction in achieving compliance with the UK

legal limit for the concentration of Nitrogen Dioxide in the breathable air in Malton, it is deeply disappointing and concerning that the new North Yorkshire Air Quality Action Plan fails to make even passing reference to the 2021 WHO Global Air Quality Guidelines - *anywhere*. York is way ahead of the curve and to be applauded:

York City Council Air Quality Action Plan AQAP4:

“AQAP4 outlines the action we will take to further improve air quality in York over the next 5 years to go beyond statutory health-based National Air Quality Objectives in all areas of the city and to work towards meeting stricter World Health Organisation (WHO) Guidelines.”

North Yorkshire Council Air Quality Action Plan (2024 – 2029)

“3 North Yorkshire Council's Air Quality Priorities

This section presents the main priorities and the approach to be taken by North Yorkshire Council to continue to improve air quality within its administrative area. The main factor affecting air quality in the council's area is related to transport emissions.”

The new North Yorkshire Air Quality Action Plan fails to mention the 2021 WHO guidelines which reflect the biggest shift in understanding of the harm caused by air pollution in decades. This suggests to me that the aspirations of North Yorkshire Council (in terms of air quality improvements), and the aspirations of the City of York Council are at odds. In terms of air quality improvement aspirations, North Yorkshire residents are being treated as second-class citizens, consigned to breathing bad air.

Question:

Will North Yorkshire Council please revise its Air Quality Action Plan to reflect and align with the more ambitious air quality improvement aspirations of the York City Council Air Quality Action Plan AQAP4, which is striving to achieve compliance with the more stringent WHO Global Air Quality Guidelines?

Supplementary question:

Given the confirmed success of the 7.5 tonne HGV weight restriction over Norton level crossing in reducing the level of NO2 in the breathable air in Malton, please will the council now remove the word temporary from the order and make the restriction permanent and thereafter, commence and maintain proper enforcement?

Note: I suggest the council look closely at the ANPR system it operates at Cawood Bridge and consider installing a similar system at the level crossing in Norton

Response from Dr Kevin Carr, Scientific Officer

Highways have been taking independent advice on the issue of air quality in Malton/Norton and the HGV restriction, from the consultants WSP. At this moment in time the restriction remains in place to allow consideration of the next steps in terms of the restriction. The council will continue to enforce the restriction proportionately as resources allow, as it does with all weight restrictions. A further report will be brought to the next meeting of the ACC on this issue. There are no plans to amend the Council's air quality action plan at this stage.

7 Update on the North Yorkshire and York Local Nature Recovery Strategy (LNRS)

The Senior Policy Officer, Sustainability and Environment gave a presentation on the Local Nature Recovery Strategy (LNRS).

The presentation gave a summary of the engagement to date, which included surveys, webinars, workshops and contact with over 80 organisations. Stakeholders included other public bodies and other Yorkshire based organisations.

The officer gave examples of the engagement work undertaken including sessions across the geography with land managers and farmers. These sessions sought to obtain their views, what they were doing currently to protect nature and the barriers they faced. The engagement with core stakeholders has resulted in 39 priorities across different habitats, including farmland, wetland and grassland.

Some of the key benefits from nature were explained including improved pollination, pest and disease control and cultural benefits.

The presentation included maps of the sites designated for nature conservation, including SSSIs, the national parks and smaller sites such as local nature reserves and wildlife sites.

The strategy would go to public consultation before publication later in the year.

Members had questions on:

- The stakeholders involved and were reassured that the appropriate organisations had been included.
- The geography of the area included on the maps. The officer confirmed that all coastal areas were included in the strategy.

The Chair thanked the officer for the presentation.

8 Work programme

Members considered a report by the Assistant Chief Executive (Legal and Democratic Services) on the Committee's current work programme.

Resolved

Members agreed to request Yorkshire Water attend the June meeting of the Area Committee.

That the work programme be noted.

9 Update by Kevin Hollinrake MP - for information only

Kevin Hollinrake MP provided a written update to Members.

10 Update by Sir Alec Shelbrooke MP - for information only

Sir Alec Shelbrooke MP provided a written update to Members.

11 Schools update report - for information only

Report circulated for information only to inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Thirsk and Malton committee area.

12 Climate change activity in the Thirsk and Malton area - for information only

Report circulated for information only to inform Members of the climate change activities that have taken place in the Thirsk and Malton Area.

13 Other business that the Chair agrees should be considered as a matter of urgency because of special circumstances

There were no items of urgent business.

The meeting concluded at 12.10 pm.

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Following the update the Chair opened the meeting for questions from Members.

Councillor Jabbour raised a number of issues that had been highlighted at a meeting he attended of the Care & Independence Overview and Scrutiny Committee in relation to the Get Britain Working Trailblazer.

Response:

That trailblazer has been delivered in partnership with both York and North Yorkshire, Officers are feeding into that and projects have already been delivered because, as frustrating as it sounds, to spend £10 million in a year into a new programme is actually really difficult because you have to develop something, spend it and then you've got to ramp it down because you can't just cut it off after 364 days.

Our plan is to support both York and North Yorkshire and what they are delivering now to really maintain and ramp those up. This gives us a bit of leeway to have some different ways of working maybe and having that little bit of essential where we can work at a slight risk and maybe try new things because this is meant to be a trial of doing things in a new way. But as we said, it has been raised with all CAs that to do this inside 12 months is difficult and there have been calls to extend it over 18 months.

We want to be quite bold and ambitious in our patch and kind of go OK, if you're going to give us that money and that's the time frame, then then we will go and do it because that's just the way we function really. But we are very determined and we know we will get that out the door and we are using partners to build that framework, so it's not going to be going off into random places. What CYC and NYC have already been delivering is where that money will go.

I don't know if it will be on an annual recurring basis, we don't know, but we think probably that will be the direction it will go in. I don't know that for definite, but obviously you have a trailblazer. You trial it, you see if it works well. If it does, then it will carry on. We're confident that it will carry on, but there's no guarantee of that yet. We are working on the parameters that it's that much money, deliver it in a year, get it out the door. We will be using partners who are already delivering most of that work already to go and do that.

Question from Councillor Sam Cross.

I represent Filey, which has been sadly left behind in recent years, and one of the reasons is due to lack of Community transport.

An announcement was made that £2.15 billion will be spent on transport for the north. As you're probably aware, the Bus Bill is currently going through Parliament and clause 12 of the Bill says that what they would like to do is reinstate previous rules. This links with your own plans of developing transport in the Filey area, so there are links with bus stations, rail stations and medical centres.

Could some of this funding be directed to Filey?

Response:

When we just came into office in May 2024 we were not set up to take on that responsibility, so to make sure there's no loss of services, we initially gave this work over to York and North Yorkshire to carry on work as were. However, we take over responsibility of buses from next week in terms of the funding, which has just been confirmed.

We are developing our transport plans as we speak, working with York and North Yorkshire. We have already supported the moor and dales bus operators and we're looking at expanding operations to places like Filey. We know whatever route we go down for bus services, if it's an EP plus, if it's a full franchise model, whatever it may be, our geography is very different to other regions. A model such as Manchester's would not work here.

We need to develop a plan that works for us such as a part franchise model that covers two thirds of North Yorkshire and then we look at local operators like Moor Bus, Dales and in Filey for the remainder. We are exploring all options, working closely with York and North Yorkshire to achieve that.

We also have a unique opportunity to look at cross-border operations. We're working with other combined authorities to have a joined-up approach.

We have a duty of care as a combined authority to have coastal representation, to deliver economic opportunity, to build houses and maintain communities.

Question from Councillor Caroline Goodrick.

You've suggested we need to have a sense of ambition. We need to have economic growth. We need to have a regional strategy. Please help me understand why you can't support the duelling of the A64?

It is a blight on the people who live around the Hopgrove area. We carry so much trade that comes from West Yorkshire, over to the East Coast. It affects our East Coast traders, including international companies who struggle to get down the A64 with refrigerated lorries.

The buses are delayed, they then change the timetables and don't go into the villages and leave people with no bus service because the A 64 is rammed. So, I need to understand why you can't support it.

Response:

We have been working and talking to government about the importance of the A64 and the A 66, but both projects will cost many £billions and we don't have the funding for that.

We do have money and powers to support public transport and active travel. We're working with TPE to develop the train service from York to Scarborough, which would open that entire corridor. We're developing public transport, so we can move people sustainably and on mass.

The Green Book requires an infrastructure project to have significant impact, Although it's important for us, it doesn't impact the millions of people that other projects would.

We will continue to press government about this is important project.

Councillor Michelle Donohue-Moncrieff asked if the Mayor would be strong voice for coastal communities and call for a national coastal strategy.

Response:

We've have opened conversations with business leaders and the TUC and welcome Schneider's investment in Scarborough. We've supported the harbour boat hoist project in Scarborough, giving £700,000 of funding from the combined authority to NYC and are reviewing how we can develop that strategy.

We've identified food and farming as priorities, which includes the fishing industry and see this as our number one growth priority.

We are looking at the affordability of homes because we know there is so much of our region where people can't afford live, particularly our coastal towns and we're developing strategies for how we can support the development of housing on the coast.

We're also developing strategies incorporating colleges and universities right across the region, including on the coast, which will support jobs and aligning those to our local industries. We're also looking at how we can also support the skills village.

Our plans are geared towards the whole region. If we improve the affordability of homes, improve transport connectivity, improve the skills provision and align skills into industry we support our communities.

Question from Councillor Steve Mason

With regard to the A64, are we talking about to Scarborough or just to Claxton? At an AC meeting last year, the MP in attendance said that it would be unlikely to go further than Claxton. I think we need some clarity on exactly what is being lobbied here.

The Sustainable Farming Incentive (SFI) situation is more of a concern, with our landscapes and nature restoration projects. Will you lobby for a quicker action on that, so we can deliver the natural capital projects?

Will you monitor progress year on year, or at least every couple of years, on Sustainable Development Goals (SDGs)?

Response

We are commissioning a farming review with the Grow Yorkshire arm of the combined authorities, focusing on farming with representation from the NFU and the Yorkshire Agricultural Society and others. This is considering the factors impacting farming including inheritance tax, sustainability, the impact of Brexit, the impact of energy prices, the impact of flooding, the whole spectrum.

We have been running a project that supported 30 farms with a sustainable and environmentally aware farming programme of 30. We are hoping to expand that project and submit to government, asking DEFRA to fund this across the region as farmers need

I plan to get to Net Zero by 2034 and farming and how we use our land is going to be a key element of that.

We are really determined to get to net zero and be a much more sustainable region. This is not just how we use our land, it's how we look at our transport, it's how we look at our housing, which is why the retrofit strategy impacts on this.

The combined authorities will be monitoring progress towards Net Zero.

My frustration with the A64 is that it hasn't come up in the last six months since I've been in post. This has been talked about for a long time but no one seems to be clear exactly what we want. I've asked for that from a political perspective but haven't had the information.

The costs of improvements for five miles, 10 miles, 15 miles, start going into the billions. If you consider what you could do around train stations and bus improvements for that sort of money, it would impact the whole of the region not just that corridor. If it's so imperative, where is the solid business case, the details of etc.

Councillor Caroline Goodrick added:

There were plans drawn up with National Highways. The A66 wasn't done at once. It's been an incremental improvement across the East West connectivity and we want the same thing for the A64. We accept that it's going to be a huge project costing a huge amount of money, so let's make incremental changes like A66, so let's do the incremental changes and remove this pinch point.

Question from Councillor Greg White

Active travel isn't going to help people the more rural and remote parts of this Committee's area. Buses, if we have them, are once every couple of hours and that's not a credible service for people to get to work or where they need to be. The nearest railway station is nearly an hour and a half away from parts of my division.

Community transport services are welcome but they're not an answer to the transport needs of the majority of people in the rural parts of North Yorkshire. We require good quality roads where we can get reasonably from A to B.

People will continue to use cars, and we need to remember that.

I'm very much in favour of trying to head towards net zero but we need to be realistic.

Response

What I have control over and money to invest is in buses, active travel and some I have some say in rail services. I don't have a cheque book for £100s millions for roads. We have £16.6 million extra for pothole repairment this year on top of the money that we already had.

I have no doubt that the car is still the dominant mode of transport in North Yorkshire.

That said, we have to improve the public offering of transport, the improvement of walking, cycling and wheeling across the region, and particularly looking at things like road safety at places like schools and crossings.

I don't have a cheque book of £2 billion for improving and building new roads but we will continue to press government of the importance of roads and things like dualling the A64 and the continued work on the A66. I take your point that in some areas bus and rail provision is always going to be very difficult because of the rurality of the region. This why we need to support services like Moors Bus and others. Can we have a bus operating within a circumference of 6-7 miles of a railway station, so people have central transport hubs that serve the wider region? These are the sort of plans we're working on but the car is going to be a dominant mode of transport.

I'm saying we can do both at the same time. We can press the government on the importance of road infrastructure. We can spend money on repairing the roads but we can do all this and if we do, it will move people en masse, more sustainably and in a more environmentally friendly way. It will take strain off the roads because more people are using bus, rail and other options and it will give people freedom to move around.

