

# North Yorkshire Council

## Executive

Minutes of the meeting held on Tuesday 12 May 2026 commencing at 11.00 am.

Councillor Carl Les in the Chair. Councillors Mark Crane, Gareth Dadd, Michael Harrison, Simon Myers, Heather Phillips, Janet Sanderson (R), Malcolm Taylor and Annabel Wilkinson.

In attendance: Councillors Paul Haslam (R), Peter Lacey and Yvonne Peacock.

Officers present: Richard Flinton, Karl Battersby, El Mayhew, Gary Fielding, Nic Harne, Abigail Barron, Barry Khan, Daniel Harry, Elizabeth Jackson, Gareth Bentley, Jo Heaney (R), Lyn Williams (R), Emma Jesper (R) and Paul Jeeves.

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

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### **898 Apologies for Absence**

An apology for absence was received from Councillor Richard Foster. It was noted that Councillor Janet Sanderson would attend the meeting remotely and therefore would not be able to move or second a motion or be able to vote on any recommendations.

### **899 Minutes of the Meeting held on 21 April 2026**

#### **Resolved**

That the public Minutes of the meeting held on 21 April 2026, having been printed and circulated, be taken as read and confirmed by the Chair as a correct record.

### **900 Declarations of Interest**

Councillor Michael Harrison declared an interest in respect of Minute 903 on the basis that his employer was a sponsor of the Tour of Britain. Councillor Harrison left the meeting room for the discussion and vote on the item.

Councillors Gareth Dadd and Carl Les declared an interest in Minute 913 on the basis that they were members of the York and North Yorkshire Combined Authority.

### **901 Public Questions and Statements**

There were two public questions and statements.

#### **1. Public Question from Lisa Ridsdale**

Why Taxi Fares Should Increase in North Yorkshire

Ladies and gentlemen,

Taxi fares in North Yorkshire need to rise — not to overcharge passengers, but to ensure the long-term survival of a vital public service.

The cost of running a taxi has increased significantly in recent years.

Insurance alone can range from £1,500 to £4,000 per year, depending on the driver and area. Fuel costs for a full-time driver can reach £4,000 to £7,500 annually, and when you add maintenance, servicing, and licensing fees, total annual operating costs often exceed £10,000.

On top of this, the real cost of running a taxi per mile is estimated to be around £1.00 to £1.20 per mile, depending on vehicle type, fuel efficiency, and maintenance requirements. This means that in many cases, the actual cost of operating a taxi is already close to — or even above — the standard fare structure.

Importantly, in North Yorkshire, the call-out or minimum charge is often around £1 per mile, which in some cases barely covers costs once fuel, wear and tear, and insurance are factored in.

It is also worth noting that drivers are not forced to charge the maximum metered fare. In many cases, drivers can choose to charge less than the meter, especially for regular customers or short local journeys. This flexibility shows that fare increases do not automatically mean passengers always pay more — competition and discretion still exist.

However, the key issue remains: if fares stay too low overall, drivers simply cannot sustain the job.

Across the UK, taxi drivers typically earn £20,000 to £40,000 before costs, but after expenses, many are left with income close to minimum wage despite long and unsociable hours.

So what happens if fares do not reflect rising costs?

Drivers leave the industry.

And in a rural county like North Yorkshire, that has serious consequences. Many communities rely on taxis for hospital visits, commuting, and transport where public services are limited or unavailable. Fewer drivers means longer waiting times and reduced access for those who depend on them most.

In conclusion, increasing taxi fares is not about overcharging — it is about ensuring fairness, sustainability, and keeping an essential service running for everyone.

Thank you.

## **2. Public Question from Richard Fieldman**

Councillors

Whilst the trade appreciate that you are considering a tariff increase due to the devastating fuel price increase that has come about with the ongoing war in Iran, the recommendation by council officers does not go far enough in assisting the trade with the hardship they have been hit with.

Firstly, the Iran war started on the 28th February this year, we are now on the 12th May, and have had to endure the significant and almost immediate increase the fuel stations bestowed upon us without any emergency assistance from this council in trying to protect its local taxi trade. Whilst fuel prices steadily increased, sometimes on a daily basis.

Secondly, not only is it almost two years since our last increase, and in some cases,

arguably, a decrease in certain areas, but with almost immediate effect, the council changed its policy for suitable vehicles to be licensed, removing the usual petrol and diesel options, meaning the trade, without a suitable breaking in period were immediately thrown into purchasing much more expensive Wav, electric, or hybrid vehicle replacement options.

