



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, 5 December 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. **Apologies for absence**
2. **Minutes of the meeting held on 26 September 2025** (Pages 3 - 14)
To approve the minutes of the previous meeting.
3. **Declarations of interest**
4. **Public questions/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 Monday, 1 December 2025, three working days before the day of the meeting. Each speaker should limit themselves to three 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.
5. **Update by the local MPs** (Pages 15 - 16)
Kevin Hollinrake, MP for Thirsk and Malton and Sir Alec Shelbrooke, MP for Wetherby and Easingwold.
6. **Youth Councils**
Verbal introduction to and update on the work of Youth Councils.
7. **CIL and S106** (Pages 17 - 42)
Briefing note from the agenda for 26 September 2025 recirculated for reference.

8. **Work programme** (Pages 43 - 44)
9. **Items for information only**
- 9a **Briefing note on GP surgeries** (Pages 45 - 50)
- 9b **Briefing note on business banking services in the Committee area** (Pages 51 - 54)
- 9c **Quiet lanes** (Pages 55 - 68)
10. **Any other items**
Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.
11. **Date of next meeting**
10am on Friday, 27 March 2026.

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

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

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Barry Khan
Assistant Chief Executive
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Northallerton

Thursday, 27 November 2025

North Yorkshire Council

Thirsk and Malton Area Committee

Minutes of the meeting held on Friday, 26 September 2025 commencing at 2.00 pm.

Councillor Nigel Knapton in the Chair and Councillors Joy Andrews, Lindsay Burr MBE, Sam Cross, Gareth Dadd, Keane Duncan, Caroline Goodrick (remote), George Jabbour, Steve Mason, Janet Sanderson and Greg White.

In attendance: Councillor Carl Les

Officers present: Shaun Berry – Head of Sustainability and Environment, Ellie Hook - Howardian Hills National Landscape Manager, Nicki Lishman - Senior Democratic Services Officer, Howard Wallis – Principal Regeneration Officer (remote).

Other Attendees: Chief Inspector L McNeill and Inspector M Dennison – North Yorkshire Police

Apologies: Councillors Alyson Baker, Dan Sladden, Michelle Donohue-Moncrieff and Malcolm Taylor

Copies of all documents considered are in the Minute Book

1 Apologies for absence

Apologies for absence were received from Councillors Alyson Baker, Dan Sladden, Malcolm Taylor and Annabel Wilkinson.

2 Minutes of the meeting held on 13 June 2025

Resolved

That the minutes of the previous meeting of the Thirsk and Malton Area Committee held on 13 June 2025 be confirmed and signed by the Chair as a correct record.

3 Declarations of interest

Councillors George Jabbour and Caroline Goodrick declared an interest for the purposes of transparency in item 7 as Chair and Vice Chair respectively of the Howardian Hills National Landscape Joint Advisory Committee. Councillor Jabbour also declared an interest as a member of the North York Moors National Park Authority.

Councillor George Jabbour joined the meeting at 2.10 pm, having previously tried to join remotely.

Councillor Keane Duncan joined the meeting at 2.15pm.

4 Public questions or statements

There were three public questions. **Page 3**

From Richard Crabtree

Good afternoon, Chair and Councillors.

I speak on behalf of parents from Sheriff Hutton and nearby villages about school transport to Outwood Academy Easingwold. We urgently need your help.

Children from our villages have had transport removed not once but twice, leaving those already settled into their new school without a way to get there.

This time last year, parents applied for secondary places. Most chose their catchment school, as they always had. We received no direct email or letter warning of any change, and your website continued to reference catchment schools in four places until March this year. Officers have acknowledged those errors, but parents made their choices in good faith, unaware the rules had changed.

On 3 March 2025, allocations were confirmed. Our children were accepted into their catchment school, preparations began, and families had every reason to assume transport would be provided.

Then, on 23 May, the bombshell landed. Parents received an email saying transport had been withdrawn under the new policy. No one in the village knew. Appeals followed, but two days before the end of term we were told that no paid-for passes would be available either, leaving children stranded.

At the eleventh hour, Outwood Academy arranged passes through Morse Coaches for this year only. But last Friday, parents were told that provision has been withdrawn. The costs are prohibitive, and North Yorkshire Council refuses to contribute. From October, our children will have no way to reach the school they have already started at and settled in to.

This pattern - poor communication, sudden policy bombshells, last-minute U-turns - has caused enormous stress and disrupted children's education. Officers were warned this policy would harm rural families, and here is the evidence. Yet nothing will change until 2028. By then, I fear villages like Sheriff Hutton may have no young families left. This is the kind of example our MP Kevin Hollinrake was taking about when expressed his concerns.

With all this in mind I ask the council to:

Recognise the exceptional circumstances here and work with the school and coach company to find an urgent solution so these children are not left stranded.

Restore the policy review to its original timing, so it begins this year, not next, and avoids further harm to rural villages like ours.

These children cannot be left in the lurch. We need action now. And I'd be keen to hear your views as our councillors on how to solve this.

Response from Amanda Fielding, Assistant Director Inclusion

Thank you to Mr Crabtree for your statement and questions.

The Council's Home to School Travel Policy was adopted at the meeting of the Full Council in July 2024 and was implemented with effect from 1 September 2024. The policy aligns the council's arrangements with the Department for Education's Statutory Guidance for home to school travel, including the main eligibility criteria which is that assistance is provided to the nearest suitable school with available places.

In adopting the policy, the Council determined that it should be implemented on a phased basis such that any pupil with existing eligibility for transport would not be affected. Whilst the Council acknowledged that this would result in pupils in individual areas having eligibility

to different schools this was considered preferable to the potential impact upon an individual pupil's education by the potential requirement to change schools. It is not true to say, therefore, that the Council has withdrawn assistance with travel from any pupil. The Council remains committed to meeting its statutory obligation to providing assistance with travel to all pupils who have eligibility.

The Council's consideration of the policy was preceded by an extensive consultation exercise about the policy proposals. All primary schools in the county were notified about the consultation and were asked to notify parents. The exercise was also promoted on the council's website, via its social media channels and via local media outlets.

Following the implementation of the policy, the council's website was updated to ensure that information was available to parents about its implications. For example, an online tool was provided to assist parents in identifying their nearest suitable schools. This information was made available on the web pages providing information about school admissions, and those completing applications for school places after 1 September 2024 were asked to confirm that they had considered the implications of the revised policy when making their application.

Whilst it is acknowledged that some pages on the council's website did contain old information about the previous policy, analysis of the use of the website has indicated that those specific pages were accessed on only a relatively small number of occasions. The council does not believe, therefore, that parents were misled through the continued existence of that information.

All pupils who were allocated a new school place to start in September 2025 had their eligibility for assistance with home to school travel assessed in accordance with the 2024 policy, and eligibility was not provided to pupils who are not attending their nearest suitable school where places were available at the point that places were allocated. Where pupils attend a school other than their nearest suitable school with places available then it remains that parents are responsible for the arrangements for their children's travel to school.

The council is not able to comment about any arrangements which have been established by schools but subsequently withdrawn.

In response to the specific questions raised:

The council's policy provides only limited discretion for the provision of assistance to pupils who have been determined as being not eligible for assistance, e.g. including where paid permits are offered where there is spare capacity on existing NYC contracted transport. The council remains committed to undertaking a Post Implementation Review of the implementation of the policy in accordance with the commitment provided at the meeting of the Full Council on 24 July 2024 and a report on this will be presented in autumn 2026.

Mr Crabtree then asked the following supplementary question.

At this point, I think the relevant point is that this is about taking responsibility for the acknowledged errors by the Council in, in which you've left. Children have already started.

Their new school stranded the Council's own failings, which have been acknowledged through the appeals process, have kind of have created this problem. I understand that you know that.

Hiding behind policy savings targets and the review being pushed to 2026 means nothing will change until 2028, with three more years of damage and whoever is here and in in in the seats here in this room will then be picking up.

There are 13 more families who are currently in the admissions window from Sheriff Hutton this year and they're left in the lurch. They have total uncertainty about what this means for the future of their children's education.

So, I would ask, and Sheriff Hutton residents would ask for two things, recognise and act on the exceptional circumstances this year for the families of Sheriff Hutton and start the post implementation review this year, as promised in the to the families in villages like I was. Otherwise, it's knowingly allowing harm to come to rural communities and families.

From Chris Wilson

Policy Review Delay

Chair, Members,

I am speaking today on behalf of parents in North Yorkshire who continue to be let down by the council's handling of the Home to School Transport policy.

When this policy was voted through in July 2024, councillors were promised a post-implementation review in 2025, with a working group. These safeguards were written into the official papers and intended to mitigate the clear risks to rural families.

Officers themselves acknowledged in the Equality Impact Assessment that rural communities would be disproportionately affected.

Disgracefully, this promise has been broken. Officers have delayed the review to start in 2026 and report in 2027. That means no changes can be actioned until September 2028 at the earliest. In the meantime, the flaws in this policy will continue to damage families and schools for years.

At last week's Scrutiny Committee, councillors in this room had the chance to challenge this but failed to act. The broken promise of a 2025 review went largely unchallenged, the mitigation of harm to rural families was effectively abandoned and attempts by opposition councillors to create a mechanism for input on the scope and independence were quashed. As was said on the day, the officers who have engineered this mess have been left to mark their own homework. Bizarrely, officers dismissed the idea of independent oversight as "dangerous." For them, maybe - but not for the rural families relying on this review to correct injustices in appeals hearings week in, week out.

So I ask you, Members here today:

Do you find it acceptable that a written promise, which was the basis of the Full Council vote, has been reneged on without debate or consultation and understand that by refusing independent oversight and stakeholder involvement, this review has already lost all credibility with the very families it is supposed to reassure.

Chair, Members, this is not just about transport policy. It is about trust in this council. Trust that was already fragile - and which has now, frankly, been shattered. Unless councillors here begin to stand up, hold officers to account, and insist on keeping promises, that trust will not be rebuilt.

Response from Amanda Fielding, Assistant Director Inclusion

Thank you to Mr Wilson for his statement.

During the meeting of the Full Council on 24 July 2024 Councillor Wilkinson provided a commitment that she would commission a Post Implementation Review, to report in 2026. Given that that was the case, the council does not accept that there has been any delay to the proposed review.

The report relating to the Post Implementation Review will be presented to the Executive

during the autumn of 2026. If recommendations are proposed, then these may be subject to a consultation process and timescales set out in the Department for Education's Statutory Guidance for Home to School Travel. On this basis, a public consultation could be required during the spring of 2027, prior to the consideration of a revised policy by the Executive and Full Council before 31 July 2027. Should a revised policy be approved by the Council then it would be implemented with effect from 1 September 2027.

Mr Wilson then asked the following supplementary question.

I suppose my only comment on that would be that our understanding that was 2025, even if it is 2026 and 2027 when that comes through, you're still talking about another two years of uncertainty around this.

I still don't understand why it can't be done this year. It could have been possibly done in 2025, so I don't understand why that's not the case.

Combined response to the supplementary questions above from Jon Holden, Strategic Planning Manager

Thank you to both Mr Crabtree and Mr Wilson for their further questions to the Committee, the detail of both of which are noted.

The Post Implementation Review of the implementation of the Home to School Travel Policy will be undertaken in accordance with the commitment that was provided at the meeting of the Full Council on 24 July 2024, and the timetable that has subsequently been reported.

Parents and carers who are making applications for a school place for their children should continue to consider the information that is available on the council's website.

A briefing report about the Post Implementation Review was provided to the Council's Children and Families Overview and Scrutiny Committee at its meeting on 17 September. A copy of that report can be accessed utilising the following link: [North Yorkshire Council](#)

From Simon Thackray

The council report states:

"5.3 There are CCTV cameras at Malton and Norton (33), Pickering (12), Kirkbymoorside (1) owned by Ryedale Cameras in Action which are managed by the CCTV Control Room at Scarborough, and 12 cameras at Thirsk from 1 September 2025 managed by the 24-hour CCTV service at Harrogate.

5.4 CCTV Performance

In the period 01/04/2024 to 31/08/2025 (days), the Ryedale Cameras in Action cluster dealt with 223 incidents, undertook 87 evidential reviews and produced 63 pieces of evidence."

Question:

There are CCTV cameras in Malton and Norton which could help Trading Standards enforce the 7.5-tonne weight restriction over Norton level crossing. This restriction is vital to protect public health from the damaging effects of air pollution.

Of the 63 pieces of evidence produced by Ryedale Cameras in Action between 1 April 2024 and 31 August 2025, how many resulted in enforcement, or prosecution of individuals, for breaches of the 7.5-tonne weight restriction over Norton level crossing?

Response from Julia Stack, Community Safety & CCTV Manager

The evidence produced during the period identified has not been used in relation to any enforcement, prosecution of the 7.5 tonne weight restriction over Norton crossing.

The camera at this location is a fixed camera and looks in the direction of Norton over the

crossing and can pick up registration and vehicle information.

We have an additional camera that faces away from the level crossing looking across the bridge facing in the Malton direction. Visibility is not as good but can identify a vehicle if coming from Malton heading towards the crossing.

The CCTV service is currently working with colleagues within the Council to explore how the CCTV service can assist with the identification of vehicles that breach restrictions in specified areas, this work is ongoing.

