



Agenda

- Meeting:** Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee
- To:** Councillors David Staveley (Chair), Melanie Davis (Vice-Chair), Philip Barrett, Derek Bastiman, Hannah Gostlow, David Ireton, David Jeffels, Janet Jefferson, Tom Jones, Steve Mason, David Noland, Subash Sharma, Phil Trumper, Steve Watson, Andrew Williams and Robert Windass.
- Date:** Wednesday, 22 October 2025
- Time:** 10.00 am
- Venue:** The Grand - County Hall

Business

1. **Apologies for Absence**
2. **Minutes of the Meeting held on 4 September 2025** (Pages 3 - 8)
3. **Declarations of Interest**
All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.
4. **Public Participation**
Members of the public may ask questions or make statements at this meeting if they have given notice (to include the text of the question/statement) to Will Baines, Senior Scrutiny Officer (*contact details below*) no later than midday on Friday 17 October 2025. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:
 - At this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
 - When the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chair who will instruct those taking a recording to cease while you speak.
5. **Service Update - Economic Development, Regeneration, Tourism** (Pages 9 - 42)
6. **Notice of Motion on Dualling of the A64** (Pages 43 - 50)

7. **Draft Speed Management Strategy** (Pages 51 - 66)
8. **North Yorkshire Council Enforcement Strategy** (Pages 67 - 88)
9. **Climate Change Delivery Pathway Performance Report** (Pages 89 - 104)
10. **Progress on Issues Raised** (Pages 105 - 108)
11. **Work Programme** (Pages 109 - 110)
12. **Any other items**
Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.
13. **Date of Next Meeting**
Wednesday, 28 January 2026, 10am start
County Hall, Northallerton, DL7 8AD

Members are reminded that in order to expedite business at the meeting and enable Officers to adapt their presentations to address areas causing difficulty, they are encouraged to contact Officers prior to the meeting with questions on technical issues in reports.

This meeting is being held as an in-person meeting. Members of the public are entitled to attend this meeting as observers for all those items taken in open session.

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

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

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

Contact Details

Enquiries relating to this agenda and meeting please contact:

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Barry Khan
Assistant Chief Executive
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County Hall
Northallerton

Tuesday, 14 October 2025

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

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

Councillor David Staveley in the Chair plus Councillors Melanie Davis, Philip Barrett, Derek Bastiman, Hannah Gostlow, David Ireton, Janet Jefferson, Steve Mason, David Noland, Subash Sharma, Phil Trumper, Steve Watson, Andrew Williams and Robert Windass.

Officers present: Will Baines (Senior Scrutiny Officer), Harry Briggs (Head of Operations - Waste and Street Scene), Dr Kevin Carr (Scientific Officer), Vikki Flowers (Head of Environmental Protection), Kerry Green (Waste Contracts and Compliance Officer), Steve Goddard (Public Conveniences Manager), Peter Jeffreys (Head of Service Waste), Tim Johns (Senior Policy Officer), Sophie Nicholson (Scientific Officer), Tris Terry (Project Manager) and Clair Weber (Environmental Health Officer)

Apologies: Councillors David Jeffels and Tom Jones.

Copies of all documents considered are in the Minute Book

1 Apologies for Absence

Apologies for absence were received from Councillors David Jeffels and Tom Jones.

2 Minutes of the Meeting held on 11 July 2025

It was resolved that the Minutes of the meeting held on 11 July 2025, having been printed and circulated, be taken as read and confirmed and signed by the Chair as a correct record.

3 Declarations of Interest

Councillor David Staveley declared a personal interest in agenda item 5, as the owner of a Commercial Like Vehicle referenced in the proposals.

Councillor Janet Jefferson declared a personal interest in agenda item 5 as a local business owner.

4 Public Participation

There were no public questions or statements received.