That they may not drive five days a week, they might drive four days a week and that impact on our region is enormous.

We've got the option now to improve reliability and improve the bus services which hasn't been done previously. We have some extra money and powers to do that, and that's what

we're doing. So that's what I have powers. Where I don't have power and money I can lobby government.

Question from Councillor Dan Sladden

There are various proposals for battery storage facilities to which is the right thing to do for sustainable futures. I hear what you're saying where you have money and power but also your ability to lobby. What lobbying and what influence can you have on making sure that those battery storage facilities are put in the best strategic place?

Response

This comes down to local planning decisions, over which we don't have any say. We have some lobbying and possibly some influence. I think it's important that we're looking at the land use and making sure they're put in the right place on the right type of land. We have high quality arable land that, in my opinion, should be used for farming and food production.

I think we have a moral duty, possibly, about making sure they have been put in the right location. It does come down to the local plan which we don't have say over, but we will be reviewing of the capabilities of our region. We are doing that piece of work now, which is something that that the London mayor has done and got ahead of the game with great British energy and actually looking at what are their capabilities in their region for things like battery storage around solar, on offshore wind etc. We're going to be doing a review of the same thing but taking into consideration where things like battery storage can go and where on and offshore wind can go. It's putting together where we think the capabilities are and having a voice.

Question from Councillor Lindsay Burr

My question is about affordable homes that must be affordable for people to be able to live and stay in the area that they love. The problem is that our infrastructure is creaking, especially in all of our rural towns, Pickering, Kirby, and Helmsley they're all suffering the same.

What is your strategy about how we can improve the infrastructure and what does that mean?

Response

We're developing a strategic based partnership with Homes England and obviously working with local authorities because the infrastructure is important. When I talk about infrastructure, it's not just the road provision, it's things like connectivity to the grid, water, the waste, what provision is going to be for schools, the GP.

We're developing that place partnership now with Homes England to factor in that no one wants to build homes where they've got no connectivity and no access to anything because that doesn't work.

We need to be building communities and it's emphasising that and bringing our transport strategy into that too. It's bringing our strategic homes plan together to look at that all in the round, rather than looking at things in isolation of just housing or just transport and just skills, it's actually doing that collectively.

We're also working with the York and North Yorkshire Housing Partnership to hopefully be the first combined authority that that has affordable home standards. So we're not building homes that are not fit for purpose. They've got a tiny box rooms that aren't of high energy

efficiency and all the rest of it. We want to be building homes that are right homes in the right places and of the quality that our people deserve.

The plan with Homes England is looking in the round in terms of the road infrastructure and things like connectivity to the grid, the connectivity to everything else rather than just building dormant villages in the middle of nowhere that exacerbate the problems we have moving people around. We're also looking at those growth corridors and actually where those key developments could come from, for example the York to Scarborough rail line and developments in those areas because linking people directly to a rail line which may be hundreds of metres away. Then you can develop a bus system or an active travel provision that then moves people to those transport hubs. You can move people more connectedly rather than living 15 miles away from the train station and having to drive. If you're living in those corridors, you are much better connected.

The work that North Yorkshire have done on their on their local plan strategy about where those developments are, we can identify those going forward because they're better connected to the infrastructure that's already there.

North Yorkshire Council

Thirsk and Malton Area Committee

Friday 13 June 2025

Report of the Regulatory Services Scientific Team and answers to public questions from the meeting held on 28 March 2025

1.0 PURPOSE OF REPORT

- 1.1 To answer questions arising from the Area Committee held on 28 March 2025 (see appendix 1 and 2).

2.0 BACKGROUND

- 2.1 The former Ryedale District Council (RDC) declared an Air Quality Management Area (AQMA) in Malton in December 2009 due to monitored levels of nitrogen dioxide (NO₂) exceeding the UK government's health based statutory annual objective limit of 40ug/m³. As part of measures to lower NO₂ levels to below this limit, North Yorkshire County Council (NYCC) initiated an experimental 18-month HGV ban on the 13 April 2018 for vehicles of more than 7.5 tonnes crossing the level crossing into Malton. The aim was to reduce the number of lorries travelling through the Malton AQMA. In January 2020 NYCC confirmed their decision to make the HGV restriction permanent (but keep it under review), with the Traffic Regulation Order made permanent on the 13 February 2020.
- 2.2 Following local government reorganisation the new North Yorkshire Council revoked the Malton AQMA on 4 October 2025, as there had been 7 consecutive years of compliance data within 10% of the NO₂ objective. As such DEFRA instructed the council to revoke the AQMA as detailed below:

The revocation of an AQMA should be considered following three consecutive years of compliance with the relevant objective as evidenced through monitoring. Where there have been no exceedances for the past five years, local authorities must proceed with plans to revoke the AQMA. The LAQM Technical Guidance 2022 is clear in this respect:

"There should not be any declared AQMAs for which compliance with the relevant objective has been achieved for a consecutive five-year period." (Point 3.57, page 50).

AQMAs should identify areas where air quality objectives are not being met or are likely to be at risk of not meeting them. Keeping AQMAs in place longer than required risks diluting their meaning and impacting public trust in LAQM.

3.0 THE SUBSTANTIVE ISSUE

3.1 Question:

Will North Yorkshire Council please revise its Air Quality Action Plan to reflect and align with the more ambitious air quality improvement aspirations of the York City Council Air Quality Action Plan AQAP4, which is striving to achieve compliance with the more stringent WHO Global Air Quality Guidelines?

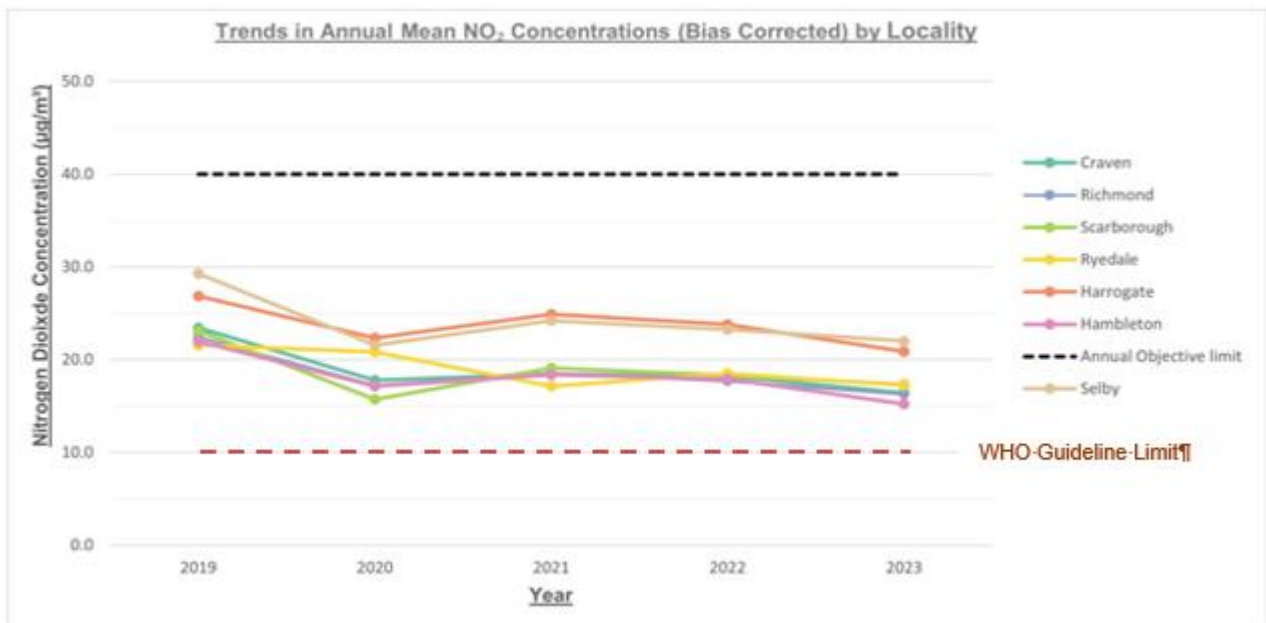
3.2 Answer

North Yorkshire Council were obliged to revoke the Malton AQMA in line with the Local Air Quality Management regime imposed by DEFRA. The UK statutory limits are used to determine an AQMA. The World Health Organisation (WHO) limits are guidance only and have no basis in UK law. The limits are as follows:

UK annual mean = 40ug/m³

WHO annual mean = 10ug/m³

Last year North Yorkshire Council compiled an Air Quality Action Plan (AQAP) to demonstrate the measures to be undertaken to achieve compliance in the 4 remaining AQMAs in North Yorkshire. We are currently preparing this year's Annual Status Report (ASR) which examines monitoring data from 2024. As a result, we are in the position to revoke another AQMA and will therefore be updating the AQAP. Although there is no North Yorkshire Council policy to formerly adopt the WHO guideline values, the Scientific team are happy to include the wording used by City of York in their AQAP i.e. to "work towards meeting stricter WHO guidelines" This is compatible with our continuing attempts to pursue air quality improvements across the county as demonstrated by the graph below.



Through the council's Air Quality Steering Group, the Scientific Team are working with other council departments to make air quality a consideration in council policies and strategies, and we are already consulted by colleagues in Planning and Highways on developments and traffic schemes. The council aims to produce a holistic Air Quality Strategy by March 2027.

3.3 Supplementary question:

Given the confirmed success of the 7.5 tonne HGV weight restriction over Norton level crossing in reducing the level of NO₂ in the breathable air in Malton, please will the council now remove the word temporary from the order and make the restriction permanent and thereafter, commence and maintain proper enforcement?

Note: I suggest the council look closely at the ANPR system it operates at Cawood Bridge and consider installing a similar system at the level crossing in Norton.

3.4 **Answer**

Having spoken to Highways colleagues, the 7.5 tonne weight restriction will be retained pending a comprehensive report on all major variables affecting air traffic and air quality in Malton, such as the frequency of rail traffic, the one-way system on Norton Road, traffic signalling and the HGV ban. It is accepted that the HGV ban has been successful in helping to reduce pollution levels, but it does contribute to other traffic issues within the town and ways to address this are being explored. The Scientific team has been invited to comment on any finished report and review its conclusions with regard to air quality. Although the Malton AQMA has been revoked, diffusion tube monitoring will continue as before. A new continuous monitor has also been installed on Butcher Corner that will measure particulates as well as nitrogen dioxide.

Enforcement of the weight restriction, although still the responsibility of Trading Standards, will fall to the new Regulatory Services Enforcement Team. The council will continue to enforce the restriction proportionately as resources allow, as it does with all weight restrictions.

4.0 **RECOMMENDATION**

That the report be noted

Report Author – *Dr Kevin Carr, Divisional Officer – Scientific, Regulatory Services*

Presenter of Report – *Dr Kevin Carr, Divisional Officer and Sophie Nicholson, Scientific Officer*

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

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Question from Simon Thackray, 20 York Road, Malton YO17 6AX

Agenda Item 8.

The papers for the 28 March Area Committee meeting flag-up, once again, the positive outcome of the 7.5 tonne HGV weight restriction over Norton level crossing and the good news that the HGV restriction has been successful in helping achieve compliance with the UK legal limit for the concentration of Nitrogen Dioxide in the (recently revoked) Malton Air Quality Management Area.

Writing in an email to Councillor Steve Mason (copied to 24 others) on 26 November 2024, North Yorkshire Council's Divisional Officer – Scientific, Dr Kevin Carr confirmed:

“There is no intention to remove the current HGV weight restriction given its success in helping to achieve compliance with the UK nitrogen dioxide objective.

HGVs represent only 5% of the traffic but are responsible for 40% of the Nitrogen Dioxide (NO₂) in the breathable air. It does not, therefore, take a mathematical genius to work out that removal of the HGV weight restriction over Norton level crossing would lead to an increase in the concentration of lethal NO₂. Noone could be so reckless.

Paragraph 199 of the NPPF 2024 states:

199. Planning policies and decisions should **sustain** and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

The important word (and obligation) for North Yorkshire Council is to ‘**sustain**’ the levels that have been achieved, and to strive to make further improvements. See below.

In September 2021, the World Health Organisation (WHO) published its revised Global Air Quality Guidelines, which *slashed* the recommended concentration of Nitrogen Dioxide by 75%. NO₂ is a carcinogen, causes heart disease, stroke, Asthma and permanently stunts the development of the lungs of young children. The UK legal limits are out of step with the WHO and the latest medical evidence.

Applying the new standards set by the revised WHO guidelines to Malton, the breathable air in our town is now two and half times (2.5X) the recommended limit for the concentration of Nitrogen Dioxide. Malton is not a safe place to walk around if you are a child or vulnerable adult, and we must all do more to reduce the air pollution in Malton and Norton further.

The only means at our disposal is to remove the source of the problem i.e. remove more HGVs and cars from the towns by providing the necessary new highway infrastructure to enable this to happen. The importance of the 7.5 tonne HGV weight restriction over Norton level crossing in reducing the concentration of NO₂ must not be underplayed.