Advice from colleagues within the NYC Bridges & Structures Team is that this is an environmental weight limit and would therefore likely come under the Area 4 Highways team. We do not have a structural weight limit on the adjacent bridge that would restrict vehicles below 44t gross weight, although we do generally limit abnormal load movements from crossing the structure.

Any surveillance undertaken has to be proportionate and in accordance with our policies and procedures.

Mr Thackray then asked the following supplementary question.

Highlighting the danger of noise pollution affecting the potential future occupants of the new houses subject to application reference 21/01115/MOUTE, for 645 houses at Norton Lodge, Norton, the NYC Environmental Health Officer wrote:

“Developers will be expected to apply the highest standards outlined in the World Health Organisation, British Standards and wider international and national standards relating to noise. As the applicant proposes some units with windows being kept closed for noise mitigation, this is not in line with the Ryedale Policy SP20. As such I cannot support this proposal.”

As we can see from the EHO’s statement, North Yorkshire Council now cites World Health Organisation noise-pollution standards in planning reports and decisions. By contrast, the council dismisses the WHO Global Air Quality guidelines as purely ‘aspirational’, in direct conflict with the views of the Royal College of Physicians and other equally emanant health organisations and professionals.

Question:

Given the proven harm caused by both noise and air pollution, will the Council now acknowledge the dangers of air pollution — even at very low concentrations — and give the WHO Air Quality Guidelines for the concentration of Nitrogen Dioxide in Malton and Norton the same weight it applies to WHO noise standards? In doing so, will the Council also enforce the 7.5-tonne HGV weight restriction over Norton Level Crossing to protect the health of the public with equal concern?

Response from Dr Kevin Carr, Scientific Officer and R Marr, Manager Area 4

The noise standards referred to from the World Health Organisation are community guidelines and the British Standards, again, are guidance. These are used to construct a response in the absence of statutory community noise limits. This is not the case for air quality, where there are statutory national air quality objective limits for the protection of human health. These statutory limits have precedence over guidance. This will continue to be the case until the UK Government replace or update them.

The 7.5t weight restriction will be added to our planned enforcement schedule once National Highways have erected to necessary advance warning signs on the A64.

5 Update by the local MPs

Sir Alec Shelbrooke MP submitted a written update, which was included with the agenda.

Kevin Hollinrake MP attended the meeting in person. Key issues discussed included:

- Home to school transport provision and the budget pressures faced by the Council
- The cumulative impact of a significant number of solar farms applications, the infrastructure associated with this and impact on tenant farmers in particular.
- Flag flying
- Challenges faced by the farming community due to the impact of the weather, volatility of prices, family farm tax and the withdrawal of the sustainable farm incentive.
- Challenges faced by the hospitality industry – Members drew attention to local businesses that were successfully reopening
- Continued support and campaigning for the duelling of the A64
- Holiday and second homes and the investment of the second homes premium in affordable homes
- Malton livestock market, funding and a solution to relocate the market
- A replacement for the Filey town bus service and possible support from the Mayor.
- Views on the provision of free parking and public toilets in local towns and the challenges of bringing seven variations of the same service together.

The Chair thanked Mr Hollinrake for his attendance.

6 Community safety and CCTV update

A member of the public asked a question and was responded to as in minute 4 above.

Officers from the Community Safety and CCTV teams presented an annual update on the work of the team.

The report outlined the focus of:

Community Safety Hub:

- Local issues and delivery – dealt with by joined up working with internal and external partners and multi-agency visits to the locations to provide engagement, awareness and evidence gathering where possible.
- Ongoing work to tackle local issues – including Community Protection Warnings, Acceptable Behaviour Contracts, Criminal Behaviour Orders, rapid deployment CCTV cameras, MAPS meetings and work with partners such as the Police and social landlords.
- Community Safety Hub tools and powers – use of tools and powers within the Anti-social behaviour, Crime and Police Act 2014
- Project/thematic work – knife bins, “Bleed kits” in the local market towns, events and education sessions around national awareness weeks, links with local Policing teams and work with schools.
- Community Safety Hub activity as per the Performance Framework - currently developing a Performance Framework to enable the Service to evidence performance against identifiable outcome measures

Community Safety Partnership

- Domestic abuse - a crucial role in addressing domestic abuse by ensuring early

- intervention, safeguarding and multi-agency collaboration
- Preventing and reducing serious violence - a multi-agency approach that focuses on early intervention, public awareness and targeted enforcement
- Night-time economy - to support the NYP Nighttime Economy Strategy
- Tackling hate crime and extremism - a multi-agency approach that prioritises prevention, intervention, and community resilience
- Prevent groups and Protect and Prepare groups - work together with partners, communities and businesses to prevent people from being drawn into terrorism, and to identify risk and vulnerability in relation to a potential terrorist attack in North Yorkshire
- Martyn's law - mandates that public premises with a capacity greater than 200 are better prepared for terrorist attacks and ready to respond

CCTV & CCTV performance

The future of CCTV across North Yorkshire was subject to further strategic review and transformation.

In the period 01/04/2024 to 31/08/2025, the CCTV Control Room in Northallerton monitored total of 134 incidents, 10 arrests, undertaken 29 reviews of footage and provided 22 copies of evidence to potentially be utilised for court proceedings; 13 of which were related to ASB.

For the same period the Ryedale cameras in Action cluster dealt with 223 incidents, undertook 87 evidential reviews and produced 63 pieces of evidence.

Officers from North Yorkshire Police presented crime statistics from 1 September 2024 to 31 August 2025.

The report included data on:

- Crimes per ward
- Violence against women and girls
- Retail crime
- Anti-social behaviour (ASB)
- Crime and ASB in Kirkbymoorside, Pickering and Filey.

North Yorkshire Police had seen a steady decrease in crime year on year and a decrease in a number of crime types.

Areas seeing an increase were Kirkbymoorside and Pickering around ASB and graffiti incidents in Malton and Norton.

Members questioned the actions taken against young people and the officers confirmed that the approach to dealing with young people has been the intent to try to not criminalise young people. Rather than arrest, charge and send to court, a load a whole raft of diversionary measures may be used such as one-to-one coaching, some form of work experience or any number of diversionary tactics. Many structures and mechanisms were predicated upon this approach. The intention with young people was not to punish but to break the cycle of offending and rehabilitate. However, more serious actions and sanctions were used when required.

Members with specific concerns were advised to contact the officers directly to discuss.

On behalf of the committee, the Chair thanked the officers for their reports.

Resolved

That the report be noted.

7 Howardian Hills management plan update

Officers presented an update on the National Landscape Management Plan which must be reviewed every 5 years.

The management plan was developed on behalf of North Yorkshire Council (as host authority) and was adopted by the council for the National Landscape to deliver. The management plan formulates policy for the management of the National Landscape area and for carrying out functions in relation to the National Landscape Area.

The Management Plan set out objectives for the next 5 years relevant to the conservation and enhancement of the National Landscape area to include:

- Climate
- Natural environment
- Historic environment
- Built environment
- Living and working
- Visiting

In addition, the Countryside and Right of Way Act 2000 (as amended in December 2023) placed a duty on all relevant authorities to 'seek to further the purpose of conserving and enhancing the natural beauty of the Area of Outstanding Natural Beauty'. The team was actively working with the Yorkshire Dales, North York Moors National Parks and the county's two National Landscapes, to understand and explore how we can most effectively comply with this duty.

Over the last 18 months officers had run workshops - four with experts in nature recovery and five on heritage housing, historic environment and tourism. In addition, there were two public meetings and an online public consultation.

The updated plan was now out for formal statutory consultation until 21 October 2025.

Members queried the possible conflict between national landscape status and housing allocations. National landscape colleagues were working with colleagues through the local plan process, but officers confirmed that they would liaise with Planning Policy colleagues and a written response to this query would be provided.

The Chair thanked officers for their presentation.

Councillor George Jabbour thanked the Manager and the team for their achievements during the life of the existing Management Plan.

Councillor Joy Andrews left the meeting at 4.10 pm.

8 Town improvement plans

The Principal Regeneration Officer explained that Town Investment Plans (TIPs) were strategic documents that would drive a long-term vision for economic growth and regeneration, support bids for external funding and identify a list of priority projects and investment opportunities that were realistic and deliverable.

The focus for Malton and Norton was on people and place to ensure the towns were safe, accessible and attractive for people to live, work and visit and support investment, tourism

and business. There was also a strong focus on environmental sustainability, climate change mitigation and resilience.

Examples of strategic suggestions include:

- A second platform at the train station, together with pedestrian cycle bridge and link path through to Norton
- The duelling of the A64 with new and improved junctions to help take some traffic out of the town centre
- Flood mitigation and resilience measures via partnership working with Yorkshire Water, the Environment Agency and inhouse teams
- A proposal for a Malton to Norton link road and bridge

Local regeneration initiatives and projects include:

- Proposals for improving the public transport interchange as a key gateway into Malton and Norton
- Other public realm enhancements along key routes such as Castle Gate, Norton Road, Church Street
- The link from Wentworth Street car park to Malton Market Place
- A focus on the need for improved and sustainable travel
- Green space improvements
- Making better use of the River Derwent
- Relocation or redevelopment of Malton Museum
- Relocation of the livestock market and freeing up the site for redevelopment
- Improving public realm in the town centre

The next steps would include:

- Targeted engagement with seldom heard from groups such as younger people, older people, disability groups and migrant groups
- Proposal to form a steering group to seek initial feedback.
- Shortlisting the list of projects that have come forward from the various studies and stakeholder engagement and identifying a defined list of realistic and deliverable projects. This will then go out to public consultation and engagement in approx. spring 2026
- Assess capacity and resourcing in terms of external funding, internal funding and other resources
- The aim is to have a finalised plan ready for endorsement summer next year.

Initial work on the Thirsk TIP has commenced and Filey, Pickering, Easingwold, Helmsley and Kirkbymoorside will follow in due course.

Members asked the officer how any future decisions would be made and what engagement would take place with local Members. They emphasised the need for elected representatives to have a strong say due to their accountability to constituents.

The officer confirmed that any final decisions would be made by the Council's Executive and/or Council but only after extensive consultation and engagement with all stakeholders.

The Chair thanked the officer for the update.

9 Briefing note on banking and cash handling services in the area

Members noted the information in the briefing note and requested a further update on the impact on local businesses of bank branch closures.

10 Work programme

Members considered the Committee's current work programme for the remainder of the municipal year.

Members requested more information as follows:

- The impact on local businesses of bank branch closures.
- Use the briefing note on S106 and CIL as the basis for a further report to explain the differences between S106 and CIL and for officers to respond to Members' questions

Resolved

That the work programme be noted and the agreed additions be included in the work programme for future consideration.

11 Reports circulated for information only

Agenda items 11a-11c were for information only.

Members were asked to submit any questions or requests for further information from the authors or Senior Democratic Services Officer.

12 Any other items

There were no items of urgent business.

13 Date of next meeting

The date of the next meeting was confirmed as 10am on Friday, 5 December 2025.

The meeting concluded at 4.55 pm.

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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 – 5 December 2025

I hope you'll forgive me for making this report usually but intentionally focussed on a national issue, but the overreach into the daily lives, activities and civil liberties of residents in Wetherby & Easingwold as proposed by the introduction of mandatory ID cards could be so profound – and unprecedented – that I want to spend some time mentioning it here.

The premise of the argument that ID cards are needed because of the government's inability to control our borders is a weak one. It is true that under this government the number of migrants entering the country illegally has grown exponentially, and consequently those working illegally in the so-called black market is growing at pace, too. However, ministers have failed to explain how mandating that every citizen in the UK must have a digital ID card will fix the problem of people employing illegal migrants.

Under the last government, I voted for the Immigration Act 2016 which introduced new measures to clamp down on companies employing migrants with no legal right to work in the UK. This developed the concept of a "Right to Work", prohibiting banks from opening accounts for those without leave to remain in the UK, extending a criminal offence for landlords who rent to illegal immigrants and strengthening penalties on companies and individuals who employ illegal migrants – increasing civil penalties up to £60,000 per illegal worker employed and criminal sanctions up to 5 years in prison.

Let me give you a live example of why ministers' justification of the need for mandatory ID cards to stop illegal working is a fallacy. A few weeks ago, the police and immigration enforcement officers arrested a foreign national for working illegally at a recently opened barber shop in our constituency. The law already requires the owner of this business to comply with 'Right to Work' checks, risking a fine of up to £60,000 per worker and a custodial sentence for not doing so. I fail to see how requiring an employer to ask for sight of an additional ID card will provide any greater deterrent to employing illegal migrants.

To solve this government's growing problem of illegal working, ministers merely need to enforce laws already in place under the Immigration Act 2016 and prosecute those guilty of employing illegal workers. In our region, only 620 arrests were made in the first 12 months of this government with no evidence of maximum penalties being imposed.

I do not believe the government's track record in developing computer programmes, databases and protecting personal data would convince anyone that the state holding – digitally - the personal details of every citizen in the land is a good idea. The last nationwide computer programme

introduced by government was Horizon, and we all know how that affected innocent sub-Postmasters in our Post Offices.