Yes it is true to say that currently licensed petrol or diesel models have grandfather rights until no longer road worthy, but for the percentage of drivers whose cars are needing to be replaced now, they are immediately thrown into having to purchase one of these much more expensive options, and with the lack of a period of grace, do not have the acquisition of savings to buy one.

Therefore I ask that you see the importance of also adding an increase to the flag fall section of the tariff of at least 20p to tariff one and pro rata to tariffs two and three, that is if you are not willing to accept the request that members of the trade have also requested appertained within this report. In order to address the issues raised above. Thank you for listening.

### **Response:**

In the absence of the Executive Member for Managing our Environment, the Executive Member for Culture, Arts and Housing provided the following response:

We recognise both the strength of feeling within the trade and the very real pressures currently being faced, particularly around fuel prices, insurance and wider operating costs, some of which have increased significantly in recent months. As set out in the report, rising fuel costs have been a key factor in prompting this review.

The Council has responded as quickly as possible to these pressures, but it must be acknowledged that there are no temporary or emergency mechanisms to vary the tariff. As such, the statutory process, including public notice and the opportunity for objections, must be followed.

Our role is to strike the right balance. We must support a sustainable and viable trade, particularly given its importance to rural communities, while at the same time ensuring that fares remain fair and reasonable for passengers.

The proposal before Members is to apply a 5% increase across the tariff, which officers consider represents a proportionate and evidence-based response to the current situation. While we understand the argument that this may not go far enough, we must be mindful of our role in setting these fares. Any increase must be justified, consistent and fair, not just to the trade but also to passengers. Setting fares too high carries risks, including reducing demand and impacting accessibility.

On that basis, I am satisfied that the recommendation before Members represents a fair and balanced approach.

## **902 Review of Maximum Hackney Carriage Fares**

Considered – A report of the Assistant Director Regulation and Harbours seeking approval to vary the Council's Hackney Carriage Table of Maximum Fares in response to requests from the taxi trade. A proposed variation must be advertised for a specified period and approval was sought for publication of the required statutory notices.

The Executive Member for Culture, Arts and Housing, Councillor Simon Myers, introduced the report and outlined the increase in fuel prices and operating costs facing the taxi trade. The Council was required to follow a statutory process to vary fares, including

consultation, and the proposal was to agree in principle a 5% increase across all tariffs and proceed to consultation before any final decision was made. Lisa Ridsdale and Richard Fieldman, representatives of the taxi trade, made statements as detailed at Minute 901.

Executive Members considered the proposal and made the following key points:

- the importance of maintaining a sustainable taxi service was acknowledged, particularly in rural areas where public transport options were limited
- members of the trade were urged to make representations as part of the consultation.
- paragraph 3.6 of the report detailed the proposals which were for a 5% increase and effects across all tariffs were set out

### **Resolved (unanimously)**

- 1) That the variation to the Council's Hackney Carriage Table of Fares as set out in Appendix A be approved
- 2) That the publication of the required statutory notices notifying of the variation approved in recommendation 1) above be approved

### **Reasons for recommendation**

The Council is expected to set and regularly review the maximum fares to be charged by hackney carriage drivers with a view to protecting the public and ensuring that licensees are fairly rewarded for their work.

### **Alternative options considered**

The Council is not legally obligated to set the maximum rates of charges. However, the vast majority of licensing authorities do set maximum fares to provide certainty, consistency and, particularly in relation to occasional passengers, protection from unfair or unreasonable charges.

The Council may consider retaining the existing table of fares. However, this may impact on the ability of the hackney carriage trade to deliver a vital service.

## **903 Tour of Britain 2026 and 2027**

Considered – A report of the Corporate Director Environment seeking approval to allocate £200,000 funding towards the operational costs associated with the delivery of the Tour of Britain cycling race in 2026 and 2027.

The Executive Member for Highways and Transportation, Councillor Malcolm Taylor introduced the report and advised that the hosting fee would be funded by the Combined Authority. The Council had a history of hosting major cycling events and benefits included economic growth, promotion of active travel, increased inward investment, national and international media exposure and races acted as a catalyst for community activity.

The Assistant Chief Executive Legal and Democratic confirmed that Councillors Carl Les and Gareth Dadd, whilst having voted on the item in their capacity as members of the Combined Authority, were not predetermined as they had not been involved in a decision about North Yorkshire Council funding.

It was noted that the Council's contribution was limited to £100k per race, one each in 2026 and 2027, and there would also be a contingency of £25k for each race if the original

budget was exceeded.