However, North Yorkshire Council failed to monitor and enforce the weight restriction on Norton level crossing (and Highfield Road) during the whole of 2024, which means the residual air pollution in Castlegate and the centre of Malton, was far greater (and more harmful) than it should have been. By deliberately deciding not to monitor and enforce the restriction, NYC is, by default, deliberately and knowingly, deciding to damage the health of the public. HGV drivers know they won't be prosecuted so ignore the restriction. This is not proper air quality management and is wholly unacceptable.

As Donald Rumsfeld once said, "Reports that say that something hasn't happened are always interesting to me, because as we know, there are known knowns; there are things we know we know..."

North Yorkshire Council members and officers know they know, thanks to people like me and the statements of Great Ormond Street Hospital, Sadiq Khan, The Royal College of Physicians, JCB and others) that NO₂ is a killer gas, and lethal in much smaller concentrations than previously understood. You cannot unknow this fact.

It is bewildering to me that, whilst York and North Yorkshire share a mayor-in-common, the air quality improvement aspirations of the two co-joined areas are so out of kilter.

Whilst encouraging to read the words of Dr. Carr of North Yorkshire Council confirming the important role played by the 7.5 tonne HGV restriction in achieving compliance with the UK legal limit for the concentration of Nitrogen Dioxide in the breathable air in Malton, it is deeply disappointing and concerning that the new North Yorkshire Air Quality Action Plan fails to make even passing reference to the 2021 WHO Global Air Quality Guidelines - *anywhere*. York is way ahead of the curve and to be applauded:

York City Council Air Quality Action Plan AQAP4:

"AQAP4 outlines the action we will take to further improve air quality in York over the next 5 years to go beyond statutory health-based [National Air Quality Objectives](#) in all areas of the city and to work towards meeting stricter [World Health Organisation \(WHO\) Guidelines](#)."

North Yorkshire Council Air Quality Action Plan (2024 – 2029)

"3 North Yorkshire Council's Air Quality Priorities

This section presents the main priorities and the approach to be taken by North Yorkshire Council to continue to improve air quality within its administrative area. The main factor affecting air quality in the council's area is related to transport emissions."

The new North Yorkshire Air Quality Action Plan fails to mention the 2021 WHO guidelines which reflect the biggest shift in understanding of the harm caused by air pollution in decades. This suggests to me that the aspirations of North Yorkshire

Council (in terms of air quality improvements), and the aspirations of the City of York Council are at odds. In terms of air quality improvement aspirations, North Yorkshire residents are being treated as second-class citizens, consigned to breathing bad air.

Question:

Will North Yorkshire Council please revise its Air Quality Action Plan to reflect and align with the more ambitious air quality improvement aspirations of the York City Council Air Quality Action Plan AQAP4, which is striving to achieve compliance with the more stringent WHO Global Air Quality Guidelines?

Supplementary question:

Given the confirmed success of the 7.5 tonne HGV weight restriction over Norton level crossing in reducing the level of NO2 in the breathable air in Malton, please will the council now remove the word temporary from the order and make the restriction permanent and thereafter, commence and maintain proper enforcement?

Note: I suggest the council look closely at the ANPR system it operates at Cawood Bridge and consider installing a similar system at the level crossing in Norton.

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Response to S Thackray question by Dr Kevin Carr, Scientific Officer

Highways have been taking independent advice on the issue of air quality in Malton/Norton and the HGV restriction, from the consultants WSP. At this moment in time the restriction remains in place to allow consideration of the next steps in terms of the restriction. The council will continue to enforce the restriction proportionately as resources allow, as it does with all weight restrictions. A further report will be brought to the next meeting of the ACC on this issue. There are no plans to amend the Council's air quality action plan at this stage.

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North Yorkshire Council

Thirsk and Malton Area Committee

13 June 2025

Work Programme Report

1.0 PURPOSE OF REPORT

1.1 To advise Members of the latest version of the Committee's work programme.

2.0 BACKGROUND

2.1 The Committee's work programme is owned by the Committee and lists items that are important locally, relevant at a strategic level and evolve over time.

2.2 Members attended an informal work programming session on 2 May 2025 at which the work programme was considered. The items listed in the table at appendix A were agreed, with minor amendments such as requiring information only reports, instead of presentations to the Committee

2.3 Members also considered additional suggestions for matters which may be of interest to the Area Committee and instructed the Senior Democratic Services Officer to research the suitability and scheduling of the suggested items.

2.4 The outcomes of the initial research are:

- Fuel poverty
Briefing scheduled for the September meeting
- Dentistry provision with particular reference to coastal areas – See [minute 166 of Scrutiny of Health Committee held on 18 June 2021](#) do Members require further information?
- Swift project (formerly Pomoc) – access to services for migrants
- See Point 5.0 of Localities update to meeting held on 13 June 2025 – do Members require further information?
- Men and young person's mental health provision
See appendix 1 - do Members require further information?
- Closure of banking services
See appendix 2 and [Corporate and Partnerships Overview and Scrutiny Committee Review 3 September 2018](#)

2.4 The Chair suggested, and Members agreed, to hold another informal session following a similar format prior to the December meeting of the Committee. Members felt that this arrangement allowed Members the time and freedom to suggest, consider and agree future items for Committee. This did not in any way preclude Members from suggesting at any time items that the Committee may wish to consider.

2.5 The Work Programme will continue to be circulated with the agenda.

3.0 RECOMMENDATION

3.1 Members are asked to:

- a) consider the Committee's work programme and amend as required.
- b) agree to hold 2 x informal work programming sessions each year.

Scheduled meeting dates

Friday 2 May 2025 at 10am – work programming session via Teams

Friday 13 June 2025 at 10am

Friday 26 September 2025 at 2pm

Friday 5 December 2025 at 10am

Friday 23 January 2026 at 10am - budget briefing via Teams

Friday 27 March 2026 at 10am

Report author – Nicki Lishman, Senior Democratic Services Officer.

Thirsk and Malton Area Committee Work Programme 2025/26

10am on 13 June 2025	
Subject	Description
Election of a Chair	
Election of a Vice Chair	
Update from Yorkshire Water	
Malton AQMA	Dr Kevin Carr, Divisional Officer- Scientific & Richard Marr, Area Manager
Highway matters	Verbal update Richard Marr, Area Manager
Double Devolution – pilot business case	Mark Codman, Parish Liaison & Local Devolution Manager / Harry Briggs, Head of Waste Operations and Streetscene
Work programme	Review of future topics relevant to the constituency area.
Thirsk & Malton Area Committee annual report 2024/25	Senior Democratic Services Officer
Attendance of local MPs	Written updates – for information only
Localities Annual Update 2024/25	Adele Wilson-Hope – for information only
Outcomes of the ERT&T project development fund 2024/25	Written update – for information only
Local Plan issues and options	Private session - following the business of the meeting
2pm on 26 September 2025	
Attendance of local MPs	Opportunity for the local MPs to share their views on issues affecting the constituency area
Community Safety & CCTV update	Community safety and CCTV service update – Head of Community Safety and CCTV (public space) - Paul Romans
Briefing on fuel poverty in the area	Lynn Williams, Head of Housing Renewals
Regeneration/Town Improvement Plans	TBC – Helen Jackson, Head of Regeneration
Update on the Local Plan	TBC - Standing item
Work programme	Review of future topics relevant to the constituency area.
10am on 5 December 2025	
Attendance of local MPs	Opportunity for the local MPs to share their views on issues affecting the constituency area
Youth Councils	TBC – Nicki Watkinson, Strategic Manager, NY Voice
Update on the Local Plan	TBC - Standing item
Work programme	Review of future topics relevant to the constituency area.
10am 23 January 2026 – informal briefing via Teams	
Budget proposals 2026/27	Overview of budget proposals for 2026/27 – Director of Strategic Resources

10am on 27 March 2026	
Members of the Y&NY MCA	TBC - Update on the work of the MCA (1 hr session)
Attendance of local MPs	Opportunity for the local MPs to share their views on issues affecting the constituency area
Update on the Local Plan	TBC - Standing item
Work programme	Review of future topics relevant to the constituency area.
Schools, educational achievement and finance report	Information only

Areas of work identified but not scheduled:

1. Local strategies to tackle issues identified in the Director of Public Health's Annual Report 2023/24
2. HGVs in the area – **more detail required**
3. Update on the repair and maintenance of Thirsk Market Place

Areas of work identified at work programming meeting on 2 May 2025 for initial research:

- Fuel poverty
- Dentistry provision with particular reference to coastal areas
- Swift project (formerly Pomoc) – access to services for migrants
- Men and young person's mental health provision
- Closure of banking services

Dates and times of meetings 2025/26:

- 10 am - 13 June 2025
- 2 pm - 26 September 2025
- 10 am - 5 December 2025
- 10 am - 23 January 2026 – Budget briefing
- 10 am - 27 March 2026

Men and young people mental health services

The Go-To – for wellbeing and mental health for young people in North Yorkshire	The Go-To - Emotional wellbeing and mental health
Andys Man Club	Men's suicide prevention charity see below
Men's Sheds	Find a shed and see below Wellbeing advice and contacts
Qwell – NHS service	Online support for adults
Manup	Free therapy sessions via Zoom
NFU	Search results for mental health
Young Farmers	Signposting page
FarmWell	Personal resilience – links to info for support with aspects of mental and physical health
Farming Community Network	Voluntary organisation & charity that supports farmers and families
Healthwatch North Yorkshire report	Ploughing through barriers: Understanding the challenges and promoting help-seeking in farming communities

Andy's Man Club

Meet every Monday except Bank Holidays at (no need to contact first):

- Norton Library
- Ingsarth Community Centre, Pickering
- Thirsk School and Sixth Form College
- or
- Meet online by emailing info@andysmanclub.co.uk

Men's shed

- Thirsk – run by Community Works info@communityworks.uk phone 07598 187846
- Easingwold – contact Mike Tranter shed@edcca.org.uk phone 01347 822875
- Pickering, Kirkbymoorside and Malton – run by Next Steps post@nextstepsryedale.co.uk phone 01653 690854

Proposed on Friday, 25 April - Mayor's mental health task force – CMA, NHS and charity representatives and public health specialists.

Suicide the biggest killer of men aged 50 and under.

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	Malton	Helmsley	Thirsk	Pickering	Filey	Easingwold	Haxby
Bank	Number of days open per week						
Barclays Local*	2	2	3	1	4	4	2
TSB	1						
Yks Building Society				5			
Nationwide		5	3			5	
HSBC			5		5		

* Barclays Local offers an appts service for help with money management, products, services and transactions that don't involve cash or cheques.

Post Offices

11,000 branches allowing access to a personal or business bank account, pay in cash and cheques, withdraw cash and check balances.

What is a Banking Hub? (see <https://www.cashaccess.co.uk/hubs/> and <https://runapostoffice.co.uk/what-is-a-banking-hub>)

Banking Hubs are being set up by the banking industry in response to closing bank branches, creating a shared space for banks to meet with their customers. The hubs will be run by the Post Office and shared with major high street banks. They offer a dedicated counter for cash services, allowing customers to withdraw and deposit cash easily. Additionally, customers can ask their local community banker for in-person help with more complicated transactions such as mortgages, loans, pensions and more on a dedicated day of the week.

What products and services does a Banking Hub offer?

Banking Hubs will combine the best aspects of personal customer service, local community knowledge, and efficiency through banking technology to deliver essential cash and banking services to local communities. We will be offering our full suite of Everyday Banking services and bill payments over the counter. Additionally, customers can speak to their local community bankers.

Banking hubs North Yorkshire

Filey
Knaresborough
Richmond
Whitby

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HOUSE OF COMMONS
LONDON SW1A 0AA

Thirsk & Malton Area Constituency Committee

North Yorkshire Council

Easingwold, Hillside & Raskelf, Huby & Tollerton divisions.

Dear colleagues,

Re: Wetherby & Easingwold MP Update – 13 June 2025

Thank you once again to colleagues for your help and support over recent months. I was particularly pleased with the turnout for our recent joint MP/Councillor Advice Surgery in Easingwold.

The sudden closure of Easingwold Post Office recently caused much concern in the town and surrounding villages. I was able to contact Post Office Ltd officials straight away and we appear to have a solution in place for an immediate reopening. I know this will be welcome news to residents and businesses who increasingly rely on the post office for banking services.

Whilst on the topic of community hubs, it's an impressive fact that 123 pubs and 8 breweries in Wetherby & Easingwold support 2390 jobs and contribute over £104 million to the economy. Our village pubs are the hub of our communities, but tax and national insurance increases are resulting in six pubs closing every week across England. Wetherby & Easingwold has a proud brewing history - home to Yorkshire's oldest brewery. That's why I'm supporting the British Beer and Pub Association's campaign to unlock growth in the sector (and cut taxes, too!).