Finally, major employers such as Jaguar Land Rover fell victim to a large cyber-attack in recent weeks, alongside childcare providers across the UK. As Vice-President of the NATO Parliamentary Assembly, I regularly raise the need for allied nations to take seriously the threat of hybrid warfare, including cyberattacks with the capacity to destabilize the economy or civil society.

In summary, if there is an argument to be made that there's a balance between civil liberties and national security, the current government has failed to make it. Instead, introducing mandatory digital ID cards has been a knee-jerk reaction but with huge ramifications for all citizens.

I will be voting against any legislation to introduce mandatory ID cards.

*Yours ever,
Alec*

CIL & S106

Thirsk and Malton Area Committee

Accessing S106

Parks and Open Space
Contributions managed by Parks and
Grounds Team

Parish & Town councils notified of
S106 available each year

Contact

Commuteds@northyorks.gov.uk

- **Neighbourhood CIL**

- 15-25% of all CIL come is passed to the local parish
- This is to be spent on local infrastructure projects

- **Strategic CIL**

- 70-80% of CIL income
- Spent on strategic projects within the legacy district area it was collected



Accessing CIL



Infrastructure Business Plan

- Adopt an assessment process to take each project through.
- Review of Infrastructure Delivery Plans.
- CIL forecasting/cash flow.
- Consider project delivery time scales.

Infrastructure Prioritisation Categories

| Category | Definition |
|----------------------|---|
| Critical | Infrastructure that must happen to enable growth. |
| Necessary | Infrastructure necessary to mitigate impacts arising from the operation of development. This will include projects identified within the IDP's to enable the delivery of allocations. |
| Policy High Priority | Infrastructure required to support wider strategic or site-specific objectives linked to the existing (or emerging) Local Plan. |
| Desirable | Infrastructure that supports sustainable growth. |

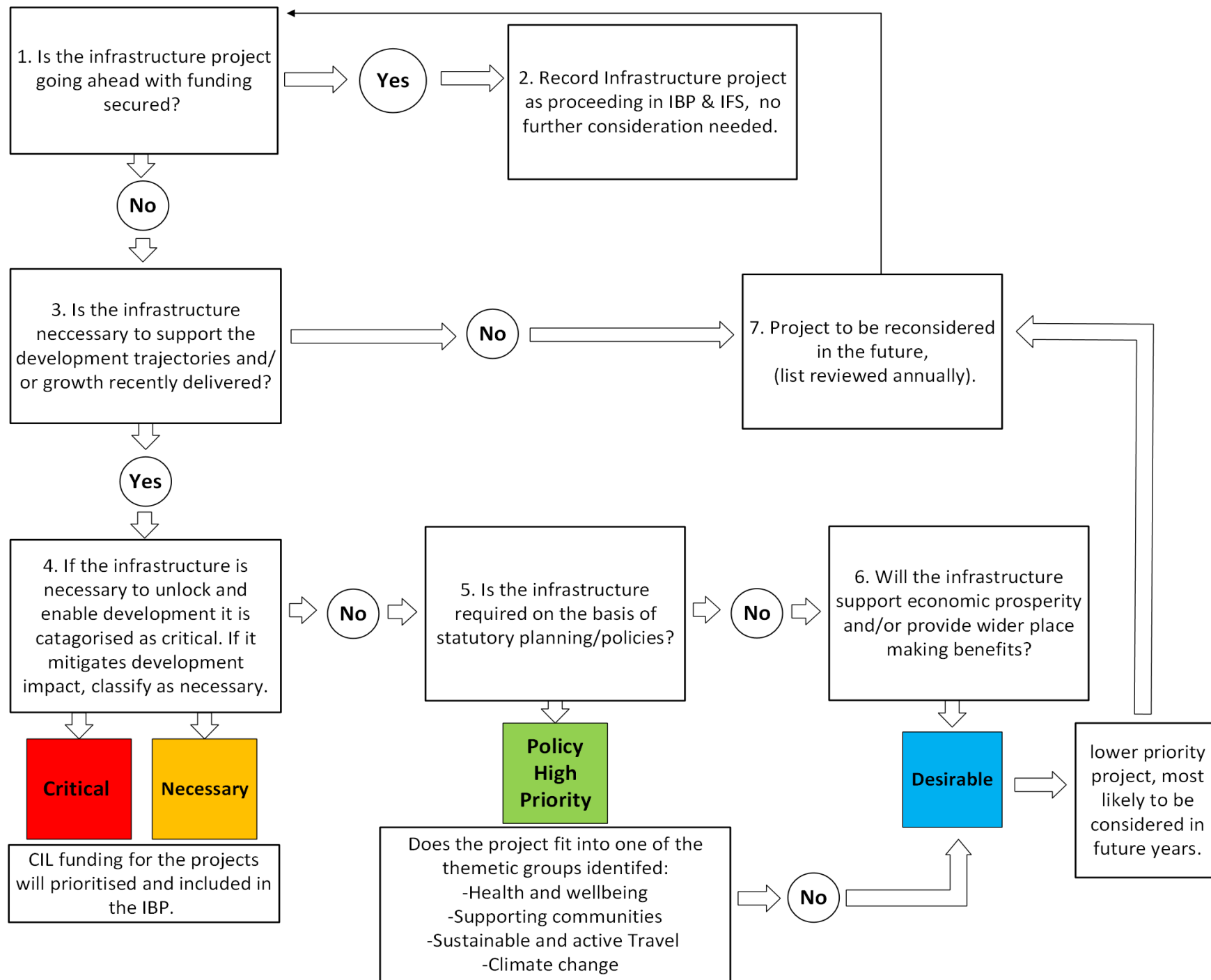
2nd stage Assessment

Health and wellbeing - this includes creating environments that support and encourage healthy lifestyles and supports healthcare.

Supporting communities – framework of institutions and physical spaces that support civic life, also refer to as social infrastructure.

Sustainable and active travel - promoting development that encourages modes of travel that involve a level of activity.

Climate infrastructure – development that is climate resilient, sustainable and looks to mitigate against climate change.



Questions?

Thirsk and Malton AC

Briefing Note

Introduction

Developer contributions are a collective term used to describe the financial and non-financial obligations that developers may be required to provide to mitigate the impact of new development and support the delivery of necessary infrastructure. This includes Section 106 planning obligations (site-specific mitigation, e.g. affordable housing, education, transport) and Community Infrastructure Levy (CIL) (a standardised charge for broader infrastructure needs).

These contributions help ensure that development is sustainable, acceptable in planning terms, and that it benefits the local community by funding infrastructure such as:

- Schools
- Health facilities
- Transport networks
- Green spaces

Developer contributions are intended to:

- Offset the additional pressure placed on local services and infrastructure.
- Ensure developments are integrated into the community.
- Support strategic and local infrastructure delivery.

There are very specific differences between S106 and CIL and the way developer contributions are calculated.

S106 developer contributions are set out in the S106 legal agreement as a result of negotiations with the developer. These contributions are based on specific infrastructure needs directly related to the development site, as identified by relevant infrastructure providers — such as Children and Young People’s Services for school capacity, or the Local Highway Authority for transport and active travel requirements.

Once agreed and signed, the S106 agreement outlines the parameters for how and where the contributions must be spent. For example, it may specify that funds are to be used “towards the provision of open space improvements and/or maintenance within the vicinity of the site within ten years.”

Importantly, the agreement also sets out trigger points for specific stages in the development process when payments must be made. These trigger points are often linked to particular stages of development, such as occupation of a certain number of dwellings, meaning that it may take several years before the funds are actually received by the council. For larger or phased schemes, these trigger points can be spread over several years, meaning that funds may not be received until well into the development lifecycle.

Once contributions are received, it is the responsibility of the council, in partnership with infrastructure providers, to ensure that the funds are spent within the agreed timeframe and in accordance with the terms of the legal agreement.

In contrast to Section 106 contributions, developer payments collected through the Community Infrastructure Levy (CIL) are fixed, non-negotiable charges that become payable upon commencement of development. The amount is calculated based on the proposed gross internal floor area of new development, multiplied by the applicable rate set out in the CIL Charging Schedule. North Yorkshire currently has four CIL charging areas Hambleton, Harrogate, Ryedale and Selby, each with its own adopted schedule.

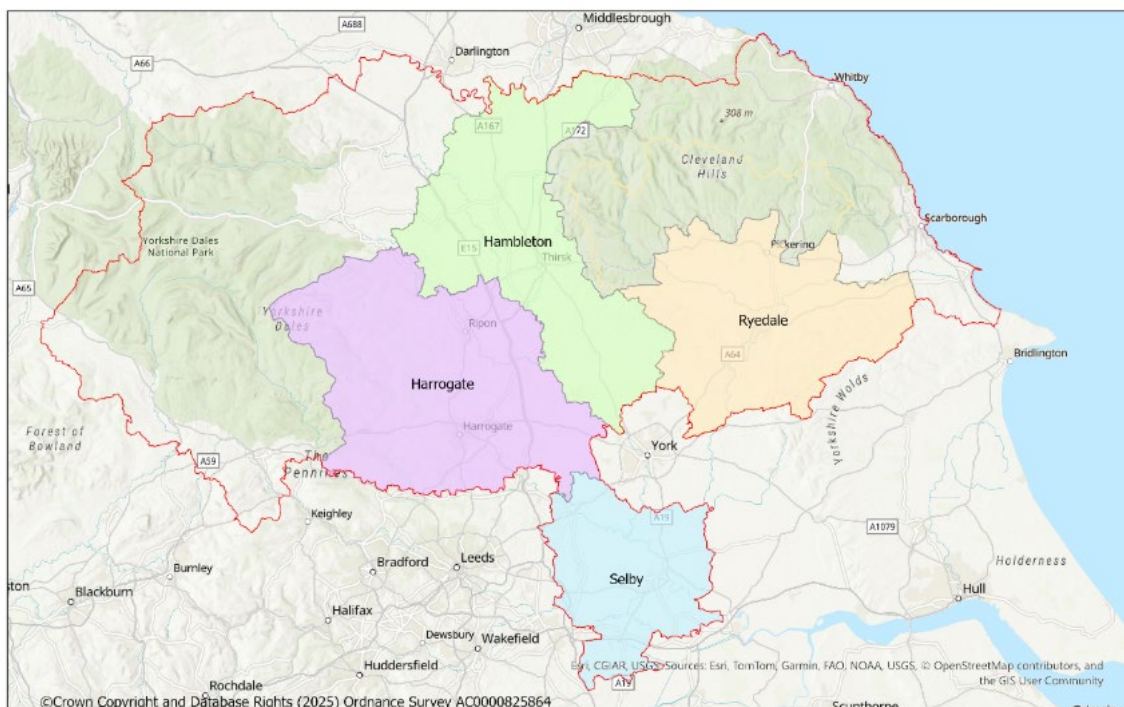
Unlike S106, CIL funds are not tied to specific developments and can be pooled to support strategic infrastructure projects across the charging area. There is no statutory deadline for spending CIL funds, giving the council flexibility to allocate resources according to evolving infrastructure priorities.

CIL is only levied in areas where a charging schedule has been formally adopted. In areas without an adopted schedule—such as the legacy authorities of Richmondshire, Craven, and Scarborough—developer contributions are secured solely through S106 agreements.

The map below sets out the 4 CIL Charging areas across North Yorkshire.



Map of North Yorkshire depicting the 4 CIL charging



Each year the council publish an Infrastructure Funding Statement (IFS) which sets out the annual income, expenditure and money held for both CIL and S106 across all the legacy areas. The 2023/24 IFS is available here: [North Yorkshire Infrastructure Funding Statement 2023 to 2024](#). The 2024/25 statement is due to be published at the end of this year, following approval at Executive.

S106

The table below outlines the current funds held for the 3 legacy areas associated with your Area Constituency. Please note this includes all the parishes within the legacy areas and therefore may include some parishes outside of your Area Constituency. These figures are as of 1st September 2025 and do not reflect drawdown expenditure at year-end:

| Area | Open Space | Housing | Education | Highways |
|-------------|-------------|-------------|---------------|-------------|
| Hambleton | £144,726.05 | £176,697.19 | £0 | £141,140.7 |
| Scarborough | £798,213.85 | £141,084.07 | £2,873,423.33 | £675,588.5 |
| Ryedale | £498,846.80 | £899,330.07 | £0 | £179,116.22 |

Please also note that former NYCC Highways and Education teams currently hold some of their own Section 106 (S106) funds. We are actively working with them to facilitate the transfer of these funds to the same central account referenced above.

All contributions for public open space (including sports and leisure, allotments, children’s play areas etc) are managed via the Parks and Grounds team, who are contactable on commutedsums@northyorks.gov.uk A breakdown of the public open space totals for the 3 areas is appended to this report.

We also work closely with Children and Young Peoples Services, the local highway authority, the housing department and Internal Care Board colleagues to help ensure all infrastructure funding is spent appropriately and within the specified timeframe.