(Councillor Michael Harrison declared a disclosable pecuniary interest in the item and left the meeting room for the debate and vote thereon.)

### **Resolved (unanimously)**

That the Executive

- 1) Approves the allocation of £200,000 (£100,000 per year over two years) funding from the Strategic Capacity Reserve for operational costs associated with the delivery of the Tour of Britain Cycling Race in 2026 and 2027.
- 2) Delegates responsibility to the Corporate Director Environment to manage a contingency fund of £25K in each of 2026 and 2027 to support event delivery if the existing annual budget is exceeded.
- 3) Delegate responsibility to the Corporate Director Environment to agree the race routes with British Cycling for the 2026 and 2027 Tour of Britain Cycling Races

### **Reasons for recommendations**

To facilitate the delivery of a stage of the Tour of Britain Cycle race in 2026 and 2027

### **Alternative options considered**

No alternative options were considered

## **904 Introduction of a Civil Financial Penalty Policy aligned with Renters' Rights Act**

Considered – A report of the Corporate Director Community Development seeking approval to adopt a Housing Civil Financial Penalty Policy for private sector housing, ensuring compliance with the Renters' Rights Act 2025 and associated housing legislation. Confirmation was sought for the appropriate delegations to support the effective implementation of the Policy and the Council's statutory duties, functions, responsibilities and enforcement duties under the Renters' Rights Act 2025.

The Executive Member for Culture, Arts and Housing, Councillor Simon Myers, introduced the report and explained that civil financial penalties would provide the Council with an enforcement tool, enabling compliance with statutory duties without relying solely on prosecution. He emphasised that the primary objective of the policy was to improve housing standards rather than to punish landlords, noting that the approach would be proportionate and supported by engagement and education, including workshops for landlords. The policy distinguished between large-scale professional landlords and smaller landlords, and that provision had been included to allow greater discounts where landlords admitted fault and took steps to remedy issues.

The Executive Member referred to paragraph 3.14 of the report and advised that the word "reduces" on line 5 should be replaced with the word "increases".

Members expressed support for the policy and its aims and it was noted that the policy was not intended to be punitive but to improve standards and protect tenants' rights.

Councillor Peter Lacey raised a question regarding the potential for the new legislation to be misunderstood by residents. In response, officers advised that there had been an increase in "no-fault" evictions prior to the legislation coming into force, but that the new

regime would provide stronger protections for tenants, including significant penalties for unlawful eviction. It was agreed that a Member seminar would be arranged to provide further briefing on the implications of the legislation.

### **Resolved (unanimously)**

- 1) That the Housing Civil Financial Penalty Policy be adopted
- 2) That authority be delegated to the Assistant Director of Housing, in consultation with the Executive Member for Culture, Arts and Housing, to make minor amendments to the Housing Civil Financial Penalty Policy as required, including updates necessary to ensure ongoing alignment with nationally updated model policies.
- 3) It be confirmed that the Council's statutory duties, functions, responsibilities and enforcement powers under the Renters' Rights Act 2025 be delegated to the Corporate Director Community Development, to ensure the Council can lawfully, consistently, and effectively discharge its statutory enforcement duties, including the issue of civil (financial) penalties under the new legislative regime.

### **Reasons for recommendations**

The adoption of the Civil Financial Penalties Policy is required to support the Council's strengthened enforcement duties under the Renters' Rights Act 2025 and to ensure a clear, consistent and legally robust approach to the use of civil penalties. The policy will enable effective and proportionate enforcement action, improve housing standards and protect residents across North Yorkshire.

### **Alternative options considered**

Retaining the existing approach to civil penalties is not a viable option. The current arrangements do not fully reflect the legislative changes introduced by the Renters' Rights Act 2025, including expanded enforcement powers, revised offences and strengthened expectations on local authorities. Failure to adopt an updated policy would expose the Council to legal, operational and reputational risk and weaken the defensibility of civil penalty decisions.

The Council could develop a bespoke civil penalties policy independent of the national model. This approach is not recommended, as it would risk divergence from nationally recognised good practice, reduce consistency with other authorities, and increase the likelihood of challenge or appeal against civil penalty notices.