Last month, I launched Dementia Awareness Week in Wetherby & Easingwold, thanking third party agencies who provide services to our constituents, but also highlighting the fact that a third of all those living with dementia don't have a formal diagnosis. This must improve. You will know of my ambition to make Wetherby & Easingwold the UK's first dementia-friendly constituency, but there's only so much we can do on our own without integration between health and social care services to ensure that individuals with dementia don't fall through the cracks at moments of critical need.

To achieve this, we need government, local authorities and the NHS to get behind a new national dementia care strategy that is responsive to the needs of local communities like ours. That must mean guaranteed access to timely diagnosis and post-diagnostic support; investment in specialist dementia nursing and home care to allow people to live well at home for longer; respite and emotional support for carers who often shoulder the burden in silence; and training and retention schemes to build a sustainable, skilled dementia care workforce in our towns and rural areas.

Yours ever,
Alec

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North Yorkshire Council

Thirsk & Malton Area Committee

13 June 2025

Area Committee Development Fund Update

1.0 PURPOSE OF REPORT

- 1.1 To update Members of the Thirsk & Malton Area Committee on the use of previously approved Economic, Regeneration, Tourism and Transport Project Development Fund allocations.

2.0 BACKGROUND

- 2.1 A previous report to the (then) Area Constituency Committee (ACC) on 22 March 2024 set out the background to the Economic, Regeneration, Tourism and Transport Project Development Fund (the “Development Fund”), its scope, and the process for allocation for funding. In summary, the purpose of the fund was to stimulate and directly support a pipeline of locally important economic, regeneration and tourism destination development projects that would benefit from existing and future funding and delivery opportunities within the respective Areas.
- 2.2 The £50k Development Fund allocation for 2023/24 was previously rolled forward into 2024/25. Together with the £50k allocation for 2024/25, this gave an overall amount of £100k available within 2024/25.
- 2.3 The Area Committee endorsed an allocation to the Malton - Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development on 24 March 2024 [referred to as the Market Town Circular]. Allocations were also endorsed to the following projects by the Area Committee on 27 September 2024, however, Members resolved: “*That officers take forward the remaining projects and ... progress those that are deliverable up to the remaining value of the Fund.*” This reflected the fact that the total cost of these projects exceeded the remaining Development Fund budget and also that various Members had indicated a willingness to contribute from their Locality Budgets:
- i) Castlegate Regeneration and strategic greenspace improvements (Malton)
 - ii) Malton 2nd rail platform
 - iii) Pedestrian crossing scoping work (Malton)
 - iv) Kirkbymoorside mini ‘town boost’ support
 - v) Borogate Toilet Refurbishment (Helmsley)

3.0 SUBJECT OF REPORT

- 3.1 Following the above endorsements, the Corporate Director for Community Development, in consultation with the Executive Member for Open to Business, approved individual project funding allocations. These amounts, and other project funding allocations, are set out in Appendix 1. This report provides an update on the outcomes of the above projects.

3.2 Path4Everyone / Market Town Circular

3.3 Consultants were appointed to carry out a feasibility study to investigate the viability and potential costs of developing a circular, multi-use, active travel route that links Malton, Helmsley, Kirkbymoorside and Pickering. The study details that there are a number of viable options to deliver a complete and coherent route which would deliver significant non-monetised benefits, however, as expected delivery of the entire route comes with a significant cost. The study breaks the route down into smaller, more deliverable sections so that fundraising efforts can be focused on one section at a time and delivery of the entire route becomes achievable over time. NYC Officers are working closely with local stakeholder groups to prioritise options for delivery and develop proposals for next steps.

3.4 Castlegate Regeneration and strategic greenspace improvements (Malton/Norton)

3.5 Consultants were appointed to develop regeneration and enhancement proposals for Castlegate and nearby green spaces that would improve these key areas that link Malton, Norton, and Old Malton. This work has included:

- developing a strategic case for change
- costings and deliverability of each option
- key stakeholder consultation
- prioritised delivery plan

3.6 Key stakeholder consultation sessions were undertaken on 03 February and public engagement events were held in Norton and Malton on 13 March and feedback from this has been incorporated in the final report (copies of which have been shared with local members and key stakeholder representatives).

3.7 Follow up work will be needed to identify detailed technical constraints, options, undertake design development, and further public consultation. Opportunities for funding and progressing this work will be considered as part of the Town Investment Plan works for the towns (currently in the early stages and due to be complete in 2026).

3.8 Malton 2nd rail platform

3.9 Network Rail were commissioned to investigate potential concept options for a potential second platform at Malton Station, together with constraints, risks etc and to engage with internal Network Rail stakeholders as part of this process. This work builds upon initial work undertaken for a previous Levelling Up Fund bid, which was ultimately unsuccessful (partly due to limited stakeholder engagement).

3.10 The study was completed at the beginning of April and identifies various options for location and layout of a second platform. The very early indicative cost range of the identified options is between £11.5m and £28.5m.

3.11 The study represents a **very early stage** in project development and further discussions will be needed between Officers of Network Rail, York and North Yorkshire Combined Authority and North Yorkshire Council, to consider the most appropriate option/s to progress, next steps, and potential funding availability for further design development. Opportunities for funding and progressing this will also be considered as part of the Town Investment Plan works for the towns.

3.12 The proposal for a second platform should be viewed in the context of the recently announced “Yorkshire’s Plan for Rail”, which has been jointly developed by the three combined authorities for West Yorkshire, South Yorkshire, and York & North Yorkshire and

was launched by Lord Blunkett on 16 May 2025. The plan highlights the need for station upgrades at Malton, Seamer and Scarborough.

3.13 Pedestrian crossing scoping work (Malton)

- 3.14 With the contributions from Locality budgets and the Malton & Norton Infrastructure and Connectivity budget this work could proceed without a need for Area Committee funding.
- 3.15 Two pedestrian crossing feasibility / scoping studies were undertaken: one for the B1257 Broughton Road (near Malton Community Sports Centre) and one for the B1248 Yorkersgate (near the pedestrian exit to Water Lane). In brief, the conclusions were as follows:
- 3.16 B1257, Broughton Road – the existing uncontrolled pedestrian crossing facilities were considered to operate satisfactorily. Pedestrian flows are low throughout most of the day with short peaks of 117 pedestrians in the AM peak hour and 155 pedestrians in the PM peak hour. Traffic flows are observed to be steady with compliance to the signed speed limit. On the basis of collision history in this location, existing pedestrian movements and average wait times to cross, there is currently no technical justification for the introduction of a controlled facility such as a zebra or signal controlled crossing.
- 3.17 B1248, Yorkersgate – the report indicated that the introduction of a formal signalised crossing could be beneficial to improve pedestrian priority, however, the Councils Traffic Signals Team have commented that they did not consider it would be possible, at that distance, for a wireless or physical link and a controlled crossing would have a negative impact on the Yorkersgate approach to Butcher Corner. They advise that this is the leg which they receive the most complaints about with claims that it regularly queues back to the junction with Horsemarket Rd. A crossing would add to the existing yellow box in providing an additional area where vehicles cannot park. This would create much bigger gaps in traffic and would delay vehicles approaching the loops, which are providing data to the traffic signals controller which makes the decisions on where to apply the green time. The bigger the gaps, the more likely it is to run shorter greens. The footways are also narrow at this location and the abundance of underground services would make it problematic to position the necessary equipment associated with a controlled crossing.
- 3.18 The Highways Area Improvement Manager has indicated that he will investigate the possibility of providing an informal crossing facility, with dropped kerbs and tactile paving, to allow for safer crossing for those who already cross informally and to allow for crossing in line with wayfinding signage. Funding for this work would need to be allocated with 2026/27 the likely earliest date for implementation.
- 3.19 Separately to the above funded works, a previously designed zebra crossing is planned to be installed in summer 2025 on Railway Street (subject to consultation).

3.20 Kirkbymoorside mini ‘town boost’ support

- 3.21 Consultants were appointed to work with business and community representatives to complete a feasibility study and develop an action plan for the town aiming to:
- Improve the appeal, usage and performance of the town centre
 - Improve footfall and consumer dwell time in the town centre
 - Improve the overall appeal of it of the town centre, including its impact, visibility and accessibility for residents and visitors

- Provide a set of actions that can be implemented as and when funds are available, including any short-term quick win actions that can be implemented within current budget parameters / at no or little cost
- Identify the best delivery mechanism for individual or collective actions and the optimum governance structure for the future town centre management and growth actions

3.22 The work involved local engagement with local businesses and stakeholders. The completed study concludes with a Recommended Action Plan for Growth with a broad range of recommendations under a number of themes, including improving the Market offer, improving shopping and visitor experience, increasing the collective benefit of existing assets and attractions, and improving marketing and promotion.

3.23 The next steps are for Officers from Economic Development and Localities to work with the local representatives to support them with establishing a Charitable Incorporated Organisation (CIO) or similar organisation to develop and implement some of the recommendations.

3.24 Borogate Public Conveniences Refurbishment (Helmsley)

3.25 Contractors were appointed to undertake a limited internal refurbishment of the public conveniences (including replacement of urinals, new wall and floor finishes in the vicinity, new handrails in the disabled toilet to improve the experience for visitors to the town. The works were completed successfully by the end of the financial year. During initial condition survey works, it was identified that additional property maintenance work (including roof repairs) are required. These works were beyond the budget available at the time but will be undertaken when budgets allow. The recent AC and Locality Budget funded works should not be affected as part of any follow-up work.

3.26 Future Project Development Work

3.27 As part of the 2025/26 budget setting process, on 17 February 2025, Council decided not to make budgetary provision for the Development Fund in 2025/26 and future years.

3.28 Funding for future project development work will need to be secured from other sources such as internal budgets (e.g. the Economic Development Regeneration and Skills General Fund budget) or via external grant funding. It is expected that the Town Investment Plans, which Officers will be developing for each town, will be used to inform the priorities for such work.

4.0 RECOMMENDATION

- i) It is recommended that the Thirsk & Malton Area Committee notes the update on the Area Committee's Project Development Fund allocations.

Nic Harne
Corporate Director – Community Development

Report Author – Howard Wallis

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

Appendix 1 – Agreed Area Committee and Locality Budget Contributions

Project	Total Project Value	AC Fund Contribution	Total Locality & Other Funding	Locality Budget Contributions				Other Funding
				Cllr Burr	Cllr Jabbour	Cllr Mason	Cllr White	M&NIC Budget
Paths4Everyone / Market Town Circular	£24,952	£24,952	N/A	N/A	N/A	N/A	N/A	N/A
Castlegate Regeneration Feasibility	£25,000	£22,100	£2,900	£1,567	£1,000	£333	N/A	N/A
Malton 2nd Rail Station Stakeholder Engagement	£20,000	£17,100	£2,900	£1,567	£1,000	£333	N/A	N/A
Pedestrian Crossing Scoping	£6,000	N/A	£6,000	£1,666	£1,000	£334	N/A	£3,000
Kirkbymoorside Mini-Town Boost	£12,000	£10,000	£2,000	N/A	N/A	N/A	£2,000	N/A
Borogate Toilet Refurbishment	£30,848	£25,848	£5,000	N/A	£5,000	N/A	N/A	N/A
Totals	£118,800	£100,000	£18,800	£4,800	£8,000	£1,000	£2,000	£3,000

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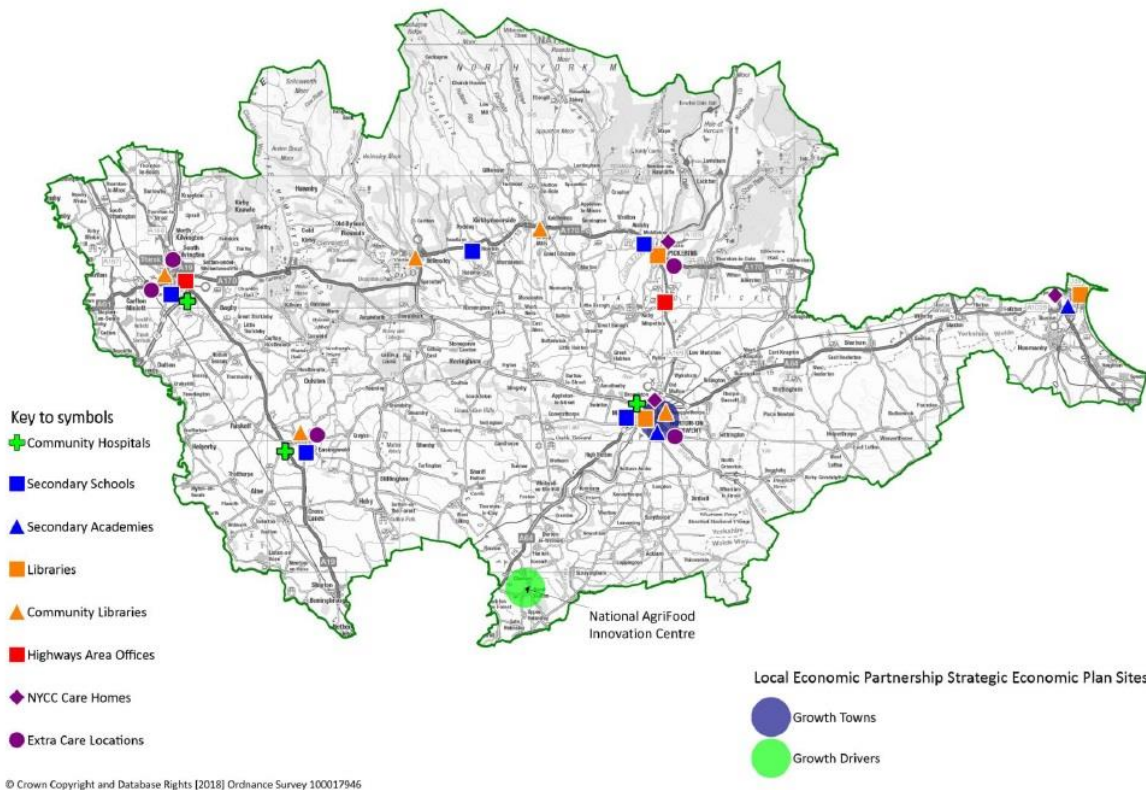
Thirsk and Malton Area Committee

Annual report 2024/25

13 June 2025

Membership

Councillors Nigel Knapton (Chair), Caroline Goodrick (Vice Chair), Joy Andrews, Alyson Baker, Lindsay Burr MBE, Sam Cross, Dan Sladden, Gareth Dadd, Keane Duncan, Michelle Donohue-Moncrieff, George Jabbour, Steve Mason, Janet Sanderson, Malcolm Taylor, Greg White



Introduction

Area Committees (ACs) are a forum for visible local democracy and accountability, where members of the public and local groups can raise specific issues which affect the local area. ACs can also act as consultees for the development of plans and policies which affect the area and monitor performance data to ensure services are being delivered effectively and efficiently. ACs can provide meaningful scrutiny of local issues within their area, complementing the strategic work undertaken by the Council's Overview and Scrutiny Committees.