CIL

Funds collected through the Community Infrastructure Levy are divided into three main categories to ensure that both strategic and local infrastructure needs are met:

1. Strategic Infrastructure (70–80%)
 - It is used by the charging authority to deliver major infrastructure projects that support growth across the wider area.
2. Neighbourhood Portion (15–25%)
 - This portion is allocated to the local community where the development takes place.
 - If the area has a neighbourhood plan, it receives 25% of the CIL collected in its area. If there is no neighbourhood plan, the area receives 15%. Funds are typically managed by town or parish councils, or by the local authority in non-parished areas.
3. Administration (5%)
 - Up to 5% of CIL receipts can be retained by the charging authority to cover the costs of administering the levy.

The below table sets out the totals currently held by the council as of 5th September 2025 for Ryedale and Hambleton. The parish totals will be sent to the relevant parishes in October.

| | Strategic | Parish | Total |
|-----------|---------------|-------------|----------------------|
| Hambleton | £4,094,655.50 | £132,899.36 | £4,227,554.86 |
| Ryedale | £1,630,548.54 | £37,526.53 | £1,668,075.07 |

It is important to note that both strategic pots have outstanding commitments. The Ryedale pot has £1 million allocated to a new primary school and Hambleton has £370,000 for sports related projects, outlined in the following section.

How we spend CIL

Since North Yorkshire council has formed work has been done to try and consolidate how we spend CIL. We now have some guiding principles, clear processes and governance in place.

Prior to the Delivery & Infrastructure team within planning forming, a report was taken to Executive in Feb 2024. The key outcomes include:

- CIL money collected in the four charging areas must be spent within the Local Plan area it was collected, because those CIL receipts were designed to fund infrastructure to support planned growth.
- A Cross-Service Officer Working Group would be formed.
- An initial high-level spending criteria to was set out.
- To approve and publish the 2022/23 Infrastructure Funding Statement

A further report went to Executive in March 2025. The highlights from this report include:

- To halt all CIL spending whilst a strategic approach is finalised, and Member engagement has taken place.
- To confirm the three CIL allocations previously agreed:
 - £330,000 for Bedale 3G Pitch (Hambleton)
 - £40,000 for Thirsk MUGA (Hambleton)
 - £1million for Norton Lodge Primary School (Ryedale)
- To approve and publish the 2023/24 Infrastructure Funding Statement

Infrastructure Business Plan (IBP)

We are in the process of compiling our first IBP to introduce and set out the assessment process for evaluating projects that have come forward for strategic CIL funding. This document will present all the projects that have been put forward and aims to make some recommendations for spending.

This document will complement the IFS, and like the IFS will be something we review annually, aiming to make new spending recommendations each year. This will be an interim process looking at spending over the next 3-5 years until the new Local Plan for North Yorkshire is adopted.

In July the Delivery & Infrastructure Team held 2 Member workshops, one in Northallerton and one online to provide information of the CIL spending and our next stages. The workshops were also an opportunity for Members to feed in their thoughts.

Appendix 1

Public Open Space S106 contribution breakdown

Scarborough Public Open Space S106

| Division | Parish | Planning Ref Number | Development Name | Spend Site | Date Received | Spend by | TOTAL |
|-----------------------|-----------|---------------------|-------------------------------------|--|---------------|----------|------------|
| Burniston & Cloughton | Burniston | 21/02412/FL | The Grange High Street, Burniston | To apply the Parks and Grounds Contribution towards the provision of and/or upgrading of Parks & Gardens within the Parishes of Burniston or Cloughton | 21/08/2025 | | £24,631.37 |
| Burniston & Cloughton | Burniston | 21/02412/FL | The Grange High Street, Burniston | To apply the Sports Facilities Contribution towards the provision of and/or upgrading of Public Open Space and Sports facilities within the vicinity of the development | 21/08/2025 | | £31,151.28 |
| Burniston & Cloughton | Burniston | 21/02412/FL | The Grange High Street, Burniston | To apply the Children's Play Facilities contribution towards the provision of and/or upgrading of children's play facilities within the Parishes of Burniston or Cloughton | 21/08/2025 | | £51,268.49 |
| Cayton | Cayton | 17/02404/FL | Braeburn House, Moor Lane Eastfield | Cayton Bowling Club; Eastfield Playing Fields | | | £6,778.40 |

| | | | | | | | |
|-----------------------------|------------|--------------------------------------|---|--|------------------------------------|----------------|------------|
| Cayton | Cayton | 17/00474/ OL & 20/01224/ RM | East of Church Lane Cayton | Open Space | 28/03/2 022 & 8/8/22 | 08/08/ 2032 | £52,123.81 |
| Cayton | Cayton | 18/01053/ FL | West of Church Lane Cayton | Jackson Close Play Area, Cayton | 09/06/2 022 | 09/06/ 2032 | £15.20 |
| Cayton | Cayton | 18/01053/ FL | West of Church Lane Cayton | In Cayton or Eastfield - Sports | 09/06/2 022 | 06/06/ 2032 | £34,258.40 |
| Derwent Valley & Moor | East Ayton | 17/02645/ OL | Tara Fields, East Ayton | East or West Ayton - Sports Facilities | 23/05/2 023 | 23/05/ 2033 | £54,453.05 |
| Eastfield | Eastfield | 20/01493/ FL 21/02345/ FLA | Harvest Way/ 84 Filey Rd _ Additional Cont/Deed Variation | In Eastfields, Osgodby or Cayton/ Weaponess/ Ramshill Ward - Sports | 03/12/2 021 & 21/04/2 023 | 03/12/ 2031 | £8,151.60 |
| Eastfield | Eastfield | 20/01493/ FL 21/02345/ FLA | Harvest Way/ 84 Filey Rd _ Additional Cont/Deed Variation | In Eastfield, Osgodby or Cayton/ Weaponess/ Ramshill Ward - Play | 03/12/2 021 & 21/04/2 023 | 03/12/ 2031 | £3,395.20 |
| Eastfield | Eastfield | 20/01493/ FL 21/02345/ FLA | Harvest Way/ 84 Filey Rd _ Additional Cont/Deed Variation | In Eastfield or Osgodby/Prince of Wales Gardens | 17/01/2 022 & 21/04/2 023 | 17/01/ 2032 | £5,009.70 |
| Eastfield | Eastfield | 11/01914/ FL | Middle Deepdale | Community Facility Overdale School- Community (Other payment to come) | 07/02/2 022 | 07/02/ 2029 | £18,580.02 |
| Filey | Filey | 15/01284/ FL | Southdene | Sports Facilities/Public Open Space; Play | 07/03/2 017 | 07/03/ 2027 | £771.92 |
| Filey | Filey | 19/00486/ FL | Scarborough Rd, Filey Fields Farm | POS allocations OS9 & OS10 | 07/10/2 019 | 31/08/ 2031 | £15,857.94 |

| | | | | | | | |
|------------------------|------------------|-----------------|--|---|--|----------------|------------|
| Filey | Filey | 17/02734/ FL | Church Cliff Drive, Filey | Towards the provision and ongoing maintenance of POS with OS9 or OS10 or such areas within the locality of Filey as the Council decide | 05/11/2 021 | No expiry | £14,614.18 |
| Filey | Filey | 17/02734/ FL | Church Cliff Drive, Filey | Contribution payable 'towards the provision and ongoing maintenance of sports facilities within the locality of Filey' | 05/11/2 021 | No expiry | £2,444.00 |
| Filey | Filey | 07/00547/ OL | Mill Meadows, Muston Road, Filey | MUGA, West Avenue, Filey | 15/11/2 023 | 15/11/ 2033 | £1,780.00 |
| Filey | Hunmanby | 08/01385/ FL | 47/49 Bridlington Street | Bowling Green Lane Nature Reserve | 13/06/2 017 | 13/06/ 2027 | £14,223.83 |
| Scalby & the Coast | Newby/Scal by | 15/02421/ FL | Newby Farm Road | Linden Road Neighbourhood Park | 17/07/1 7, 21/08/2 017, 07/11/2 017 | 17/07/ 2027 | £9,513.00 |
| Scalby & the Coast | Newby/Scal by | 19/00109/ FL | Lady Ediths Drive - Part 1 | Throxenby Mere | 20/12/2 021 | 31/01/ 2032 | £21,082.98 |
| Scalby & the Coast | Newby/Scal by | 19/00109/ FL | Lady Ediths Drive - Part 1 | In Woodlands/Newby Wards | 20/12/2 021 | 31/01/ 2032 | £43,882.75 |
| Northstead | Scarboroug h | 13/02107/ FL | Kepwick House, The Sands | The provision of plau facilities in the Borough | | | £5,465.71 |
| Castle | Scarboroug h | 15/01079/ FL | Salisbury Hotel | Falconers Square, Alma Square and Albermarle Crescent | | | £7,043.85 |
| Weaponnes &Ramshill | Scarboroug h | 17/01304/ FL | 84 Filey Rd | Weaponnes/Ramshill Ward - Sports Facilities | | | £5,528.98 |

| | | | | | | | |
|-----------------------------|-----------------|--|---|---|------------------------------------|---|------------|
| Weaponnes s&Ramshill | Scarboroug h | 17/01304/ FL | 84 Filey Rd | Weaponnes/Ramshill Ward - Play | | | £8,789.62 |
| Castle | Scarboroug h | 17/01304/ FL | 84 Filey Rd | Prince of Wales Garden | | | £4,692.08 |
| Falsgrave & Stepney | Scarboroug h | 15/01180/ RG4 | Former McCain Stadium @ Scarborough | Sensory garden or Edgehill Wood footpath | 20/06/2 016 | 20/06/ 2026 | £20,366.57 |
| Falsgrave & Stepney | Scarboroug h | 07/01917/ FL | Hinderwell Road | Open space and Play | 20/11/2 007 | No expiry | £214.00 |
| Woodlands | Scarboroug h | 13/02114/ FL | 14 Weydale Avenue, Scarborough | Cindertrack | 23/12/2 014 | 23/12/ 2024 | £3,454.00 |
| Falsgrave & Stepney | Scarboroug h | 14/01755/ FL | Blueberry Way, Scarborough | Oliver Heights POS and footpaths | | | £5,336.00 |
| Seamer | Seamer | 17/00452/ FL | Beacon Rd, Seamer | Sports Facilities; Open Space | 18/07/2 022 & 01/08/2 024 | 18/07/ 2032 and 01/08/ 2034 | £4,427.08 |
| Derwent Valley & Moor | West Ayton | 15/01632/ FL or 17/00194/ DOV | Farside Rd, West Ayton | West Ayton Sports Field Changing | 09/08/2 019 | 09/08/ 2029 | £48,469.24 |
| Whitby West | Whitby | 16/00825/ FL | Former Highways Depot, The Garth, Whitby | West Cliff Parks and Gardens, White Leys Children's play facility | 28/06/2 018 | 28/06/ 2028 | £9,872.03 |
| Whitby West | Whitby | 16/00825/ FL | Former Highways Depot, The Garth, Whitby | West Cliff Parks and Gardens, White Leys Children's play facility | 28/06/2 018 | 28/06/ 2028 | £11,632.83 |
| Whitby West | Whitby | 07/01700/ OL & 09/02472/ RM | Highfield Road | Whitby - Parks and Gardens | 07/11/2 018 | 07/11/ 2023 | £3,310.86 |
| Whitby West | Whitby | 17/0148/F L | Shackleton Close, Whitby | Sports Facilities in Whitby | 03/02/2 020 | 30/06/ 2027 | £25,937.97 |

| | | | | | | | |
|-------------------|--------|----------------------------|--------------------------------|--|------------|------------|------------|
| Whitby West | Whitby | 19/02928/FL | 13 - 14 Royal Crescent, Whitby | Paid towards 'the provision of new and/or improved outdoor sports facilities in Whitby' | 06/09/2020 | 06/09/2030 | £4,197.69 |
| Whitby West | Whitby | 19/02928/FL | 13 - 14 Royal Crescent, Whitby | Paid towards 'improvements to existing parks and gardens (including natural and semi-natural green spaces) in Whitby' | 06/09/2020 | 06/09/2030 | £4,946.40 |
| Whitby Steonshalh | Whitby | 20/00249/FL | Broomfield Farm, Whitby | Awaiting confirmation from Legal | | | £73,192.72 |
| Whitby Steonshalh | Whitby | 20/00249/FL | Broomfield Farm, Whitby | Awaiting confirmation from Legal | | | £74,697.88 |
| Whitby West | Whitby | 21/02517/FL | the Garth @ Whitby | Sports Facilities in Whitby and accessible for the occupiers and Parks & OS in Whitby and accessible for the occupiers | 09/12/2024 | 09/12/2034 | £15,022.59 |
| Whitby West | Whitby | 21/02517/FL | the Garth @ Whitby | Sports Facilities in Whitby and accessible for the occupiers and Parks & OS in Whitby and accessible for the occupiers | 09/12/2024 | 09/12/2034 | £17,702.06 |
| Whitby | Whitby | 22/02103 FLA + 19/02258/FL | Land off Green Lane Whitby | To be paid to the Council for the provision of Parks and Gardens facilities, towards procuring new or improving existing parks and gardens facilities within the vicinity of the | 25/03/2025 | 25/03/2035 | £29,926.57 |

| | | | | | | | | |
|--|--|--|--|---|--|--|--------------------|-----------------|
| | | | | Development and to provide evidence that the monies have been so applied. | | | | |
| | | | | | | | Overall I Total | £798,213.8 5 |