## **905 Introduction of a new Enforcement Policy aligned with Renters' Rights Act**

Considered – A report of the Corporate Director Community Development seeking approval to adopt a new Housing Enforcement Policy for private sector housing, ensuring compliance with the Renters' Rights Act 2025 and associated housing legislation, in accordance with the Council's governance and decision-making framework. Confirmation was also sought for the appropriate delegations to support the effective implementation of the Housing Enforcement Policy and the Council's statutory duties, functions, responsibilities and enforcement duties and the Renters' Rights Act 2025.

The Executive Member for Culture, Arts and Housing, Councillor Simon Myers, introduced the report, explaining that the policy updated existing enforcement arrangements to reflect strengthened statutory obligations and ensure legal compliance.

### **Resolved (unanimously)**

- 1) That the proposed Housing Authority Enforcement Policy be adopted
- 2) Authority be delegated to the Assistant Director of Housing, in consultation with the Executive Member for Culture, Arts and Housing to make minor amendments to the Housing Enforcement Policy as required, including updates necessary to ensure ongoing alignment with nationally updated model policies.
- 3) It be confirmed that the Council's statutory duties, functions, responsibilities and enforcement powers under the Renters' Rights Act 2025 be delegated to the Corporate Director of Community Development, to ensure the Council can lawfully, consistently, and effectively discharge its statutory enforcement duties, including the issue of civil (financial) penalties under the new legislative regime.

### **Reasons for recommendations**

The updated Enforcement Policy is required to meet the Council's strengthened duties under the Renters' Rights Act 2025 and to ensure a clear, consistent and legally robust approach to housing enforcement. Adoption of the policy will support effective, timely action to improve housing conditions and reduce risk to residents across North Yorkshire.

### **Alternative options considered**

Retaining the existing policy is not a viable option. The current policy does not reflect the significant legislative changes introduced by the Renters' Rights Act 2025, including the new statutory duty to enforce from 1 May 2026. Failure to update the policy would expose the Council to operational, compliance and challenge risk.

The Council could develop its own standalone enforcement policy. However, this approach is not recommended as it would diverge from the nationally endorsed model policy, increasing the risk of inconsistency with sector-wide good practice and reducing the legal defensibility of enforcement decisions.

## **906 Targeted Healthy Child Service Section 75 agreement - planning and delivering Community based emotional wellbeing support for Children and Young People**

Considered – A report of the Corporate Director Children and Young People's Service seeking approval to consult on a new Section 75 partnership agreement with the Humber North Yorkshire Integrated Care Board for the joint planning and delivery of community-based emotional wellbeing support for children and young people. Following completion of the consultation delegated authority was sought for the final Section 75 agreement to be signed off by the Executive Director in consultation with Children and Young People's Service Executive Members.

The Executive Member for Children and Families, Councillor Janet Sanderson, presented the report and outlined the current service arrangements, noting strong performance outcomes and recognition as good practice. She explained that the current agreement was due to expire in March 2027 and that a 60-day consultation was required to inform future arrangements, with a view to maintaining flexibility for further integrated commissioning. The current funding split was set out at paragraph 7.1 and it was proposed that this be retained in the new agreement.

### **Resolved (unanimously)**

That Executive

- 1) Support the preferred option to establish a new Section 75 agreement between North Yorkshire Council and NHS Humber and North Yorkshire Integrated Care Board for the joint planning and delivery of community-based emotional wellbeing support for children and young people.
- 2) Approve progressing to a formal 60-day public consultation on the proposed new Section 75 agreement.
- 3) Agree that, subject to the outcome of the consultation, Executive delegate final sign-off the new Section 75 agreement to the Executive Director of Children and Young People Services in consultation with Children and Young People Service Executive Members.

### **Reasons for recommendations**

The recommendation to progress a new Section 75 agreement reflects the proven benefits of the existing partnership, which has strengthened joint commissioning arrangements, improved integration across the emotional wellbeing system and enabled more efficient use of collective resources. Continuing with a joint Section 75 approach offers commissioners access to levers and flexibilities that are not available through single-agency commissioning, including pooled or aligned budgets, shared outcomes frameworks, and the ability to design and influence pathways end-to-end.

These arrangements have been recognised as an area of good practice in local inspections, including the NY Local Area SEND Inspection, and provide a strong foundation for further enhancing service quality, early intervention, prevention and system-wide consistency. Seeking approval to consult on the new agreement ensures transparency, meets legal obligations and supports timely development of revised commissioning arrangements ahead of the expiry of current Section 75 partnership arrangements in March 2027.

### **Alternative options considered**

An options appraisal has been completed by the Integrated Commissioning Group which explored and scored the available options for decommissioning the agreement, continuation of the partnership and or single agency contracting arrangements for planning and delivering Community based emotional wellbeing support for Children and Young People.