The Annual Report 2024/25 provides a summary of the committee's activity over the last year and an overview of what has been achieved.

The work of the committee

There were four formal meetings of the committee in 2024/25. The key issues that were addressed are as summarised below:

- Malton and Norton Neighbourhood Plan - Decision Statement and Referendum
- Howardian Hills Joint Advisory Committee
- Maintenance and repair of Thirsk Market Place
- Malton, Norton and Old Malton flooding update
- Update on projects on broadband/mobile phone/coverage and vaping in schools
- Parish sector liaison
- Mayor of Yorks and North Yorkshire annual update
- Economic, Regeneration, Tourism and Transport Project Development Fund (ERT&T Fund)
- Receipt of a number of annual reports, for example Community Safety update and North Yorkshire and York Local Nature Recovery Strategy.

Notable achievements by the committee include:

- A commitment to endorse the proposals put forward by officers that could meet the objectives ERT&T Fund and be completed within the required timescales. An update report will be presented to the meeting of the Committee on 13 June 2025.
- Building a relationship with Yorkshire Water to ensure local matters and concerns are addressed.
- Maintaining an overview of the support available for town and parish councils.
- Maintaining an overview of mobile and WiFi coverage in the area.

Mid-cycle briefings enable the committee chair, vice chair and group spokespersons to develop the committee work programme, review issues to see whether they are appropriate for a discussion at the committee and agree the agenda for the next meeting.

Several informal briefings (typically held remotely via MS teams) helped to inform the work of the committee by providing context and background on issues in the area. A number of information items were also included on formal agendas for members awareness and information. These included:

- Annual budget briefing
- Let's Talk Rubbish
- Let's Talk Food
- Local economic and regeneration informal briefing prior to the mayor's visit
- Schools, educational achievement and finance report
- Delivery of the Climate Change Strategy across the committee area

Public participation

A key element of the work of the committee is engagement with local people and organisations and listening to concerns raised. In 2024/25, there were 7 public questions and statements. These covered issues including:

- Customer contact with the Council.
- Local highway issues.
- Coastal matters for Filey and Hunmanby.
- Air quality in Malton.

The meetings of the committee are recorded and uploaded to the [Council's YouTube channel](#) and have had 533 views, an average of 133 per meeting.

Engagement with the local MP

Kevin Hollinrake MP and Sir Alec Holbrooke MP have attended the committee during 2024/25 in person or submitted written updates when unable to attend.

This engagement with the local MPs and their office has enabled the committee to be briefed on matters at Westminster that may impact upon the area and also enabled the committee members to highlight local concerns and issues that the MPs can then raise at Westminster, as summarised below:

- The potential local impacts of the changes to the Winter Fuel Allowance.
- The impact of increased numbers of bank closures in the area.
- A64 – the continued campaign to dual the A64.
- The provision of a town bus service in Filey and the work with partners to identify a solution.
- Issues with the planning process, particularly with reference to retrospective applications by the traveller community.
- Concerns regarding some locally provided medical procedures and dentistry.
- Housing targets for the area.
- Solar farms on agricultural land with reference to a local application.
- Proposed changes in workplace regulations and their impacts on business.
- Support for local businesses and farmers.
- Written updates from both MPs were provided to the March 2025 meeting of the committee and are [available on our website](#).

Work Programme for 2025/26

The committee work programme is a live document that is owned by the committee. Members are able to suggest items for inclusion in the work programme, both as part of discussions and debate at meetings of the committee as well as between meetings. Any item identified for inclusion with the work programme will be reviewed by the supporting officer and at the MCB to determine:

- 1) whether it is within the scope of the committee
- 2) what the expected outcome of the debate and discussions would be
- 3) whether it is being reviewed by another committee of the Council; and
- 4) whether it could be considered as part of an informal briefing rather than a formal committee meeting.

Some of the key areas of investigation currently included in the draft work programme for 2025/26 are:

- Air quality
- Yorkshire Water services in the area
- Local Development Plan
- Annual reports from Council services

Contact Information.

Chair - Councillor Nigel Knapton cllr.nigel.knapton@northyorks.gov.uk

Vice Chair - Councillor Caroline Goodrick cllr.caroline.goodrick@northyorks.gov.uk

Senior Democratic Services Support Officer - Nicki Lishman nicki.lishman@northyorks.gov.uk

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North Yorkshire Council

Thirsk and Malton Area Committee

13 June 2025

Localities Update 2024/25

Report of the Assistant Chief Executive - Local Engagement

1.0 PURPOSE OF REPORT

- 1.1 To provide Members with an update on projects and programmes delivered by the Localities service and an overview of progress made in the Thirsk and Malton area in 2024/25.

2.0 BACKGROUND

- 2.1 The Council agreed as part of the arrangements for the establishment of a unitary council a locality-based delivery model with four strong and interconnected pillars:
- i. Local services and access – locally based and integrated council, partner and community services.
 - ii. Local accountability – six Area Committees, political accountability for the discharge of statutory functions and services at local level.
 - iii. Local action – local people, partners and communities coming together in new Community Networks to identify and deliver against priorities.
 - iv. Local empowerment – devolution of powers to community groups and town and parish councils who want to, to run assets and services.
- 2.2 The Localities team has been operational since 1 May 2024, comprising a Communities Team, a Parish Liaison & Local Devolution Team and a Migrant Programmes Team. The Communities Team lead on the delivery of pillars one and three and the Parish Liaison & Local Devolution team lead on pillar 4 of the locality operating model.
- 2.3 A number of programmes and projects have been agreed as early priorities to help to establish and embed the locality operating model.

3.0 COMMUNITIES UPDATE

- 3.1 The Communities Team work collaboratively with other services; communities; public sector; and voluntary and community sector partners to deliver the following aims:
- i. Prevention - supporting communities to contribute to the Council and public health prevention priority to reduce, prevent or delay the point at which people need to access statutory health and social care services.
 - ii. Supporting people to live longer, healthier and independent lives within their community and contributing to broader public health priority to reduce health inequalities.
 - iii. Supporting communities to become more resilient to respond to local challenges.

iv. Social Regeneration - Ensuring that the places where people live, now and in the future, create new opportunities, promote well-being and reduce inequalities so that people have better lives, in stronger communities and achieve their potential.

3.2 The Communities Team is based on three area teams, each including two Area Committee localities: West (Skipton and Ripon; Richmond areas); Central (Harrogate and Knaresborough; Selby and Ainsty areas); and East (Scarborough and Whitby; Thirsk and Malton areas).

Prevention and reducing health inequalities

3.3 Stronger Communities Programme Inspire Fund

This small-scale grant fund supports community and voluntary groups to establish new services, events or activities that promote social action, and improve the wellbeing of individuals and communities. The scheme continued to attract significant interest, with £139,309 awarded in 2024/25 supporting 146 projects. This is higher than 2023/24 when £130,074 was awarded to 137 projects.

3.4 Health Inequalities

During 2024/25, the team continued its involvement in a number of developing work areas that aim to support the reduction of health inequalities across the county. Examples of this included:

- i. On-going support for the Transforming Community Mental Health Programme in Hambleton & Richmondshire, Harrogate, Scarborough, Whitby & Ryedale, and Vale of York. Following a number of successful pilots in 2023/24, a number of project extensions were agreed in 2024/25 to enable community led projects to support people experiencing ill mental health in their communities. Discussions are taking place between the Integrated Care Board (NHS) and North Yorkshire Council's Health & Adult Services (HAS) regarding the future of this programme and its development into a commissioned service model.
- ii. In conjunction with colleagues from Health & Adult Services (HAS) an enhanced prevention pilot - 'the Nidderdale Service Navigator project' is underway in partnership with Nidderdale Plus, one of our Community Anchor Organisations. Other opportunities to involve Community Anchors in enhanced prevention are being explored.

Financial Inclusion

3.5 The team continued to lead and coordinate several work areas that are related to financial inclusion.

3.6 Local Food Support

Following a partnership and engagement event to launch the findings of the collaborative food insecurity insight study undertaken in conjunction with City of York Council in September 2023 - four online Community of Practice sessions have now taken place with local free or low cost food providers, and place-based discussions continued with free or low-cost food providers in Scarborough and Harrogate to explore opportunities to create a network and work more collaboratively; this will continue in 2025/2026. A number of dedicated key stakeholder conversations also continue to take place in relation to this work,

including with colleagues in Public Health as they continue to develop the North Yorkshire Food Strategy.

As part of the broader fifth and sixth phase of the Household Support Fund, the team administered the Food Support Grants scheme, awarding 52 grants to free or low-cost community food providers across the county to support their provision in 2024/25.

3.7 Cost of Living Communications Campaign

Led by Localities in conjunction with Communications, and Customer, Revenues and Benefits, the annual Cost-of-Living Communications campaign was delivered in winter 2024/25. Work has now commenced to review the campaign, and to start planning for winter 2025/26. In the meantime, the reconfigured cost-of-living web page (www.northyorks.gov.uk/costofliving), will remain live, offering a one stop shop of information about a wide range of local schemes and organisations offering support.

3.8 Holiday Activities Fund/FEAST

The team continued to lead the delivery of FEAST, which is North Yorkshire's Holiday Activities and Food (HAF) programme. The scheme offers enriching activities with healthy meals to children and young people during the Easter, summer and Christmas school holidays. Coordinated by North Yorkshire Together and funded by the Department for Education, FEAST supports families by providing access to safe, community-led activities that are free for those receiving benefits-related Free School Meals.

FEAST is delivered by a diverse range of over 100 local providers, including sports clubs, arts organisations, youth clubs and schools. This model not only helps ensure coverage across North Yorkshire's vast geography but is more responsive to community need and interest and strengthens the local voluntary and community sector through direct investment and development opportunities. To date (since 2021), these providers have delivered nearly 150,000 activities – and at least as many nutritious meals – to thousands of children and young people across North Yorkshire. FEAST continues in 2025/26 however it is likely this will be the final year of funding from DfE for this programme.

Digital Inclusion

3.9 UK Shared Prosperity Fund

Quarter 4 saw £600,000 of the 2024/25 UK Shared Prosperity funded investment into digital inclusion reach its planned completion. The scheme developed a network of hubs across North Yorkshire creating 287 new digital champions supporting 2826 people. This successful programme will continue for a further year across North Yorkshire and York in 2025/26.

3.10 Reboot North Yorkshire

Reboot North Yorkshire (the Council digital devices re-use scheme) has provided 125 pieces of equipment in 2024/25 to help people get connected, supporting individuals to improve social connectedness or to promote access to training and/or continue their education. The cross council steering group have also reviewed and redesigned a roadmap for the development of the scheme to maximise its potential.

Community Resilience

3.11 Community Anchor Organisations (CAOs)

The 25 place-based organisations from across the county have continued to work with Localities and other service teams to progress a Community Anchor model for North Yorkshire. This included the progression of organisational development action plans and participating in the UKSPF funded collaborative support programme for CAOs, delivered by Community First Yorkshire (CFY) and Better Connect.