Ryedale Parks and open space S106

| Division | Parish | Planning Ref Number | Development Name | Spend Site | Date Received | Spend by | TOTAL |
|----------------------------|--------------------------|---------------------|---|--|---------------|------------|-----------|
| Thornton Dale and Wolds | Foxholes with Butterwick | 02/00092/REM | West End Mews, Kirkbymoorside | Awaiting confirmation from Legal | | | £66.00 |
| Helmsley and Sinnington | Nawton | 14/00020/FUL | Land To the West of Station Road Nawton Helmsley | Awaiting confirmation from Legal | | | £363.20 |
| Pickering | Pickering | 03/00658/OUT | Land To The Rear Of 7 Eastgate Pickering | for the provision and enhancement of public open space in the vicinity of the property | | | £960.13 |
| Thornton Dale and Wolds | Kirby Grindalythe | 99/00939/73 | Low Farmhouse, Main Street, Kirkbygrindalythe, Malton | towards provision of public open space in the locality of Duggleby | | | £1,449.00 |
| Sheriff Hutton and Derwent | Acklam | 14/00350/FUL | Scamperdale Farm, Main Street, Acklam | In lieu of the provision on the land for public open space - Check legal | 19/06/2023 | 19/06/2028 | £2,150.00 |

| | | | | | | | |
|----------------------------|--------------------------|----------------------------------|---|--|------------|------------|-----------|
| | | | | agreement for for further details | | | |
| Thornton Dale and Wolds | Thornton Le Dale | 14/00980/MFUL | Ryelands Care Home, Hurrell Lane, Thornton Le Dale | Awaiting confirmation from Legal | 09/11/2016 | No expiry | £2,479.00 |
| Amotherby and Ampleforth | Hovingham and Scackleton | 15/01214/FUL | Building Adjacent to Brinkburn Barn, Brookside, Hovingham | Towards the provision of public open space within the vicinity of the site | 11/02/2022 | 11/02/2027 | £2,518.00 |
| Amotherby and Ampleforth | Kirby Misperton | 02/00116/OUT | The Builders Yard, Kirby Misperton | for enhancing and providing open spaces in the near vicinity of the property | | | £3,412.00 |
| Sheriff Hutton and Derwent | Scrayingham | 06/01232/FUL | Land at Rectory Farm, Scrayingham, York | Awaiting confirmation from Legal | 08/06/2016 | No expiry | £6,000.00 |
| Malton | Malton | 19/00781/MREM/ 14/00428/MOUTE | Land South of Westgate, Old Malton (Part of Malton Cluster) | For youth and adult sport and leisure in Malton/Old Malton | 11/07/2022 | 10/07/2032 | £6,386.00 |
| Amotherby and Ampleforth | Ampleforth | 12/00618/MFUL | Land to Station Road, Ampleforth | Towards the provision or and/or improvements to youth and/or adult sports and leisure facilities within the villages of Ampleforth and Gilling East. | | | £9,115.56 |

| | | | | | | | |
|----------------------------|--------------------------|------------------------------|---|---|------------|------------|-------------|
| Thornton Dale and Wolds | Foxholes with Butterwick | 03/00344/OUT 07/00676/REM | Land at Manor Rise, Main Street, Foxholes | for providing and enhancing public open space in the vicinity of the site | 04/10/2022 | 04/10/2027 | £19,500.00 |
| Norton | Norton on Derwent | 15/00098/MOUT | Land at Langton Road, Norton | 1st of 2 instalments - Check legal agreement for spend site | | | £27,444.00 |
| Sheriff Hutton and Derwent | Claxton and Sand Hutton | 15/00014/MFUL | Claxton Grange, Claxton, York | Towards the provision of public open space within the vicinity of the site 26/01/23 | 26/01/2023 | 26/01/2028 | £28,500.00 |
| Norton | Norton on Derwent | 10/00977/MFUL | Cheesecake Farm, Beverley Road, Norton, Malton | Towards the provision of adult and youth open space in the vicinity of the site | | | £53,691.88 |
| Malton | Malton | 14/00427/MOUTE | Land at Pasture Lane, Malton (Showfield site) (Part of Malton Cluster) | For youth and adult sport and leisure in Malton/Old Malton | | | £89,184.00 |
| Malton | Malton | 16/00013/MOUT | Land at Pasture Lane, Malton (Showfield site) (Part of Malton Cluster) (VISTRY) | Towards the cost of providing or enhancing the open space in or in the vicinity of Malton or Old Malton within 5 years of receipt - For Riverside View Play area improvement? | 01/05/2023 | 01/05/2028 | £100,311.00 |

| | | | | | | | | |
|--------------------------|-------------------|-------------------|---|--|--|--|---------------|-------------|
| Malton | Malton | 13/01141/ MFUL | Land at Allotments, Broughton Road, Malton | For youth and adult sport and leisure in Malton/Old Malton | | | £112,586.25 | |
| Kirkbymoorside and Dales | Kirkbymoorside | 01/00028/ FUL | West End Mews, Kirkbymoorside | Awaiting confirmation from Legal | | | £30,000.00 | |
| Norton | Norton on Derwent | 13/00005/ FUL | Land at Westfield Nurseries, Scarborough Road, Norton | Awaiting confirmation from Legal | | | £2,730.78 | |
| | | | | | | | Overall Total | £498,846.80 |

Hambleton Public Open Space S106

| Division | Parish | Planning Ref Number | Development Name | Spend Site | Date Received | Spend by | TOTAL |
|--|---------------|---------------------|-----------------------|---|---------------|----------|--------|
| Northallerton North & Brompton | Brompton | 12/01338/ FUL | 58 Northallerton Road | Brompton | | | £0.45 |
| Bedale | Pickhill | 13/00503/ FUL | 7 Hillcrest | TBC | | | £0.60 |
| Northallerton South and Northallerton North & Brompton | Northallerton | 14/00601/ FUL | 79A Ainderby Road | TBC | | | £3.00 |
| Hillside and Raskelf | Raskelf | 13/01986/ FUL | Three Tuns Inn | for the provision of public open space or the provision of recreation facilities or equipment facilities within Hambleton District. This is remaining money | | | £19.51 |

| | | | | | | | |
|----------------------------------|-----------------|------------------|------------------------------|--|--|--|---------|
| Hillside and Raskelf | Raskelf | 11/01373 /FUL | Land to rear of Hilltop Cott | For the provision of public open space or the provision of rec facilities or equipment facilities within Hambleton District. This is remaining money | | | £31.30 |
| Morton-on-Swale & Appleton Wiske | Deighton | 11/01725 /OUT | The Oaks | Deighton | | | £41.70 |
| Stokesley | Great Broughton | 10/02377 /FUL | Land adj 14-16 The Holme | Towards the provision & Improvement of POS and rec facilities | | | £86.34 |
| Bedale | Pickhill | 14/01434 /OUT | Pumping station Pickhill | to the provision maintenance and/or improvement of one or more of the following - amenity green space, children's play area, young people's facilities, outdoor sports facilities, allotment gardens within the Hambleton district | | | £124.73 |
| Huby and Tollerton | Huby | 14/00615 /FUL | Cobblestones | for the provision of public open space or the provision of recreational facilities or equipment on leisure facilities within Hambleton District | | | £993.20 |

| | | | | | | | |
|----------------------------------|----------------|------------------|--|--|------------|------------|-----------|
| Easingwold | Easingwold | 14/00406 /FUL | Land adj to Paddock Riase & Oxenby Place, Easingwold | Towards procuring the provision of and /or improvements to footpaths/cycleways and /or leisure, sport or recreation facilities within the vicinity of the site | 12/08/2014 | 12/08/2019 | £1,268.20 |
| Morton-on-Swale & Appleton Wiske | Little Fencote | 12/01402 /FUL | Stud Farm, Low St, Little Fencote | | | | £1,483.20 |
| Northallerton South | Northallerton | 13/02282 /OUT | Former Arla Foods, Romanby Rd, Northallerton | provision and/or improvement of open space facilities within the Northallerton sub-region | 02/04/2016 | 02/04/2021 | £1,511.00 |
| Northallerton South | Northallerton | 11/02264 /FUL | Oak Mount, Northallerton | For the provision of maintenance and/or improvement of one or more of the following - amenity green space, children's play area, young people's facilities, outdoor sports facilities, allotment gardens within Hambleton district | | | £1,527.43 |
| Hutton Rudby & Osmotherley | Ingleby Cross | 11/02569 /FUL | Cherry Tree | For the provision of public open space or the provision of recreational facilities or equipment on leisure facilities within the Hambleton District | | | £2,227.45 |
| Hillside and Raskelf | Felixkirk | 12/01888 /FUL | Mount St John, Felixkirk | Former Hambleton district | | | £2,680.00 |

| | | | | | | | | |
|--------------------------------------|------------|------------------|--|--|----------------|----------------|------------------|-----------------|
| Easingwold | Easingwold | 14/00630 /FUL | Clayhithe, York Road, Easingwold | Former Hambleton District | | | £2,795.00 | |
| Stokesley | Stokesley | 14/00714 /OUT | White House Farm | Awaiting confirmation from Legal | | | £10,003.72 | |
| Thirsk | Thirsk | 13/02397 /OUT | St Mary's Close, Thirsk | No spend site – it was Thirsk Muga which is no longer proceeding | 04/10/2 019 | 04/10/2 024 | £11,035.03 | |
| Easingwold | Easingwold | 20/02538 /FUL | Easingwold School, Thirsk Road | Requests have been received for funding to be allocated to Galtres Centre Padel Tennis Court Project | 02/09/2 024 | | £15,000.00 | |
| Hutton Rudby & Osmotherle y | Sowerby | 15/02243 /REM | Sowerby Gateway (Phase 3) | Awaiting confirmation from Legal | 12/02/2 019 | 12/02/2 029 | £30,000.75 | |
| Hutton Rudby & Osmotherle y | Sowerby | 12/02401 /MRC | Sowerby Gateway (Phase 3) | Awaiting confirmation from Legal | | | £63,893.44 | |
| | | | | | | | Overall Total | £144,726.0 5 |

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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) – Julia Stack |
| Howardian Hills Management Plan review | Estelle Hook, Manager, Howardian Hills National Landscape |
| Regeneration/Town Improvement Plans | Howard Wallis, Principal Regeneration Officer – verbal update |
| Banking and cash handling services | For discussion |
| Briefing note on fuel poverty in the area | Lynn Williams, Head of Housing Renewals – for information only |
| Briefing note update on mobile coverage | Brigitte Giles, Director of Transformation – for information only |
| Briefing note on S106 and CIL | Tracey Rathmell, Head of Delivery and Infrastructure – for information only |
| Update on the Local Plan | Standing item Current findings will be taken to the DPC followed by all-member briefing(s). |
| 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 | James Koppert, Youth Voice Creative Engagement Officer, NY Voice |

| | |
|---|--|
| Q&A session to explain the differences between S106 and CIL and for officers to respond to Members' questions | Lizzie Phippard, Infrastructure Investment Officer, Tracey Rathmell, Head of Delivery and Infrastructure |
| The impact on local businesses of bank branch closures | For information only |
| Update on the Local Plan | 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 | |
| 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 |

Confirmed 25 September 2026 meeting

- Mayor and members of the Y&NY MCA - Update on the work of the MCA (1 hr session)

Topics considered by other ACs that may be of interest to the committee

1. NYC assets in the committee area - A list of NYC assets in the area and details on the steps that the council is taking to ensure that these are delivering best value.
2. Winter weather response – gritting etc

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

- Dentistry provision with reference to coastal areas – S&W AC work programme item yet to be allocated
- Health and Social Care Committee's inquiry into access to NHS dentistry published on 14 July 2023
- Swift project (formerly Pomoc) – access to services for migrants
- Men and young person's mental health provision

Dates and times of meetings 2025/26:

10 am - 5 December 2025

10 am - 23 January 2026 – Budget briefing

10 am - 27 March 2026

North Yorkshire Council

Thirsk and Malton Area Committee – 5 December 2025

Briefing note on GP surgeries

1.0 PURPOSE

1.1 Members requested a briefing note on GP surgeries.

2.0 Local surgeries – members of the South Hambleton and Ryedale Primary Care Network (SHaR PCN)

| Surgery | No of patients Jan 2025 | GP National Workforce Reporting Data Aug 25 |
|--|----------------------------|---|
| Millfield Surgery (Easingwold) | 7846 | 13 (9.8 WTE)* |
| Helmsley | 3635 | 5 (1.8 FTE) |
| Kirkbymoorside | 6116 | 5 (4.4 WTE) |
| Pickering | 10960 | 12 (9.2 WTE) |
| Stillington | 3723 | 3 (2.2 WTE) |
| Tollerton | 3556 | 4 (2.2 WTE) |
| Terrington | 1750 | 3 (0.9 WTE) |
| Derwent (Malton and Norton) Not in SHaR PCN | 21179 | 18 (14.5 WTE) |

*WTE – Whole time equivalent

Other local surgeries

| Surgery | No of patients | GP National Workforce Reporting Data Aug 25 |
|---------------------------------|----------------|---|
| Filey | 8863 | 12 (7.8 WTE) |
| Thirsk Health Centre | 8077 | 8 (5.8 WTE) |
| Lambert Medical Centre (Thirsk) | 8562 | 10 (6.9 WTE) |
| Hunmanby | 4261 | 3 (2.3 WTE) |

3.0 Part time GP (AI results)

A GP classed as part-time typically works fewer than the NHS standard full-time definition of 37.5 hours per week. However, the actual number of hours can vary significantly depending on the GP's role, responsibilities and practice setting.