The preferred option identified was A Section 75 between the ICBs and NYC. HNY ICB would act as lead commissioner

It is agreed the use of a Section 75 particularly meets the requirement that such arrangements can only be formed if it is likely to lead to an improvement in the way both parties' functions are exercised. Jointly commissioning this service(s) in scope brings strengthened efficiency and integration opportunities that would not exist through single agency commissioning.

## **907 Regional Care Cooperative**

Considered – A report of the Corporate Director Children and Young People's Service outlining the national direction of travel for Regional Care Cooperatives and seeking delegated authority to progress a regional Expression of Interest to the Department for Education (DfE) should this be supported through Yorkshire and Humber discussions and admission into White Rose Framework.

The Executive Member for Children and Families, Councillor Janet Sanderson, introduced the report and outlined the national policy context, including increasing demand for children's placements, especially for those with complex needs, and rising costs. Regional Care Cooperatives were intended to improve sufficiency, reduce reliance on unregulated placements and create a more sustainable market, and were the DfE's agreed future operating model. The importance of early engagement to shape the future model rather than adopting a reactive position was noted. The tight timetable for submission of an Expression of Interest was highlighted resulting in the need to delegate authority to officers to progress the proposal.

### **Resolved (unanimously)**

That the Executive

- 1) Except as set out below, delegates all functions in relation to the progression of work to establish a Regional Care Cooperative to the Corporate Director Children and Young People's Service, in consultation with the Executive Member for Children and Families, following review of recommendations with other Directors of Children and Social Care across the region;
- 2) Agrees that the decision to submit an Expression Of Interest to test a Regional Care Cooperative be taken by the Corporate Director of Resources (or their sub-delegated officer), if they deem it appropriate, in consultation with the Executive Member for Finance, Executive Member for Children and Families, and the Corporate Director for Children and Young People's Service, following review of recommendations with other Directors of Children and Social Care across the region;
- 3) Agrees that the decision to join the White Rose Framework (to support a decision to submit an Expression of Interest to test a Regional Care Cooperative should be that the outcome of regional discussions) be taken by the Corporate Director for Children and Young People, in consultation with the Corporate Director Resources and the Monitoring Officer.

### **Reasons for recommendations**

The recommendations are made to ensure North Yorkshire Council remains engaged in, and able to influence, emerging regional arrangements that are expected to become central to the future delivery of children's social care. Delegated authority allows the Council to respond at pace to regional decisions, support the discharge of statutory sufficiency duties, and determine proportionate participation based on collective evidence and local need.

### **Alternative options considered**

Due to the requirement for local authorities to work together as a region on the development of an RCC, the options considered was for delegated authority not to be given at this time and therefore to not be a part of the potential regional EOI, for us to observe the next phase of models to be tested and join at a later date assuming we could become a part of the Yorkshire and Humber collaborative following any EOI.

However, given the Bill has now been passed through parliament the direction of travel is clear individual local authority approaches to placement commissioning are no longer sufficient on their own. Councils are therefore expected to work regionally, through formalised structures such as RCCs, to improve placement sufficiency, stabilise the market and deliver children's social care reform at scale. Early and proactive participation positions councils strongly for future phases of implementation and reduces the risk of later mandated arrangements.

## **908 Amendments to the Council's Constitution**

Considered – A report of the Assistant Chief Executive Legal and Democratic Services presenting proposed amendments to the Council's Constitution for recommendation to full Council.

The Executive Member for Corporate Services, Councillor Heather Phillips, introduced the report which presented amendments considered by the Constitutional Working Group. Key changes included revised arrangements for amendments to motions at full Council and an increase in the key decision threshold to £1 million. Changes to procurement rules aimed at supporting local suppliers and improving flexibility were highlighted.

### **Resolved (unanimously)**

That the following proposed amendments to the Constitution are recommended by the Executive to full Council for approval.

- (a) The management of amendments at meetings of full Council, as referenced in section 4.0 of, and Appendix A to, the report;
- (b) The process for the cancelling or postponing of a committee meeting at a time after the summons for the meeting has been issued, as referenced in section 5.0 of, and Appendix A to, the report;
- (c) The Terms of Reference for the Chief Officers Appointments and Disciplinary Committee and Sub-Committee and the Staff Employment Procedure Rules and clarification of the process for approving Chief Officer appointments, as referenced in section 6.0 of, and Appendix B to, the report;
- (d) The removal of the reference to the Local Transport Plan in the Policy Framework in Article 4 of the Constitution, as detailed at section 7.0 of the report;
- (e) The Terms of Reference for the Audit Committee and Pension Board, as detailed at section 8.0 of the report and at Appendix 1;
- (f) The Procurement and Contract Procedure Rules (PCPR) and the: 1) Procurement Financial Thresholds; 2) the Key Decision Limit; and 3) the Grant Application and Acceptance Process., as detailed at section 9.0 of the report and at Appendices 2 to 7.