5 Review of Household Waste Recycling Centres

The draft report for the Executive and a slideshow was considered, seeking member feedback on the proposals to (1) implement a registration scheme that limits free use of North Yorkshire Household Waste Recycling Centres (HWRCs) to North Yorkshire residents only, and (2) allow owners of commercial-like vehicles up to 12 visits per annum

free of charge to Household Waste Recycling Centres.

In introducing the report, the following was highlighted by officers:

- North Yorkshire Council provide 20 HWRCs plus mobile sites as part of a duty for residents to deposit their household waste free of charge in they reside in that area. In 2024/25 the network handled 64,500 tonnes of waste and received 1.6 million visits.
- Surveys in 2015 and 2022 established that on average 1 in 6 users or 17% are not made by North Yorkshire residents
- Of the Commercial-like vehicles that use the sites, 7% use the sites 13 times a year or more (currently free disposal).
- When benchmarking against other local authorities, it was found that most neighbouring councils restrict access to residents only, limit CLV visits, and permit trailers up to a certain length. Due to a high influx of non-residents from the Middlesbrough and Stockton-Tees areas, a resident only permit scheme was put in place in 2016 at Stokesley HWRC, and successfully reduced the tonnage throughput by 22%.
- The proposals put forward are that to ensure access is free of charge to North Yorkshire residents only, it is proposed that residents register with the council prior to using HWRCs by providing their name, address, and vehicle registration number. During the initial roll out period of up to 3 months, additional site staff at the busiest sites will assist non-registered visitors to apply in real time or use an online post code checker to allow access on the first occasion. After the roll out period, non-registered visitors will apply in real time or return once registered.
- Furthermore, to ensure commercial waste is not deposited free of charge, owners of CLVs & trailers (up to 10 feet in length) would be allowed up to 12 visits per annum. A registered CLV or trailer owner who has used the sites 12 times in 12 months and wishes to make further visits to the HWRCs would be able to pay a commercial charge or would be directed to the nearest disposal facility.
- A 12-week engagement exercise from November 2023 to January 2024 invited stakeholders to submit their views on potential changes to HWRCs. The engagement exercise secured over 3,000 submissions. The majority of respondents (69%) were in favour of restricting access to North Yorkshire residents, with similar support (71%) for charging out of county residents. The majority of respondents (60%) were in favour of limiting the number of occasions commercial like vehicles visit sites, with similar support (61%) for setting the limit at 12 visits per annum.
- Financial modelling estimates a reduction in tonnage and disposal costs of a £405,000 saving, comprised of measures to address out of county users (£305,000) and limiting access to CLV owners (£100,000).

Committee members then made the following comments:

- The proposal for residents to register to use any of the 20 permanent HWRCs was discussed, and whether only those sites situated near the County boundary should require residents to register. In response, whilst officers acknowledged that out of county usage does vary across the HWRC network, all sites do receive out of county visits. A partial implementation would be challenging to communicate in a clear way and could stimulate a change in behaviour, whereby more visits are made to those HWRCs where there is no requirement to register. A summary of the out of county use data recorded at each HWRC was requested by the committee.
- The need and frequency to re-register was also briefly considered, with a clear steer from the committee to officers that this should be avoided or minimised if possible,

with a light touch approach adopted.

- The proposal for residents to register prior to visiting HWRCs as opposed to site staff using an online postcode checker was also discussed. It is feasible that an online checker could be used whereby residents inform the site staff of their post code and are admitted subject to the post code being located within the North Yorkshire area. It was highlighted in response though that the online postcode checker is a real time process that does not retain information for the Council to use at a future date. In addition, if there is an instance of abuse towards site operatives, then officers will be able to view that through the CCTV footage and can match the vehicle registration back to the customers address and could take further action if the situation warranted it. The benefits of using a meet and greet approach during the registration rollout to provide recycling information and advice to drivers was welcomed because of the fringe benefits of undertaking this. It was hoped that this could continue in the long run rather than just during the initial rollout.
- The potential impact of fly tipping was discussed in detail, with the committee keen that the levels and locations of reported fly tipping be closely monitored following implementation and appropriate enforcement action be taken if required.