4.0 Patient ratios

4.1 There is no officially mandated "ideal" patient-to-GP ratio but 1,500 patients per GP is often cited as a desirable target for manageable workload and quality care.

In 2022, the average number of patients per GP (including trainees and locums) was 1,700. ons.gov.uk

4.2 As of May 2025, [the average number of patients per full-time equivalent \(FTE\) fully qualified GP in England was 2,258](#), representing a 17% increase compared to 2015.

This figure reflects growing pressure on general practice, with rising patient numbers and relatively stagnant GP workforce growth.

- 4.3** The ideal patient-to-GP ratio can vary:
- Practices with older populations tend to have lower patient-to-GP ratios due to higher care needs.
 - Practices in more deprived areas may require more GPs per patient to address complex health needs.
 - The presence of nurses, pharmacists and other roles can offset GP workload.
- 4.4** The Royal College of General Practitioners (RCGP) and other bodies have warned that ratios above 2,000 patients per GP can lead to:
- Reduced appointment availability
 - Increased GP burnout
 - Lower patient satisfaction

5.0 Links with NYC

5.1 Local Plan

Local plans in the UK consider medical services, usually indirectly through broader planning frameworks and partnerships with health bodies.

5.2 Role of Local Plans

Local plans, developed by local planning authorities (usually councils), primarily focus on land use - housing, infrastructure, transport, and economic development. However, they are required to consider community infrastructure, which includes healthcare facilities such as GP surgeries, hospitals and community health centres.

Health infrastructure and planning

Local plans must be informed by Infrastructure Delivery Plans (IDPs), which assess the need for services in the context of growth such as:

- Primary care (GPs)
- Acute care (hospitals)
- Mental health services
- Community health services

These assessments are often done in collaboration with:

- Integrated Care Boards (ICBs) which plan local NHS services
- NHS England
- Public Health teams within councils

Integrated Care Systems (ICSs)

ICSs bring together NHS organisations, local authorities and other partners to plan and deliver health and care services. They influence local plans by:

- Identifying health needs of the population
- Advising on the location and scale of new health facilities
- Supporting health impact assessments for major developments

Neighbourhood and Community Health Services

Recent NHS initiatives like Neighbourhood Health Services aim to bring care closer to communities. These services are increasingly considered in local planning to ensure that new developments are supported by accessible healthcare infrastructure.

Planning obligations (Section 106 and CIL)

Developers may be required to contribute to healthcare infrastructure through:

- Section 106 agreements (site-specific)
- Community Infrastructure Levy (CIL) (broader area-based funding)

These funds can be used to expand or build new medical facilities where development increases demand.

5.3 Director of Public Health – NYC ([from GOV.UK](#))

The Director of Public Health (DPH) has oversight and expertise across all determinants of health within local authorities, the NHS and other sectors and agencies.

The DPH should:

- be an independent advocate for the health of the population and provide leadership for its improvement and protection, and, as a statutory chief officer of the local authority, lead on advancing their authority's public health objectives
- be the person to whom local authority elected members and senior officers look for expertise and advice on public health issues, from improving and protecting local people's health through to outbreaks of disease and emergency preparedness and access to health services
- provide the local public with expert, objective advice on health matters
- lead work to improve local population health by understanding the factors that determine health and ill health and how to change behaviour and promote health and wellbeing in ways that also reduce health inequalities
- play a key role on the Health and Wellbeing Board, advise on and contribute to the development of joint strategic needs assessments and joint local health and wellbeing strategies, and promote commissioning of appropriate services accordingly
- promote action across the life course, working together with local authority colleagues on matters such as planning, housing, transport and the environment as well as the director of children's services and the director of adult social services.
- contribute to and influence the work of NHS commissioners, providers and other ICS partners, helping to lead a whole systems approach to public health across the public and private sector to improve health and care outcomes and experiences across the whole population.
- work through local resilience forums and local health resilience partnerships to ensure effective and tested plans are in place for the wider health sector to protect the local population from risks to its health.
- work with UKHSA and the NHS through the ICP to include health protection in their integrated care strategy, to deliver improved outcomes and to reduce health inequalities.
- work with local sectors, such as education, employment, and criminal justice partners and police and crime commissioners (PCCs) to promote safer communities.
- take responsibility for the oversight of their authority's public health services, with professional responsibility and accountability for these services' effectiveness, availability and value for money.

6.0 Reports

6.1 NYC reports

[Director of Public Health annual report 2023/24](#) - Live, Age and Engage: Healthy ageing in North Yorkshire. Pages 14 – 29: Health and reducing inequalities – see challenges on p17 and appointments info on p19 – 21.

6.2 National reports

[Primary and community care - Care Quality Commission](#) – see following summary - part of the “State of health care and adult social care in England 2024/25

[NHS GP Patient Survey](#) – search results by practice

CQC - The state of health care and adult social care in England 2024/25

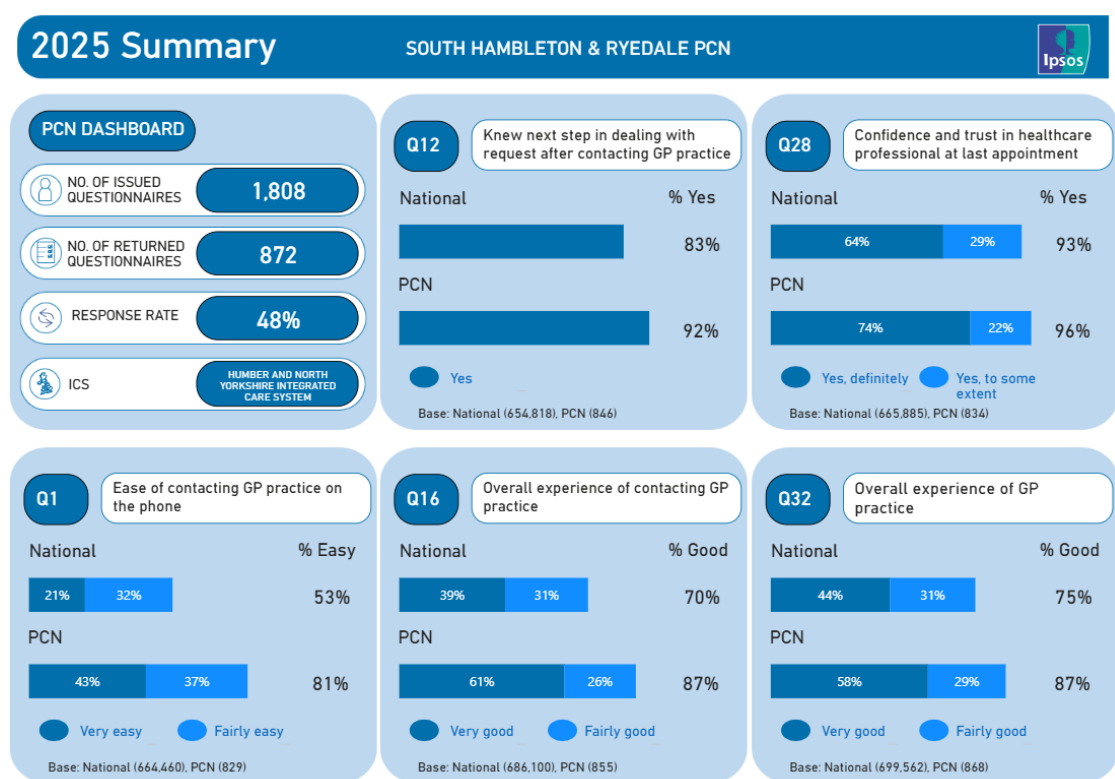
[Primary and community care](#) key findings

The demand for GP services is still growing, resulting in more pressure on services. Over 700,000 more patients were registered with a GP, on average, in 2024/25 compared with 2023/24, and the number of appointments has risen by nearly 10% over the last 2 years.

- The number of full-time equivalent fully qualified GPs per 100,000 patients dropped by 0.7%, on average, in 2024/25 compared with 2022/23. In the same period, the number of full-time equivalent GPs in training grade per 100,000 patients rose by 10%.
- In the 2025 GP Patient Survey, 75% of respondents stated that their overall experience was ‘good’ or ‘fairly good’. However, the survey also found that only around half (53%) of people who had tried to contact their GP by phone said it was easy. It also found that access to GP services can be harder for some groups than others, including those living in the most deprived areas, autistic people and people with a learning disability, those with a mental health condition, a neurological condition and/or another long-term condition or illness.
- When a GP service is unable to meet people’s needs, it can lead to pressure on other parts of the health and care system. For example, the 2025 GP Patient Survey found that 6.6% of people went to A&E when they could not contact their GP practice or did not know what the next step would be. This proportion was higher for people living in the most deprived areas (8%), compared with people in the least deprived areas (4%).
- Although district nursing services are an important part of shifting care from hospital settings into the community, the number of qualified district nurses per 10,000 people aged 65 and over has dropped by 50% in the last 14 years. A shortage of qualified district nursing staff is contributing to a shift away from providing holistic care to delivering services in a task-based way.
- Although over four-fifths of GPs we surveyed thought that artificial intelligence (AI) will have a positive impact on general practice in the next 5 years, less than half (42%) were using it. Although the public thought it could improve access to a GP, just over a quarter (27%) thought the use of AI by GPs could make their care better

7.0 GP Patient Survey

ShaR outperform the national results for all categories. The ease of contacting the practice by phone in particular is a lot higher.



8.0 Funding

GP surgeries in the UK are funded through a combination of national contracts and local commissioning arrangements.

8.1 Core funding via NHS contracts

There are three main types of contracts used to fund GP practices:

- General medical services (GMS): This is the standard national contract used by around 70% of practices. It provides a fixed payment per patient, adjusted for factors like age, gender, and health needs. For 2025/26, the *Global Sum* payment is £121.79 per weighted patient.
- Personal medical services (PMS): These are locally negotiated contracts that allow more flexibility in service delivery, often used to tailor services to specific community needs.
- Alternative provider medical services (APMS): These contracts allow non-traditional providers (e.g., private companies or social enterprises) to deliver GP services, often in underserved areas.

8.2 Additional funding streams

- Quality and outcomes framework (QOF): Practices earn additional income based on performance against clinical and public health indicators.

- Enhanced services: These are optional services commissioned locally, such as vaccinations or extended hours access.
- Additional roles reimbursement scheme (ARRS): Provides funding for hiring non-GP staff like pharmacists, paramedics, and social prescribers.

8.3 Infrastructure and capital investment

In 2025, the government pledged over £102 million for GP surgery upgrades, aimed at creating more consultation rooms and improving facilities to handle increased patient demand.

[Primary Care Utilisation and Modernisation Fund 2025 to 2026](#) lists 1027 GP practices that have received an allocation from the fund, including 42 in the Humber & North Yorkshire ICB region (230 practices). The list includes Pickering, Stillington, Thirsk, Malton, Hunmanby and Malton.

8.4 Local commissioning

Integrated Care Boards (ICBs) manage contracts and funding at the local level. They can commission additional services based on local population needs.

8.5 Funding formula

A weighted patient is a concept used in NHS funding formulas to reflect the varying levels of healthcare need among different patients. Not all patients require the same amount of care, so the funding a GP practice receives is adjusted based on the characteristics of its patient population.

Raw patient numbers are adjusted using a formula (currently the Carr-Hill formula) that accounts for factors like:

- Age and gender
- Health status and morbidity
- Socio-economic deprivation
- Rurality
- Mortality rates

These adjustments produce a weighted list size, which is often higher or lower than the actual number of registered patients, depending on the population's needs.

Example: If a practice has 10,000 registered patients, but many are elderly or have complex health needs, their weighted list might be 11,500. This means they receive funding as if they had 11,500 average-need patients, for those practices serving more vulnerable or high-need populations to meet demand.

9.0 RECOMMENDATION

10.1 That the information be noted.

Report author – Nicki Lishman, Senior Democratic Services Officer

North Yorkshire Council

Thirsk and Malton Area Committee - 5 December 2025

Briefing note on business banking services in the Committee area

1.0 PURPOSE

1.1 Members requested a briefing note on the impact of bank branch closures on local businesses.

2.0 Overview

Bank branch closures across the UK have increased, raising concerns about the impact on local businesses, particularly small and medium-sized enterprises (SMEs) and cash-reliant businesses.