### **Reasons for recommendations**

For the reasons set out in the body of the report and in the Appendices, it is recommended that, subject to any comments Members may have, the matters raised in this report be considered and the recommendations and proposed changes to the Constitution set out below be agreed and/or recommended to full Council for information and/or approval as indicated.

## **909 Area Committee Feedback Report**

Considered – A report of the Assistant Chief Executive Legal and Democratic Services providing an overview of the key issues considered at the March 2026 round of meetings of the Area Committees.

Councillor Yvonne Peacock referred to the bus services feasibility study undertaken by the

Richmond Area Committee and which had been sent to the Mayor of York and North Yorkshire. The study had found that to travel by bus from Hawes to Northallerton required three separate buses and Councillor Peacock asked the Executive to encourage the Mayor to give further consideration to the requirements of people who travelled to work by bus. The Executive Member for Highways and Transportation confirmed that detailed conversations on bus services were underway.

### **Resolved**

That the report be noted.

## **910 Appointments to Committees and Outside Bodies**

Considered – A report of the Assistant Chief Executive Legal and Democratic Services seeking appointments to vacancies on Groundwork Yorkshire.

The Leader advised that a decision on appointments would be deferred for further information.

## **911 Forward Plan**

Considered – The Forward Plan for the period 1 May 2026 to 31 May 2027 was presented.

### **Resolved**

That the Forward Plan be noted.

## **912 Date of Next Meeting - 26 May 2026 (Performance Monitoring)**

**913** The Leader agreed that the following item be considered as a matter of urgency due to the time sensitive nature of the matter.

### **Referral of item - Highway Maintenance Capital Funding 26/27 to 29/30**

Considered – A report of the Assistant Chief Executive Legal and Democratic Services, the purpose of which was to present for consideration a referral from the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee regarding the allocation of Highway Maintenance and Highway Improvement Capital funding for the period 2026/27 to 2029/30.

The Executive Member for Highways and Transportation, Councillor Malcolm Taylor introduced the item, explaining that the report followed detailed scrutiny of proposals by the Overview and Scrutiny Committee. He highlighted that the proposals arising from the York and North Yorkshire Combined Authority would result in a reallocation of funding from highway maintenance to improvement schemes, leading to a real-terms reduction in funding for highway maintenance in North Yorkshire over the four-year period. He emphasised that this was of concern given the scale of the highway network, the impact of winter weather, and the importance of sustained investment in maintenance to ensure network safety and resilience. While additional funding streams, including those focused on potholes, had been mentioned, these did not replace the need for long-term capital investment in maintaining the road network.

Members discussed the item and made the following points:

- Members expressed concern that the proposed changes would reduce highway maintenance funding, worsening existing issues across a large rural network.
- Concerns were raised about the Combined Authority's decision-making process, including consultation, the justification for changing the funding split, and a perceived disadvantage to North Yorkshire.
- Members emphasised the need for funding allocations to follow objective, evidence-based methodologies and warned that deviation from these undermined fairness and transparency.
- Uncertainty over future funding arrangements, including the revised split and the Mayor's Road Maintenance Fund, was highlighted as a key risk.

In response to a question in relation to named substitutes at meetings of the Combined Authority, the Assistant Chief Executive Legal and Democratic advised that full Council determined representation. The Constitution Working Group would be able to consider delegating responsibility down if Members wanted the flexibility to be able to make changes during the year.

Executive Members supported the concerns previously raised by the Overview and Scrutiny Committee and agreed that the matter should be considered to full Council. It was therefore

**Resolved (unanimously)**

That having heard the concerns of the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee, and anger from others, Executive recommends to full Council, as a matter of urgency given the time sensitive nature, that this Authority urges the York and North Yorkshire Combined Authority and Mayor to reconsider their decision on Highway Maintenance Capital Funding 2026/27 to 2029/30 and consult with North Yorkshire Council on the Highways Capital Funding proposals as detailed within the report.

The meeting concluded at 12.04 pm.