In addition, following research in the larger urban areas of Harrogate and Scarborough to help us identify the typologies of a Community Anchor model that will best serve those larger urban areas (town centres and their distinctive neighbourhoods) we have invited applications for two 'Community Anchor Collectives' – awards have been made in Harrogate (Harrogate & District Community Association & Harrogate Neighbours) and discussions continue to take place in Scarborough.

3.12 Local Assistance Centre – Knaresborough & Kirkbymoorside

2024/2025 saw a focus on community resilience with two unexpected flooding events occurring in Knaresborough, and various sites in and around Kirkbymoorside, in May and December 2024 respectively. The Communities team took a pivotal role in establishing Local Assistance Centres and supporting response and recovery efforts alongside the Resilience and Emergencies Team and local partners including the CAO for Knaresborough, Chain Lane Community Hub.

To build on this model further and that of the community led response to both flooding events, a range of VCSE organisations, local Flood Groups and Community Anchors were invited to planning events in March 2025 to look at the roles that they play in responding to emergency events in their area and the resources available for longer term support for communities as they recover.

Capacity Building

3.13 The Communities team continued to strengthen local community assets and infrastructure; this has included encouraging relationships and collaborations between voluntary and community sector organisations as well as stabilising, and / or building capacity within them if required. A competitive grant process for Infrastructure Support Grant in conjunction with Humber & North Yorkshire ICB was undertaken in 2024/25, with Community First Yorkshire continuing to provide infrastructure support from April 2025. The team also continues to work with partners such as Two Ridings Community Foundation, The National Lottery and other stakeholders to identify issues and concerns and develop joint responses as appropriate.

3.14 Work commenced on developing the NYC voluntary sector 'offer', including a Council wide review on service areas working with the voluntary and community sector in Q1 2025/26. It is anticipated that this will outline how the Council will collaborate and partner with the sector, and our approach to investment, including access to grants and funding opportunities, and capacity and capability building activity.

Social regeneration

3.15 UKSPF (Communities & Place)

3.16 The Localities team continued to take on the lead role in the collection of monitoring and evaluation information from the projects which have been funded through the Communities strand of the Council's UK Shared Prosperity Fund (SPF) programme. Following the success of the UKSPF Village Hall and Community Building Fund, additional funds were secured through the Mayoral Investment Fund. A pipeline of 20 projects worth £600,000 are now able to go ahead, building upon the hard work and success of the original SPF programme. Discussions about Year 4 UKSPF monies are currently ongoing.

3.17 Community Partnerships

The team continues to develop the ambition of supporting local partnership and multi-agency working through the establishment of local Community Partnerships, focussing on principal towns and surrounding areas, and reflecting natural communities.

3.18 This roll out of Community Partnerships continues to take a phased approach. There are four established Partnerships following the pilot work – Easingwold & Villages, Uredale, Forest and Dale and We are Sherburn, which are all developing and delivering priority projects that the partnerships have identified. The fifth pilot - Leyburn and Middleham Partnership (which has existed for a number of years) - has spent some time exploring its function and has been reinvigorated and relaunched as Mid Wensleydale Community Partnership. Ten potential new partnerships are also being explored with member support.

3.19 Town Investment Plans

The team has been supporting colleagues from Regeneration on developing the Town Investment Plans programme, a co-ordinated approach to regeneration and investment across the county. The plans will align with the 'Local Action Plans' being developed through the Community Partnerships programme and could act as a catalyst to the formation of partnerships where they don't currently operate. They will be created over the next three years, with significant engagement with local stakeholders, community groups and business networks to ensure a collaborative approach to identifying the investment needs of each town.

4.0 PARISH LIAISON AND LOCAL DEVOLUTION UPDATE

4.1 North Yorkshire Council is one of only 6 councils with over 200 Parish Sector organisations within its boundary and is unique in having twice as many as the next nearest council with over 600.

4.2 Working closely with Legal and Democratic Services, the Parish Liaison and Local Devolution Team works alongside the county's Parish Sector organisations offering a range of support including the development and implementation of the Parish Charter; arrangements for effective engagement, consultation and parish liaison; and providing a single 'front' door interface for town and parish councils.

4.3 The team is also responsible for managing the Council's corporate arrangements for the devolution of council assets and services to town and parish councils and community

groups and the Council's statutory Community Rights responsibilities including Assets of Community Value and Community Right to Challenge.

Parish Charter

- 4.4 In 2024/25 a review of the Parish Charter was undertaken and reported to the Parish Charter Working Group on 11 November 2024, this included a review of the commitments within the charter and how they were being applied. The working group supported the work to date and the action plan.
- 4.5 A further review is being undertaken in 2025/26 to embed the Parish Liaison work that has been developed within the Charter. This will also confirm and further develop/embed commitments within the Charter throughout NYC and will help establish baseline information for performance and service monitoring.

Parish Liaison

- 4.6 The work to develop Parish Liaison in 2024/25 included the establishment of a programme of area-based Parish Liaison drop-in sessions/meetings. These took place across North Yorkshire with the main Parish Liaison meetings supported by Democratic Services, Highways and Planning. They have been extremely well attended with representation, in person, from over 100 Parish Councils.
- 4.7 In 2025/26 there will be a review of format and content, and a regular programme of further meetings will be organised commencing late summer 2025.
- 4.8 A regular update to all Parish Councils started in August, this is now monthly and brings together all information relevant to Parish Councils from across NYC. At the end of 2024/25 there had been 7 updates distributed. Separate e-mail updates for individual services were also introduced to ensure consistency and accuracy and at the end of 2024/25, 21 Council communications had been sent out.
- 4.9 A single Parish Liaison contact e-mail address for Parish liaison and Democratic services was introduced in August that has been extremely successful with over 300 e-mail enquiries dealt with by the Parish Liaison Team. The single e-mail contact also provides a consistent point of contact for Parish Councils for services to have a consistent consultation/contact with Parish Councils with support from the Parish Liaison Team.

Parish Consultation Panel

- 4.10 In 2024/25 a representative group of Parish/Town/City Councils and Parish Meetings was established to provide regular informal dialogue with the Parish Sector. This panel has been consulted regularly on a range of issues with the latest being content and format for a dedicated Parish Council web site web pages etc. as well as broader Parish Liaison activities.

Parish Portal/Parish Website

- 4.11 From December 2024 the Parish Portal became unsupported and therefore was unavailable to existing Parish Councils. The Parish Liaison Team successfully supported the transition of Parish Councils to the Customer Portal for Highways reporting.
- 4.12 A dedicated Parish Council website is being developed that will be available in 2025/26.

Local Devolution

- 4.13 In 2024/25 the work to support and empower town and parish councils and community groups focused on the double devolution pilot proposals. Progress has been dependent on the availability of information due to restructures and the capacity of Parish Councils to develop and submit full business cases. Following detailed operational discussions, revised, and in some cases reduced, proposals have emerged with larger proposals including elements of asset transfers with smaller service-based proposals and double devolution proposals at varying stages of development. There is one double devolution proposal due for agreement that will be reported by the Assistant Director for Local Engagement in June 2025. This will also include a review of all approved Expressions of Interest and recommendations for future arrangements.
- 4.14 The Parish Liaison Team has been working to develop a new Community Asset Transfer process and a consistent approach to devolution proposals for Parish Councils and Community Groups with Property Services, this will be completed in 2025/26.

Community Rights

- 4.15 The transfer of responsibility from the previous district area based transitional arrangements took place in 2024/25. A single NYC e-mail and contact form was introduced together with a central assessment and decision-making process introduced.

5.0 MIGRANT PROGRAMMES UPDATE

- 5.1 The Migrant Programmes Team brought together a number of existing refugee and asylum seeker programmes alongside the Home for Ukraine programme to form a single integrated service and is positioned in the Localities Service.

Integrated Community Support

- 5.2 In partnership with a range of voluntary sector organisations, work has continued around the Swift initiative, built on the successful Pomoc programme that operated in the former Scarborough and Ryedale areas, which aims to welcome and empower migrant communities across North Yorkshire. By enabling equitable access to services and encouraging wider social connections, individuals and families will be supported to positively re-build their lives. Lottery Funding has now been secured and the scheme will be launched in April 2025, with place-based partnerships now developing in Scarborough, Selby and Harrogate/Knaresborough to collectively support identified needs in those communities.

Resettlement

- 5.3 As of 31 March 2025, North Yorkshire has resettled 484 persons (97 households) under the Afghan resettlement schemes (since August 2021). From that figure, 43 persons (nine households) had moved out of county. Over half of the households are being accommodated in Ministry of Defence Service Family Accommodation on three-year leases. North Yorkshire Council will be responsible for re-housing those families should they wish to remain in North Yorkshire. Discussions will commence shortly with the families to ascertain where they would like to live in the UK and to plan to move the earliest arrivals out of the MOD properties.

The United Kingdom Resettlement Scheme (UKRS) is a scheme that can be used for the UK to respond to refugee crises anywhere in the globe and has been operational locally since February 2021. To date 180 people (46 households) have been resettled in North Yorkshire.

Integration support for the resettlement schemes arrivals continues to be provided in partnership with the Refugee Council with initial tenancy support being provided by North Yorkshire Council's dedicated refugee housing officers.

The MOD transitional facility at Catterick Garrison, to house Afghan families after arrival in the UK, prior to settled accommodation being identified for them, remains in place but will close in May 2025, with all families moved either into settled accommodation elsewhere in the UK or moved to other transitional MOD sites outside of North Yorkshire. North Yorkshire Council, in partnership with the Refugee Council, is supporting families during this time.

Asylum

- 5.4 Local Authorities have a statutory duty to provide school places for school-aged children and to carry out age-related assessments for those claiming to be below the age of 18. Other support and signposting is provided by Migrant Help, a Home Office contracted provider via a telephone helpline.

When asylum seekers are granted a decision, they have 56 days to leave the Mears accommodation (if the decision is positive), or 21 days where they have had a negative decision (unless they choose to appeal, in which case they are eligible to stay in the accommodation during this time). The Migrant Programmes team is developing move-on support options and other services to help with their long-term integration, where a positive decision is granted. Along with Housing Options staff a monthly meeting is now in place with Mears, the Home Office commissioned provider for accommodation, to discuss support requirements for individuals and families that have recently received a positive decision.

Homes for Ukraine

- 5.5 The number of individual Ukrainians arriving in North Yorkshire on this scheme, since March 2022 (as their first point of arrival) is 1598.

The Ukraine Permission Extension Scheme (UPE) launched in February 2025, which, if granted, gives guests a further 18 months visa to stay in the UK. In North Yorkshire, to the end of March 2025, there has had 1 approved application and a further 19 applied for¹. North Yorkshire Council is not provided with information relating to guests that have moved to different accommodation.

With support from North Yorkshire Council, guests continue to move on from their UK sponsors. Many have been successful in securing private rental accommodation (177 individuals) and social housing (13 individuals). In addition, 76 individuals have left the scheme and returned to Ukraine, although they are able to return to the UK during the time that their visa is valid.

¹ this information relates to guests still living with a UK sponsor

5.6 Translation and Interpretation

Translation and Interpretation contracts are now managed by the Migrant Programmes Team; this includes British Sign Language (BSL).

Across the Council, use of the contracts has increased in the last 12 months. The total cost of the services in 2023/24 was £167,000, increasing to £208,000 in 2024/25. The cost is covered by the services that access it.

To improve internal processes, the team has created a training package to ensure all Council staff know how and when to access translation and interpretation services.

Working with the Transformation team, an Artificial Intelligence (AI) translation tool has been piloted, ready for imminent launch next financial year. Although it will not be possible to use this tool for all translations, it is anticipated that it will provide an overall saving against this element of the service.

6.0 **PROGRESS IN THIRSK AND MALTON AREA**

6.1 2024/25 marked a significant milestone for Thirsk Youth Club as they acquired their own building at The Blacksmiths in the town centre. The organisation has been thriving in recent years, working closely with the Communities team and Community First Yorkshire to develop a clear organisational and fundraising development plan. Following a successful stakeholder engagement event in Autumn, the club have secured funding from the National Lottery and the Fire Police and Crime Commissioner, among others, to create a strong foundation for their mission of supporting young people in the area.

6.2 In Kirkbymoorside, there are two exciting community-led initiatives that the Communities team is involved with. Firstly, the development of a local CAO, Kirkbymoorside Community Support Group, which has been working closely with the NYC-commissioned Growth Plan and subsequent successful application to the Mayoral High Street Fund. They have also launched a community information website and are planning a new music festival for the town. Secondly, the former children's centre building has been transferred to the primary school to develop a community hub, working with partners to support those with special educational needs and help children and families become school-ready.

6.3 A group of leading voluntary sector agencies and Pickering Library have rebranded and launched the monthly Pickering Connect session, held on the first Thursday of each month. This session offers a one-stop opportunity for the public to engage with support services, the town and North Yorkshire councils, and learn about various activities.