In summary, there was broad support for the proposals, but with caveats and a need to keep the implementation under regular review to check on its effectiveness and impact on the satisfaction of residents attending HWRCs.

It was resolved to note the report and the feedback from the committee be incorporated into the report to the Executive on 21 October 2025.

6 Plan for the provision of Public Conveniences

A presentation was considered on the future plans for public conveniences across North Yorkshire.

In introducing the presentation, officers highlighted the following points:

- North Yorkshire has the largest public toilet network in England and Wales - 94 sites with varied condition and access models.
- Currently there is a mix of free and chargeable sites (fees from 20p to 40p). 28 sites levy an entry fee, however there is an income shortfall of £40k and maintenance and repairs costs over £40k per annum
- Opening hours vary, with seasonal and year-round models in use at the moment, depending on the location.
- Cleaning currently undertaken via in-house and outsourced contractors. A tender is currently out for a fully outsourced maintenance and cleaning contract.
- The service has a recurring income shortfall and overall budget overspend position. There is an ongoing overspend position, with 2025-26 forecast to be £205k.
- There are a number of strategic decisions to make as part of a review (if agreed), concerning charging for access, how to operate a network to fit the budget, how to support the double devolution process and how to complement the provision delivered by third parties.

Committee members then made the following comments:

- It was felt the budget for public conveniences needed looking at in detail as part of the review.
- The lack of public toilet provision in Scarborough town centre was highlighted ahead

of the closure of the Brunswick Centre later this month. It was noted that public toilets continued to be available in Scarborough Market Hall, but officers were working on the possibility of alternative provision.

- It was suggested that the Council should look to “piggy back” on other organisations providing toilets, such as cafes and shops, with the example given of an accessible Changing Places public toilet facility recently installed within an extra care facility.

Following the discussion, it was agreed to form a working group on public conveniences. Expressions of interest were sought ahead of the meeting, with the membership confirmed as Councillors Bastiman, Gostlow, Noland, Sharma, Staveley and Trumper.

7 Air Quality Management Areas Update

A presentation was considered to update the committee on the Air Quality Management Areas in North Yorkshire.

In introducing the presentation, officers highlighted the following points:

- The pollutants of concern in North Yorkshire are Nitrogen Dioxide (NO₂) from transport emissions and Particulate Matter (PM₁₀, PM_{2.5}) from domestic solid fuel burning.
- The process for assigning an Air Quality Management Area (AQMA) and an Air Quality Action Plan (AQAP) was explained and the situation in North Yorkshire before Local Government Reorganisation compared against the current situation.
- The 2024/25 Annual Status Report recommended, subject to DEFRA approval, reducing the AQMAs in North Yorkshire down to three (Staithe, The Crescent/New Street in Selby and Bond End, Knaresborough)
- A case study was presented into the air quality issues encountered at Butcher Corner, Malton and the work undertaken to support improvements in this, including the recent installation of a new PM Monitor to provide real-time readings.
- The ability to be able to regularly monitor air quality levels in Whitby during the recent Langdale Moor wildfire was seen as a key advantage of maintaining and improving the network of air quality monitoring equipment across North Yorkshire. Officers explained the readings from Whitby have proved invaluable in helping public health professionals assess the smoke exposure risks to the general public, especially to those who are vulnerable.
- Future work for the service included the development of an Air Quality Strategy, along with involvement in consultations as part of the development of the North Yorkshire Local Plan. Furthermore, with continued community work to schools and promotion of Clear Air Day, the UK's largest air pollution campaign on an annual basis in June.