3.0 National

| | |
|---------------------------------------|---|
| SME concerns and operational impact | <p>A 2024 survey found:</p> <ul style="list-style-type: none"> 74% of SME leaders reported fewer branches near their business than 10 years ago. 50% expressed concern about the impact on cash-reliant operations. <p>Despite digital banking growth, many SMEs still rely on branches for:</p> <ul style="list-style-type: none"> Cash deposits Change collection In-person financial advice |
| Geographic disparities | <p>Research from the University of Leeds (2023) showed:</p> <ul style="list-style-type: none"> Rural and affluent areas are disproportionately affected. Closures are influenced by competition and the availability of alternatives (e.g. Post Offices). |
| External finance and banking services | <p>House of Lords library (2025):</p> <ul style="list-style-type: none"> High credit costs Lack of awareness of funding sources De-banking |
| Policy and mitigation measures | <ul style="list-style-type: none"> Access to Banking Standard - requires banks to assess impact and consult communities before closing branches. Post Office banking agreements - enable basic banking services at Post Offices, though limited in scope. Debanking reforms (2025) - new rules mandate: <ul style="list-style-type: none"> 90 days' notice before account closures. Clear reasons for closure. Aimed at protecting SMEs from sudden disruptions. |

4.0 Recent surveys and reports

4.1 Several recent surveys and reports have considered the decline of the use of cash in the wider UK economy.

4.2 Key findings include:

- Cash use is highest in Northern Ireland (37%) and Northeast England (36%).
- 1.5 million people still rely on cash for everyday spending but only 13% of UK consumers prefer cash over digital payment methods.
- In 2023, cash accounted for 12% of all payments, down from 51% in 2013.
- Lower use of cash among higher socioeconomic groups.
- There are warnings of a “two-tier society” where vulnerable groups may face exclusion due to the decline in accepting cash.
- [Urban and affluent areas are moving away from cash faster than rural or deprived regions.](#)
- [There are calls for better monitoring of cash acceptance and potential regulation to ensure businesses continue accepting cash.](#)
- [Small businesses are advised to offer several payment options to meet customer needs.](#)
- [Despite the decline, 88% of respondents to a survey run by The Payments Association believed that cash should remain available as a payment option](#)

5.0 North Yorkshire focus

5.1 North Yorkshire has been affected by bank branch closures, with the region now having one of the lowest levels of access in the UK of 4.4 branches per 100,000 people.

- Nine parliamentary constituencies in Yorkshire and the Humber, including York Outer, have no bank branch.
- Rural SMEs face increased costs and reduced productivity due to longer travel times for banking services.
- Local authorities, including North Yorkshire Council, have:
 - Conducted scrutiny reviews on the impact of closures.
 - Recommended identifying new ATM locations via LINK’s tool.
 - Supported community proposals for banking hubs and mobile services.
- Banking hubs may be introduced to mitigate the loss of branches, offering shared services across multiple banks.
- Community feedback has highlighted concerns for elderly and digitally excluded residents.

6.0 Localised effects in North Yorkshire

6.1 Many towns and villages rely on physical banking for cash deposits and withdrawals.

- Some businesses may face longer travel times to access banking services, increasing operational costs.
- Tourist hot-spots may have seasonally cash-heavy trade. Fewer bank branches may disrupt cash flow management during peak seasons.
- Bank branches often serve as community hubs. Their closure can reduce footfall in town centres, indirectly affecting nearby businesses like cafés and retail shops.

6.2 While some businesses are adapting to online banking, others - especially those in areas with poor broadband - may struggle with the shift. At the meeting of the

committee held on 1 December 2023, the Director of Transformation and the CEO of NYNet gave an update on the provision of broadband across North Yorkshire.

- In 2009, superfast coverage across North Yorkshire was 41%. By 2020, it was at 94%
- The Council offers a free WIFI service in 21 market towns
- Superfast North Yorkshire expects there to be approximately 11,000 premises not covered by superfast broadband by the end of 2024
- About 3,000 of these premises are classified as ‘very hard to reach’
- There are a number of solutions for very hard to reach premises, such as low earth orbit satellite schemes

7.0 Partnership with the Post Office

7.1 As outlined in the [briefing note to the last meeting of the committee](#), some banks and building societies have partnered with the Post office to provide some local services such as:

- Businesses can deposit cash directly into their bank accounts using Post Office counters.
- Businesses can request change (e.g., coins and small notes) for tills. This is especially useful for retail and hospitality sectors.
- Some Post Offices accept cheque deposits for business accounts, depending on the bank.
- Businesses can withdraw cash from their accounts using a debit card, subject to bank limits.
- In partnership with security firms, some Post Offices offer cash collection and delivery services for larger businesses.

7.2 Concerns have been raised about Post Office closures. There are approx. 50–100 Post Office agency branch closures per year, with approx. 100 outreach/drop-collect branches opening to partially offset losses.

The total change remains modest with a loss of around 100–150 branches annually, which is less than 1% of the approx. 11,600-branch network

8.0 National campaigns

8.1 There are several campaigns and initiatives aimed at encouraging the use of cash in businesses and offering consumer choice in payment methods such as:

| Campaign/Initiative | Focus | Key Actions |
|--|--|-------------------------------|
| Campaign for Cash | Maintain cash acceptance, legislative change | Petitioning, public education |
| The Cash Campaign | Cash as public good, vulnerable support | Community outreach |
| Positive Money (“Keep Cash Alive”) | Mandating businesses to accept cash | Petitions, policy advocacy |

9.0 RECOMMENDATION

9.1 That the information be noted.

Report author – Nicki Lishman, Senior Democratic Services Officer

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North Yorkshire Council

Thirsk and Malton Area Committee - 5 December 2025

Information on quiet lanes

1.0 PURPOSE

1.1 Members requested information on Quiet Lanes.

2.0 Overview

2.1 The existing Quiet Lanes Protocol was adopted by North Yorkshire County Council and migrated to the new North Yorkshire Council.

2.2 The service area is looking to review the protocol in the coming months. This has been given further impetus following the creation of a draft speed management strategy (see appendix A), which is due to be considered by [Environment Directorate Corporate Director and the Executive Member for Highways and Transportation on Friday 28 November 2025](#).

3.0 RECOMMENDATION

3.1 That the information be noted.

Report author – Nicki Lishman, Senior Democratic Services Officer

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Quiet Lanes Protocol

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1.0 BACKGROUND

Quiet Lanes are an initiative of the Countryside Agency, supported by the Department for Transport (DfT) and North Yorkshire County Council. They are intended to form a network of country lanes, suitable for use by walkers, cyclists and equestrians as well as by motor vehicles, with the aim of helping preserve the character and tranquillity of rural areas and encouraging an increase in non-motorised users, whilst maintaining vehicle access. The intention of a Quiet Lane is to encourage motorists to be more aware of non-motorised users (NMUs) and, over time, to reduce the number and speed of motor vehicles by changing the 'hearts and minds' of local residents rather than lowering the speed limit or using physical measures for enforcement.

The minor highways, footpaths, bridleways and byways of North Yorkshire constitute an extremely important resource particularly (but not exclusively) for recreation in the countryside.

For a proposed Quiet Lane scheme to be considered, a self-appointed champion needs to come forward. This champion could be a resident, the local County Councillor or a member of the parish, district or town council.

It should be noted that Quiet Lanes will not be introduced in North Yorkshire for the foreseeable future unless specific external funding is available. Therefore the local champion is free to seek funding from other sources to implement Quiet Lanes and only this option will be pursued to augment the initiative.

The County Council has since 2006 adopted a Highway Maintenance Plan which incorporates a network hierarchy as a means of prioritising routes across the publicly maintainable highway network on the basis of the volume and composition of traffic using it, risk assessment and the role of the route concerned in the network as a whole.

Based on the North Yorkshire Classified Road Network, Quiet Lanes are generally considered to be appropriate on category 4b rural roads. (although public rights of way and category 6 unsurfaced roads could be included within the network but not as stand alone routes).

| Category | Hierarchy Description | Type of Road General description | Detailed Description | AADT Rural |
|----------|-----------------------|--|--|------------|
| 4b | Local Access Road | Road serving a limited number of properties carrying only access traffic | In rural areas these roads serve small settlements and provide access to individual properties and land. They are sometimes only single lane width and unsuitable for HGV. | 200+/- |

Quiet Lanes would be suitable on category 4b rural roads that mostly satisfy the following criteria:

- Narrow and winding road
- Very low vehicle flows
- Not a main access route
- Low existing vehicle speeds
- No street lighting
- National speed limit
- Road already used by NMUs

2.0 DEFINITION OF QUIET LANES

The Countryside Agency has a formal definition of a Quiet Lane. They are defined as minor rural roads that are appropriate for shared use by walkers, cyclists, horse riders and motorised traffic. These roads should already have low traffic flows travelling at low speeds. Quiet Lanes should not be used as a traffic calming device or to prevent rat-running. The aim is to preserve the character of rural roads by seeking to contain traffic growth.

3.0 ESSENTIAL COMPONENTS OF QUIET LANE SCHEMES

3.1 FUNDING

The local champion is free to seek external funding from other sources to implement Quiet Lanes and only this option will be pursued to augment the initiative. Current funding limitations dictate that even when the criteria in this protocol is triggered, Quiet Lanes will not be introduced in North Yorkshire for the foreseeable future, unless specific external funding is available.

3.2 QUIET LANE CHAMPION

For a proposed Quiet Lane scheme to be considered, a self-appointed champion needs to come forward. This champion could be a resident, the local County Councillor or a member of the parish, district or town council.

The champion will be responsible for identifying the level of support by canvassing the community and other key stakeholders who will use the route. The champion is advised to contact the County Council at the earliest possible opportunity for guidance before approaching the community and stakeholders.

3.3 DESIGNATION

The Transport Act 2000 enables local traffic authorities to designate roads for which they are the traffic authority as a Quiet Lane. In this instance 'road' has the same meaning as in the Road Traffic Regulation Act 1984, where it is defined (in section 142) as meaning any length of highway or other road to which the public has access.

Local highway authorities should bear in mind that designation as a Quiet Lane neither provides the road with any additional legal protection, nor does it alter local

authorities' other powers and responsibilities, for example when implementing traffic calming measures. Designation will, however, enable the local traffic authority to make use orders and speed orders which will set out authorised uses for the road, a specified speed and the measures to control speed.

There is no requirement to make a use order and/or a speed order for a road designated as a quiet lane. However, given the overriding objective for introducing Quiet Lanes, it is unlikely that these interrelated orders will not be made.

The critical element in developing proposals for a successful Quiet Lane scheme is involving the local community fully in the process. The local traffic authority and the community will want to debate the range of activities that they wish to permit in the designated roads and the appropriate speed for vehicles travelling along them. The activities described in the use order, the specified speed and any associated measures described in the speed order will then reflect the local traffic authority's and local community's expectations for the scheme, the new activities expected within it, and hence help to alter driver behaviour.

3.4 DEVELOPMENT OF PROPOSALS

The success of a Quiet Lane can be judged by the extent to which the people who use the road or live there recognise the need for the scheme and take ownership of it. Such ownership largely depends upon effective community participation and involvement at all stages, from the original selection of the area through to implementation and beyond. The means for involving the community in developing a scheme are wide ranging, and there is no one approach that is most effective. A combination of methods is usually best, with the aim of engaging all sectors of the community, particularly groups that are often under-represented in the decision making process; for example children, young people, people with disabilities (especially those with visual or hearing impairments, wheelchair users or people with learning difficulties) and people from ethnic minority groups.

In developing schemes, authorities should bear in mind that a number of stakeholders, not just local residents, will have an interest. It is important that all stakeholders are involved at the development of proposals stage, so that their requirements are not overlooked, leading to objections during formal consultation. Those with an interest may include other sections of the authority promoting the scheme, for example maintenance and service provision, as well as the emergency services, operational services, other local authorities, businesses, groups representing those using the road, local access groups, disabled persons groups and utility or service companies.

The authority needs to bear in mind that effective community and stakeholder participation to develop a scheme is likely to be time-consuming; and should ensure that adequate resources have been allocated for this phase. It is also important that people's expectations are realistic, as there is little benefit in encouraging the community to design a scheme that is physically, legally or financially impossible to implement or maintain. Care should be taken to ensure that communities are also given realistic predictions of the impact of the measures to be implemented.

3.4.1 FORMAL CONSULTATION

Following development of proposals, before making a designation or a use order or speed order, the local highway authority must formally consult those persons likely to be affected. It is important that all affected groups are consulted. Consultation should include those likely to benefit from the scheme as well as those who may be adversely affected.

The requirements for publishing proposals are broadly similar for designation and for use orders and speed orders. They entail:

- Publishing a notice of proposals in a local newspaper circulating in the area to which the designation or order relates.
- Sending a copy of the notice of proposals to each person required to be consulted.
- Displaying notices on the roads affected and at other places the authority considers appropriate, for example in local community gathering places such as village halls, religious centres, doctors' surgeries, community centres, public houses, sports halls, schools etc.
- Taking such other steps as is considered appropriate to give adequate publicity about the proposals to those people likely to be affected, for example publishing documents on the authority's web site and permitting online responses.

3.5 NATURAL ENGLAND GUIDANCE

Natural England suggests using the PACE (Plan, Activate, Check, Enable) process to assess requests for Quiet Lanes. PACE sets out criteria against which each project can be assessed and developed. Each Quiet Lane project will need to action all the points in the PACE process.

The PACE process should broadly comprise of the following:

Plan – set objectives, define areas/ roads, identify interested parties

Activate – develop a strategy, engage the community and local businesses, undertake a signing audit, assess potential network, calculate financial implications.

