

# North Yorkshire Council

## Skipton and Ripon Area Committee

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

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

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

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

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

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

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#### **207 Apologies for absence**

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

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

##### **Resolved**

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

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

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#### **209 Declarations of interest**

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

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

#### **210 Town Investment Plan Programme - Update**

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

Minute 212.

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

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

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

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

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

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

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

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

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

**Resolved** (unanimously)

That the Committee:

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

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

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

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

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

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

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

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

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

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

## **212 Public questions and statements**

Five public statements were received.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Survey Results for Hampsthwaite:

Three different survey approaches were undertaken

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

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

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

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

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

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

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

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

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

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

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

In response, Members raised the following points:

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

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

### **Resolved**

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

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Councillor Williams left the meeting at 11.28am

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

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

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

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

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

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

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

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

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

### **Resolved**

That Members note the contents of the report.

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

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

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

## **216 Youth Councils - Update**

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

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

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

## **217 Committee work programme**

Members reviewed the work programme and suggested the following additions:

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

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

There were no urgent items of business.

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

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

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

**219 Date of next meeting**

Thursday 5 March 2026 at 10.00am.

The meeting concluded at 12.07 pm.