6.4 The Forest and Dale Community Partnership, one of the five pilot community partnerships, has been driving significant community action around one of their key priorities: flood prevention. The partnership successfully secured £20,000 in feasibility funding from UKSPF for 2024/2025. This has led to substantial learning, investment in flood risk reduction measures, and the involvement of pupils at a local primary school in naming road grips and setting up a choir to raise awareness. The partnership also planned a successful community event that raised awareness and recruited more volunteers to help maintain and monitor the completed works. Another subgroup is focusing on Rural Parish Council

Sustainability, bringing in key partners from the Yorkshire Local Councils Association and the Parish Liaison and Local Devolution team.

- 6.5 The Communities team continued to work with the Filey Community Partnership who are approaching their first Annual General Meeting (AGM) in early 2025/26. They have recently recruited two new members and are working on a range of projects with NYC, Filey Town Council, and the broader community. The team are also supporting Filey Area Community Connectors Forum which was set up in February 2025 with the aim of giving those working in and with local communities an opportunity to meet others who are working in the same spaces and places to share ideas, information, contacts, and learning.
- 6.6 Malton and Norton Area Partnership (MNAP) commenced a vision and governance review in 2024/25 to ensure that they are best placed to support the communities of Malton and Norton in the future. They are considering a range of ways to be able to reach more people and have started a helpful newsletter for residents.
- 6.7 In early 2025/26, the Malton and Norton Rotary Club held its annual Involve event in Malton which gave the Communities team a chance to work in partnership with Community First Yorkshire to convene the local community and voluntary sector and raise awareness around the range of support that communities can access. The event attracted around 40 organisations and groups and had excellent footfall.

7.0 ALTERNATIVE OPTIONS CONSIDERED

- 7.1 As this is an update report, no alternative options were considered.

8.0 FINANCIAL IMPLICATIONS

- 8.1 No financial implications to note.

9.0 LEGAL IMPLICATIONS

- 9.1 No legal implications to note.

10.0 EQUALITIES IMPLICATIONS

- 10.1 No equalities implications to note.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 No climate change implications to note.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 As part of annual reporting arrangements to Area Committees, Members are asked to review and note progress made by the Localities service in 2024/25.

13.0 RECOMMENDATIONS

- i) It is recommended that Members note the content of this report, outlining progress of the Localities service in 2024/25.

Rachel Joyce
Assistant Chief Executive – Local Engagement
County Hall
Northallerton
4 June 2025

Marie-Ann Jackson – Head of Localities
Adele Wilson Hope – Communities Area Manager (East)
Paddy Chandler - Locality Lead (Thirsk, Whitby and the Moors) & Karen Atkinson – Locality Lead
(Scarborough, Malton and the Vale)

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Support for parish councils

Parish Liaison and Local Devolution

North Yorkshire Council is one of only 6 councils with over 200 Parish Sector organisations within its boundary. There are 600 parish councils in North Yorkshire, twice as many as the next nearest council.

Working closely with Legal and Democratic Services, the Parish Liaison and Local Devolution Team works alongside the county's Parish Sector organisations offering a range of support including the development and implementation of the Parish Charter; arrangements for effective engagement, consultation and parish liaison; and providing a single 'front' door interface for town and parish councils.

The team is also responsible for managing the Council's corporate arrangements for the devolution of council assets and services to town and parish councils and community groups and the Council's statutory Community Rights responsibilities including Assets of Community Value and Community Right to Challenge.

Parish Charter

A review of the Parish Charter has been undertaken, this included a review of the commitments within the charter and how they were being applied.

A further review is being undertaken in 2025/26 to embed the Parish Liaison work that has been developed within the Charter, this will confirm and further develop/embed commitments within the Charter throughout NYC and will help establish baseline information for performance and service monitoring.

The Parish Charter commitments form the basis of the Parish Teams work on behalf of Parish Councils (Parish Liaison)

Parish Liaison

Parish Liaison drop-in sessions/meetings took place across North Yorkshire with the main Parish Liaison meetings supported by Democratic Services, Highways and Planning. They have been extremely well attended with representation, in person, from over 100 Parish Councils

There will be a review of format and content, and a regular programme of further meetings will be organised commencing late summer 2025.

A regular update to all Parish Council started in August, this is now monthly and brings together all information relevant to Parish Councils from across NYC. There have been 7 updates distributed

Separate e-mail updates for individual services were also introduced to ensure consistency and accuracy. At the end of 2024/25, 21 Council communications had been sent out

A single e-mail address for the Parish Liaison team was introduced which has been helpful in assisting Parish Councils to contact appropriate services.

Parish Consultation Panel

A representative group of Parish/Town/City Councils and Parish Meetings has been established to provide regular informal dialogue with the Parish Sector.

This panel has been consulted regularly on a range of issues with the latest being content and format for a dedicated Parish Council web site web pages etc. as well as broader Parish Liaison activities.

Parish Portal/Parish Website

The Parish Liaison Team have successfully supported the transition of Parish Councils from the Parish Portal to the Customer Portal for Highways reporting.

A dedicated Parish Council website is being developed that will be available in 2025/26.

Local Devolution

In 2024/25 the work to support and empower town and parish councils and community groups has focused on the double devolution pilot proposals. Progress has been dependent on the availability of information due to restructures and the capacity of Parish Councils to develop and submit full business cases

The Assistant Director for Local Engagement will be reporting in June 2025, and this include a review of all approved Expressions of Interest and recommendations for further devolution proposals.

The Parish Liaison Team is working to develop a new Community Asset Transfer process and a consistent approach to devolution proposals for Parish Councils and Community Groups.

Community Rights

The transfer of responsibility and information from the previous area-based transitional arrangements took place in 2024/25. A single NYC area e-mail and contact form was introduced together with a central assessment and decision-making process introduced. The team now have dedicated support and advice for Parish Councils and community groups and are working to develop new structures, policies, procedures, etc and will include the anticipated changes to the Assets of Community Value and Community Right to Challenge legislation.

Standards Complaint Statistics – 1.4.23 to 31.3.24

Updated 7 March 2025

North Yorkshire Council (NYC) is a unitary authority which came into being on 1 April 2023 (Vesting Day) following local government reorganisation. There is therefore no recorded information held for North Yorkshire Council prior to 1 April 2023 as NYC was not in existence at that time.

The Monitoring Officer and Deputy Monitoring Officer support the Council's Standards and Governance Committee in promoting high standards of conduct within the authority, including the handling of complaints that an elected/voting co-opted Member of North Yorkshire Council or one of the parish and town councils in the county may have breached the relevant code of conduct for Members ("standards complaints"). References throughout to "the Monitoring Officer" include reference to the Deputy Monitoring Officer.

Within North Yorkshire there are currently:

- 729 Individual Parishes
- 412 Parish and Town Councils, including Harrogate and Scarborough
- 160 Parish Meetings; and
- 90 NYC councillors.

National context

- NYC has the largest number of parish and town councils of any local authority in the country
- The next nearest council has 327 – Somerset Council
- 51% have less than 30
- 97.5% of councils have less than 200
- There are only 6 councils with over 200 parish councils
- Only 2 councils have over 300 parish councils

North Yorkshire context

NYC is one of the largest local authorities in the country, in terms of geographic area, and there is a significant number of the smallest form of parish sector organisations, parish meetings (24%). Overall, parish sector organisations are generally smaller and charge a smaller precept (if any) than other similar councils. This uniquely larger number of parish sector organisations are spread over a significantly large rural area and generally have very limited resources.

- Within the NYC area the average precept charge is 75% less than the national average (£20,212)
- 46.6% of parish councils have total annual precept income less than £5k
- Only 5.6% (28) parish councils have total annual precept income more than £100k
- Only 4 (0.8%) parish councils have total annual precept income more than £300k

Context for standards complaint statistics

Complaints are recorded individually. The complaints recorded can therefore represent the same complaint from the same complainant against several members of the same council.

All complaints that a Member may have breached the relevant authority's code of conduct for Members ('standards complaints') are considered by the Monitoring Officer to ascertain they are suitable to progress to formal assessment by the Monitoring Officer in consultation with an Independent Person for Standards, in accordance with the Council's standards complaints procedure. The procedure explains the circumstances whereby a complaint will not generally progress to a formal assessment. The initial consideration by the Monitoring Officer will ensure that there is an appropriate, proportionate, balance between maintaining high ethical standards and protecting the public purse and Council resources in terms of officer, Member and Independent Person time spent in handling standards complaints. For the purposes of the statistics, the pre-

assessment consideration outcomes by the Monitoring Officer are included in the figures for overall assessment outcomes.

On a formal assessment, the Monitoring Officer will consider, in consultation with the Independent Person, whether a complaint falls within jurisdiction, disclosing a potential breach of the Code and, if so, whether the complaint warrants any further action being taken in relation to it. The Council's standards complaints procedure provides wherever possible the Monitoring Officer will seek to resolve a complaint informally without the need for formal investigation or referral to the Standards and Governance Committee.

The assessment is not an investigation and makes no determination as to the truth or otherwise of the allegations. All formal standards complaints must go through this initial filter stage (unless the substance of the complaint has previously been considered under the Standards and Governance Committee Protocol regarding Unreasonably Persistent/Vexatious Complainant behaviour).

The Standards and Governance Committee would only be involved at assessment stage if the Monitoring Officer had a conflict of interests or if the Monitoring Officer considered that assessment by the full Committee would be appropriate. This is set out in the standards complaints procedure. Further information is published on the Council's website - [Councillors' code of conduct | North Yorkshire Council](#).

The Council's standards complaints procedure also provides that for matters referred for investigation, the officer nominated to investigate the matter will produce a report which is sent to the parties and the Monitoring Officer. The report will conclude with a recommendation as to whether, on the balance of probabilities, it is considered that there is evidence of a breach of the Code.

Where evidence of a potential breach of the Code is found by the investigating officer, the Monitoring Officer will review the report and consult the Independent Person as to whether local resolution may be possible and, if it is believed so, the Monitoring Officer will consult the parties. If any suggested resolution is not agreed or informal resolution is not appropriate, the complaint will be referred to a Hearings Panel of the Standards and Governance Committee for consideration and determination.

Standards complaints statistics

Total Number of Standards Complaints Brought for the Period 1.4.23 – 31.3.24

174

Complaints by Type of Subject Member

145 complaints received which related to parish/town councillors

29 complaints received which related to NYC councillors

Assessment Outcomes

140 complaints were assessed to require no action:
116 re parish/town councillors; 24 re NYC councillors

5 complaints were dealt with by way of informal resolution
3 re parish/town councillors; 2 re NYC councillors

28 complaints were referred for investigation
25 re parish/town councillors; 3 re NYC councillors

1 complaint was not pursued, withdrawn, or otherwise
closed concerning a parish/town councillor

Number of complaints referred for investigation

28 complaints referred for investigation

Outcome of Investigation Reports

2 investigation reports found no evidence of a breach of the Code
both relating to a parish/town councillor

16 investigation reports found evidence of a breach of the Code
13 re parish/town councillors; 3 re NYC councillors

0 complaint investigation reports where the Monitoring Officer and
Independent Person for Standards agreed the matter should be resolved
informally

16 complaint investigation reports where the Monitoring Officer and Independent
Person for Standards agreed the matter should be referred to the Standards and
Governance Committee Hearings Panel for determination

Note: The final investigation report outcomes for the 2023/24 municipal year cannot yet be confirmed, as there are **10** ongoing investigations concerning complaints that were brought within that time period. It is therefore not yet known if any further complaints will be referred to the Hearings Panel for determination.

Determinations by Standards and Governance Committee Hearings Panel

16 complaints referred to the Hearings Panel for determination

11 of those complaints - no breach of the Code was found

5 of those complaints - a breach of the Code was found

16 complaints considered by the Hearings Panel were subject to recommendations being made to the relevant authority

15 complaints were considered and determined by the Hearings Panel in private

Note: The final number of determined complaints for the 2023/24 municipal year cannot yet be confirmed as there are **10** ongoing investigations concerning complaints that were brought in that time period, the outcomes for which have not yet been determined. The Council will update its statistics as complaint outcomes are determined.