Committee members then made the following comments:

- Following a query, officers confirmed the locations of the new PM Monitors, with 5 of the 6 monitors now installed on lampposts in Richmond, Northallerton, Selby, Malton and Whitby. Together with the continued monitoring of the Nitrogen Dioxide diffusion tubes, given its association with traffic emissions, the network of monitoring in place was welcomed.
- The air quality situation in Selby town centre was queried, with further information requested on the readings recorded in the Gowthorpe /Scott Road area. There were also concerns raised about the AQMA on New Street, Selby and the lack of improvement in the situation over 2024/25 and what steps were to be taken.

- It was felt important that in future years, the committee had sight of the Annual Status Report when it was considered by the Executive Member for Managing Our Environment, to help highlight problem poor air quality areas at an early stage and for issues to be flagged with the relevant Area Constituency Committees as required.
- The committee welcomed the future development of an Air Quality Strategy and wished to be kept updated on its progress and consulted on it in due course.

Following this, it was resolved to note the update and that the requests for further information and process improvements be actioned.

8 Update on the North Yorkshire and York Local Nature Recovery Strategy

The update report on the North Yorkshire Local Nature Recovery Strategy (LNRS) was introduced, together with a presentation summarising the public consultation responses received.

In introducing the report and presentation, officers highlighted the following points:

- An overview of the process for developing a Local Nature Recovery Strategy for North Yorkshire was outlined.
- The 32 sessions held with land managers (16 in-person 1-1 and 16 held online) had shown support for proposed mapped actions, but with concern over the link between the Environmental Land Management schemes (ELMs) and LNRS.
- Of the 91 responses to the recent online survey, 77% either 'Agreed' or 'Strongly Agreed' that the LNRS and Local Habitat Map created a helpful set of priorities and measures to improve biodiversity in the region.
- Key themes arising from the survey responses included seeing the Local Habitat Map element as a 'live' tool important. It was also felt important to convey the responsibility of large estates and landowners to engage with nature recovery, and making clear what resources are available for engagement and outreach on the strategy.
- It was noted that detailed feedback forms had been received from environmental stakeholder organisations and sessions held with both North Yorkshire Council and City of York Council officers across various service areas to gain feedback.
- It is hoped to publish a pre-publication draft by the end of September, setting off a 28 day review process by supporting authorities, with the hope to publish the final strategy by the end of the year or early January 2026.

Committee members then made the following comments:

- Continued proactive consultation with stakeholders and the public was seen as key to raising awareness and engagement of the LNRS moving forwards.
- The engagement with large landowners was challenging but continued collaboration could provide long-term benefit to ensure the strategy meets its long-term aims.

It was resolved to note progress and outlined next steps in relation to the North Yorkshire Local Nature Recovery Strategy (LNRS).

9 Work Programme

Following a discussion regarding the reports to be brought to the next scheduled meeting of

the committee in October, the work programme was noted.

10 Any other items

There were no further items for consideration.

The meeting concluded at 1.15 pm.

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee

22 October 2025

Service Update – Economic Development, Regeneration, Tourism

Report of the Corporate Director for Community Development

1.0 PURPOSE OF REPORT

- 1.1 To provide the Committee with a progress update on the activities and strategic priorities of the Council's Economic Development, Regeneration and Tourism services
- 1.2 To outline and seek Committee views on emerging work to develop a pipeline of North Yorkshire Capital Growth Priorities, to feed into strategic work with the York and North Yorkshire Combined Authority

2.0 BACKGROUND / STRATEGIC CONTEXT

- 2.1 The North Yorkshire Council Plan 2025-2029 sets out a corporate vision based around four key themes
 - support thriving places and empowered communities that live, work, visit and do business in North Yorkshire
 - develop more sustainable and connected places across North Yorkshire
 - ensure the people of North Yorkshire are safe, healthy and living well
 - maximise the potential of North Yorkshire's people and communities
- 2.2 The work of the Council's Economic Development, Regeneration and Tourism services delivers against all four of these key themes but is largely focused on delivering corporate priority actions that **support thriving places and empowered communities that live, work, visit and do business in North Yorkshire.**
- 2.3 The Council also has a corporate **Economic Development Strategy** (adopted October 2023), a **Destination Management Plan** (adopted October 2024) and a **number of place-based plans and visions** which also make up the strategic framework underpinning the Council's work to support thriving businesses and thriving places.
- 2.4 New staffing structures were implemented for the Council's Economic Development, Regeneration & Tourism (EDRT) teams in Summer 2024. In May 2025, these teams were then brought together with the Council's Planning Services under a single Assistant Director for Place-shaping & Growth - to more closely align the Council's resources and work to proactively plan for and enable economic growth (jobs and homes) and thriving places across North Yorkshire.