Check – community participation, scheme objectives, identify potential impacts of the project

Enable – detailed design, stage 2 Road Safety Audit, construction, stage 3 Road Safety Audit, monitoring of traffic and NMU flows

Detailed guidance on Natural England's PACE process can be found at:

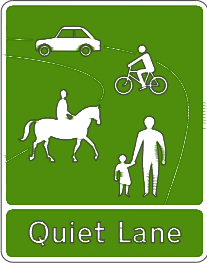

http://www.naturalengland.org.uk/Images/Quiet%20Lanes%20technical%20guidance_tcm6-9068.pdf

4.0 IMPLEMENTATION ISSUES

Signing

In order to inform people that they are entering or leaving a Quiet Lane, the local traffic authority must arrange for traffic signs to be erected as prescribed in The Traffic Signs Regulations and General Directions (TSRGD) 2002. The signs must be maintained for as long as the designation remains in force.

It is considered important that traffic signs are consistent. Signs to be used at the start and end of a designated Quiet Lane in England were added to TSRGD, as diagrams 884 and 885, through the Traffic Signs (Amendment) Regulations 2006.

| Diag. 884 – Start of a Quiet Lane | Diag. 885 – End of a Quiet Lane |
|---|--|
|  |  |

Traffic Calming

Urban street furniture is inappropriate in rural areas. Solutions are likely to involve changes to road and verge maintenance, soft landscaping, removal of road signs, introduction of local way-marking and different surface treatments, if these are appropriate to the area.

5.0 TRIAL SITES

There have been two Quiet Lanes National Demonstration Projects, in north Norfolk and west Kent; supported by the Countryside Agency working in association with Norfolk and Kent County Councils.

The schemes in Norfolk and Kent have been monitored by TRL, in conjunction with the county councils, in terms of traffic speeds, as well as attitudinal surveys (Kennedy et al., 2004a; Kennedy et al., 2004b). Traffic Advisory Leaflet 03/04 summarises the results of these schemes.

The monitoring showed that vehicle flows were reduced slightly compared to control roads in both the demonstration projects. Vehicle speeds were low both before and after scheme implementation, with negligible changes compared to control roads. Numbers of non-motorised users were very low both before and after scheme implementation and fluctuated throughout the monitoring period. Attitude surveys showed that the two schemes had strong support both before and after scheme implementation (at least three-quarters being in favour). However, there were a significant percentage of respondents who did not feel the schemes were working in

practice, because of concerns such as rat-running and inappropriate vehicle speed. Almost 40% of respondents in Kent, and almost half of those in Norfolk, reported that they now drive more carefully along the lanes.

6.0 CURRENT SITUATION IN NORTH YORKSHIRE

At present, there is only one “Quiet Lane” within North Yorkshire. Long Lane and Crab Lane are narrow rural roads (approximately 2.5m in width) which link the villages of Seamer and Crossgates on the outskirts of Scarborough.

The route is popular with walkers and regularly used by school children attending Seamer Infants School. The aim of the Quiet Lane was to make Long Lane and Crab Lane safer for all road users, including walkers, cyclists and horse riders. The route is single track with low levels of vehicle flows with low speeds.

The original request for designation as a Quiet Lane was received from Seamer Parish Council, and following initial investigations, Area 3 Whitby Area Office undertook a full consultation with all key stakeholders. This included sending a proposals drawing, scheme background and simple questionnaire to County Councillors, Parish Councillors, local schools, the local ramblers association, the local disabled action group, local residents and a presentation at Yorkshire Coast and Moors County Area Committee.

The scheme received 100% support and Long Lane and Crab Lane were designated as a Quiet Lane in 2009.

7.0 CONCLUSIONS

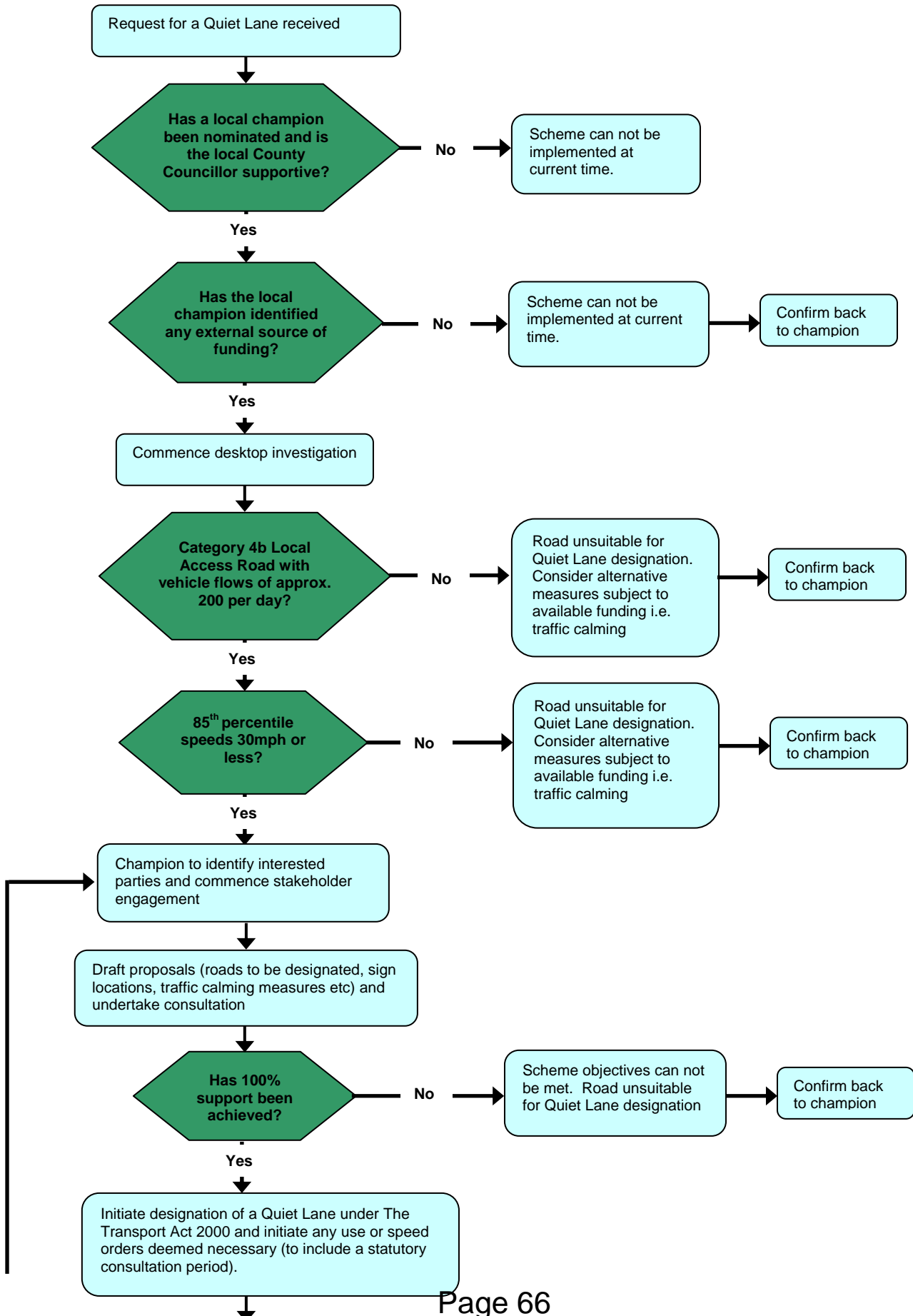
Designation as a Quiet Lane can be a suitable method of maintaining the tranquillity and character of minor rural roads, but with community involvement alone it is unlikely to significantly reduce speeds or the number of vehicles. If rat-running or high traffic speeds are a problem then physical measures will be needed, such as the implementation of traffic calming.

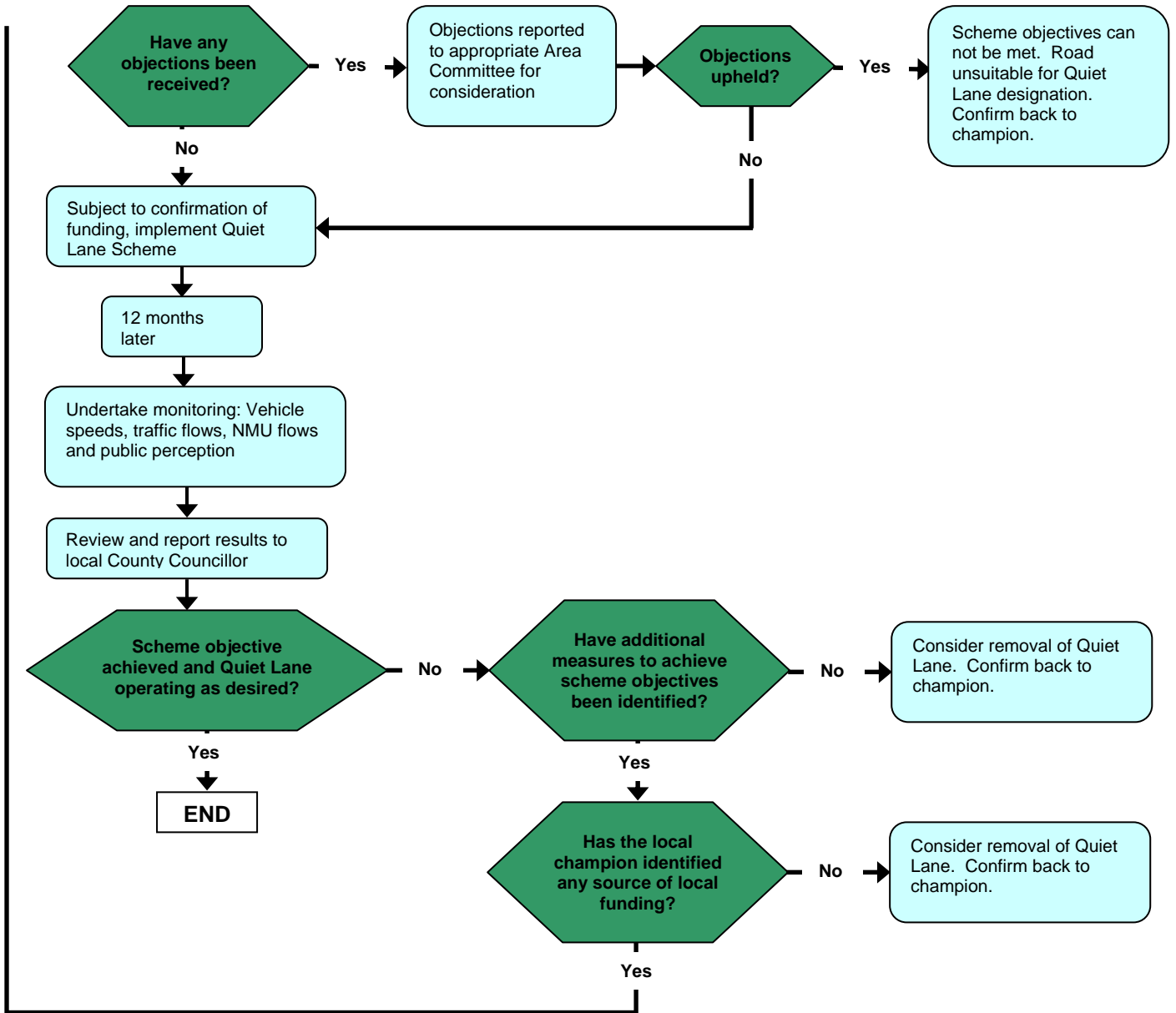
As mentioned previously, the Local Champion is free to seek external funding from other sources to implement Quiet Lanes and this option should be pursued to augment the initiative. Current funding limitations dictate that even when the criteria in this protocol is triggered, Quiet Lanes will not be introduced in North Yorkshire for the foreseeable future, unless specific external funding is available.

Notes:

- Quiet Lanes should generally be pleasant to walk, cycle, or ride a horse along. This would involve low traffic speeds (85th percentile <30mph), low traffic flows approximately 200 vehicles per day or less) and narrow road widths (<5 m). If not, traffic calming such as gateway features, chicanes, road narrowing etc may be required before designation.
- If linking roads are too busy to be designated as Quiet Lanes then they should have suitable non-motorised user provision, and should be short. Consideration should be given to the needs of visually impaired people if the footway is to be converted to shared use.
- Consultation with the local community should lead to 100% support, from those who respond (must be a minimum 50% response from the consultees), on the lanes to be designated and the objectives for the scheme as a whole. Objectives should be realistic and not raise expectations beyond a level that can be achieved with the planned measures and the available funds.
- Quiet Lanes maintain low speeds and flows through community involvement; this must therefore start early and be maintained throughout the life of the project.
- The Quiet Lane network should fit into the local route hierarchy with suitable diversion routes available.
- Monitoring of the schemes should be undertaken to ensure the scheme is meeting its objectives; methods will vary depending on the objectives set. For example, if implemented to improve quality of life, before and after attitude surveys of local residents would be appropriate.
- Consideration should be given to the needs of disabled people using the road. For example wheelchair users may consider rumble strips undesirable.

Appendix A
Procedure for assessing the appropriateness implementing a Quiet Lane





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