Sanctions by Standards and Governance Committee Hearings Panel

5 complaints where a breach of the Code was found

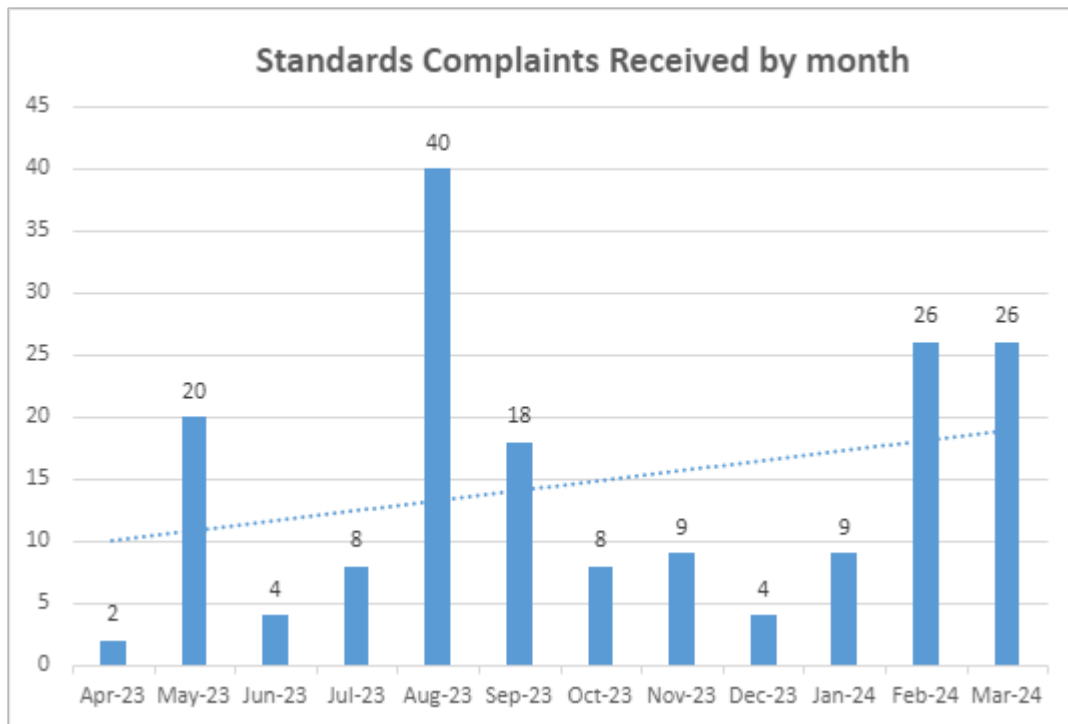
4 of those complaints where sanctions were imposed/recommended

1 of those complaints where a censure of the subject Member was imposed/recommended

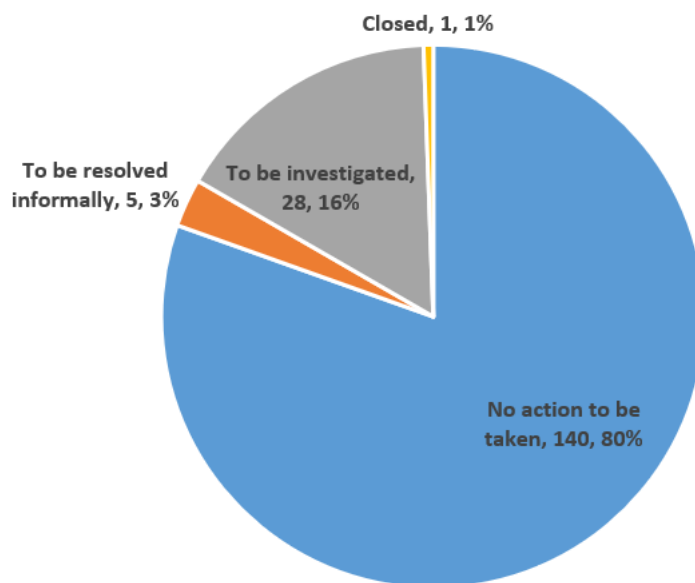
2 of those complaints where an apology from the subject Member was imposed/recommended

2 of those complaints where training for the subject Member was imposed/recommended

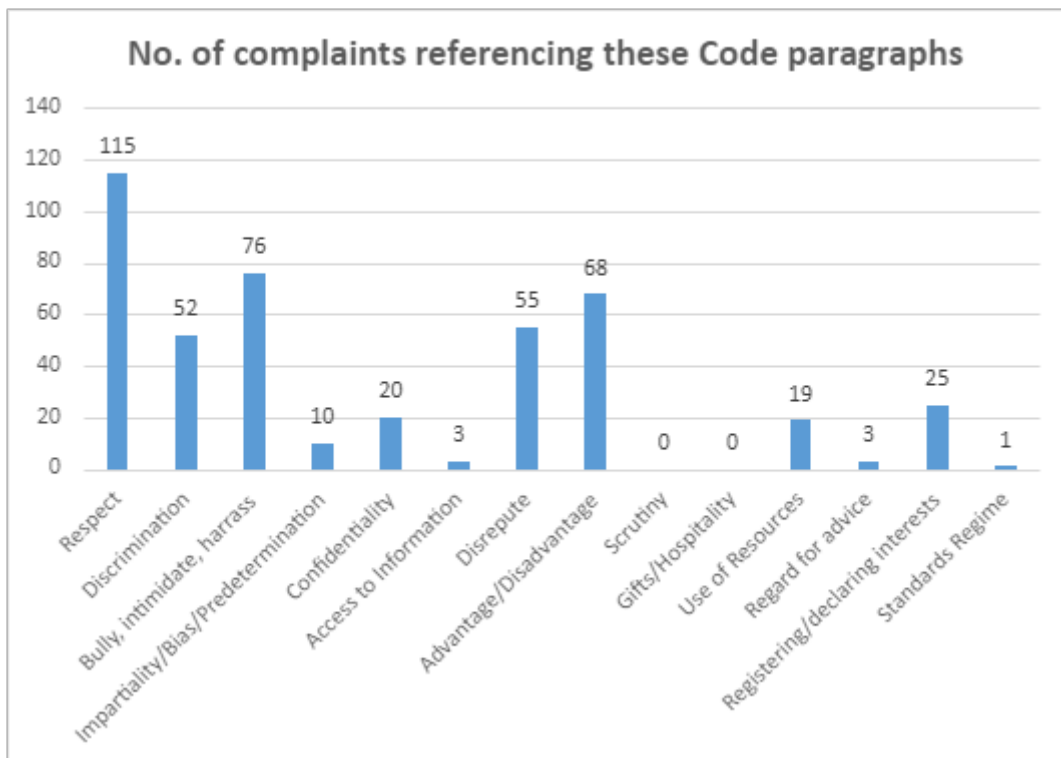
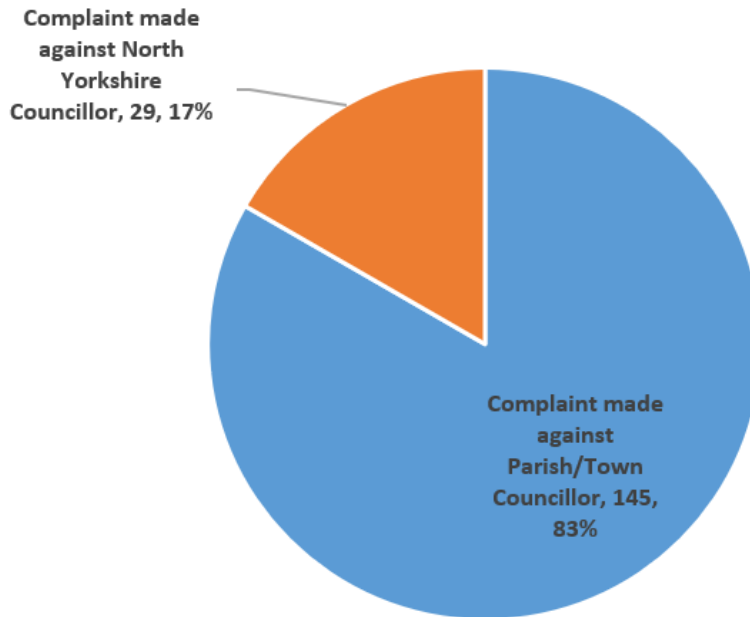
0 where a recommendation was made to the subject Member's Group Leader for the subject Member to be removed from committees/sub-committees

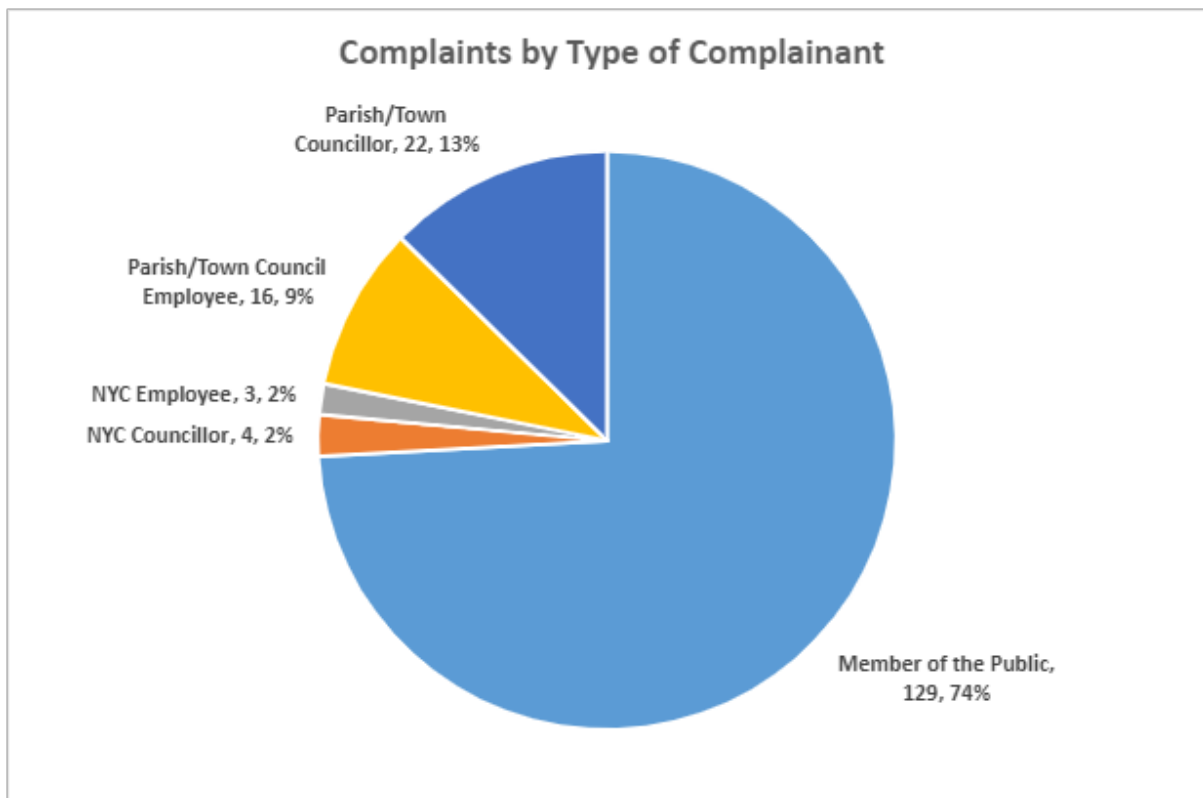
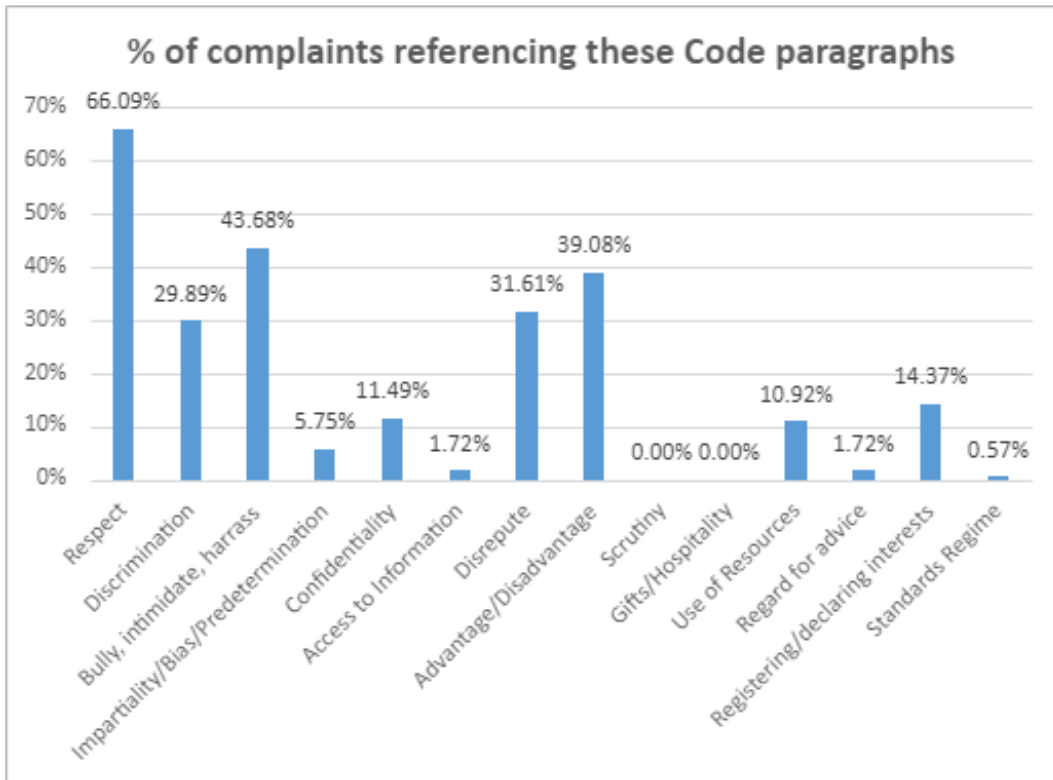


Complaint Outcome - All Complaints



Comparison of Complaints made against North Yorkshire Councillors and Parish/Town Councillors





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