2.5 Since Local Government Reorganisation, there have also been significant levels of legislative, strategic and structural change in relation to national and regional economic development, regeneration and tourism agenda's – most notably the expanding role for Combined Authorities through increased devolution of powers and funding to regions.

2.6 The establishment of a York and North Yorkshire Mayoral Combined Authority (YNYCA) in 2024 has brought about significant changes to the strategic, funding and operational context within which we now operate. There is an increasing need to work proactively and collaboratively with the YNYCA to ensure that our evidence base, strategies and priorities for economic growth in North Yorkshire are positively aligned (where possible) and to ensure clarity of roles and effectiveness of delivery mechanisms, and to maximise future funding opportunities and positive economic benefits for our area.

3.0 SERVICE PRIORITIES – ECONOMIC DEVELOPMENT, REGENERATION, TOURISM

3.1 Taking the above strategic context as it's driver, the current vision for the Council's Economic Development, Regeneration and Tourism services is **“We work well together, and with others, to help create the right conditions for the North Yorkshire economy to grow and its businesses, places and people to thrive”**

3.2 The EDRT **Service Plan Priorities EDRT 2025-2027 are set out in Annex A** to this report, for information, with more detail provided in the associated **EDRT Priority Action Plan at Annex B**. The latter sets out how these priority EDRT actions link across to the Council's strategic priorities and what outcomes will be achieved, together with an update on project status/timescales.

3.3 The slides provided at **Annex C provide an overview of some key achievements/case study examples** in relation to work across the EDRT service. Notable successes include:

- Securing c. £131 million of external funding for delivery of economic growth priorities in North Yorkshire
- Delivery of the North Yorkshire Small Business Grant Scheme Programme - securing c.£3.3m of public/private investment into c.400 local businesses, helping to create c. 50 jobs and safeguard a further c.150 existing jobs
- Delivery of the inaugural 'North Yorkshire Business Week', with c.750 people attending 34 events across 5 days of business-facing activity
- Whitby Maritime Training Hub capital project (£10m) commenced on site and on target for completion in April 2026
- Catterick Levelling-up capital project (£21m) - construction of a new community hub commenced on site and on target for completion in November 2026
- Town Deal Programmes in Scarborough and Whitby (£37m) progressing well and on target to complete project delivery by March 2027

- £1.2m secured from YNYCA to develop Town Investment Plans (TIP's) in 32 settlements across North Yorkshire, to help create shared visions with local communities and support future funding applications for local priorities
- North Yorkshire Destination Management Plan launched and a wide range of visitor economy activity underway, including a successful high-profile media campaign 'There's more to North Yorkshire' launched for Autumn 2025

These are just a sample of some key headlines rather than a comprehensive list of everything that has been done but will hopefully give a flavour of positive economic activity being delivered by the Council.

3.4 Given the breadth/cross cutting nature of the high-level strategies that govern these particular service areas, there will always be a need to make choices about how/where best to focus the Council's capacity and resources in this regard – to ensure the best outcomes for the Council, the local economy and North Yorkshire's places, residents, businesses and visitors. Work is underway to develop a performance framework for EDRT services to ensure a clear way of monitoring and communicating performance and progress against priority work areas & projects and should be completed by Q4 2025/26. This will sit alongside regular monitoring and reporting of the health of the local economy.

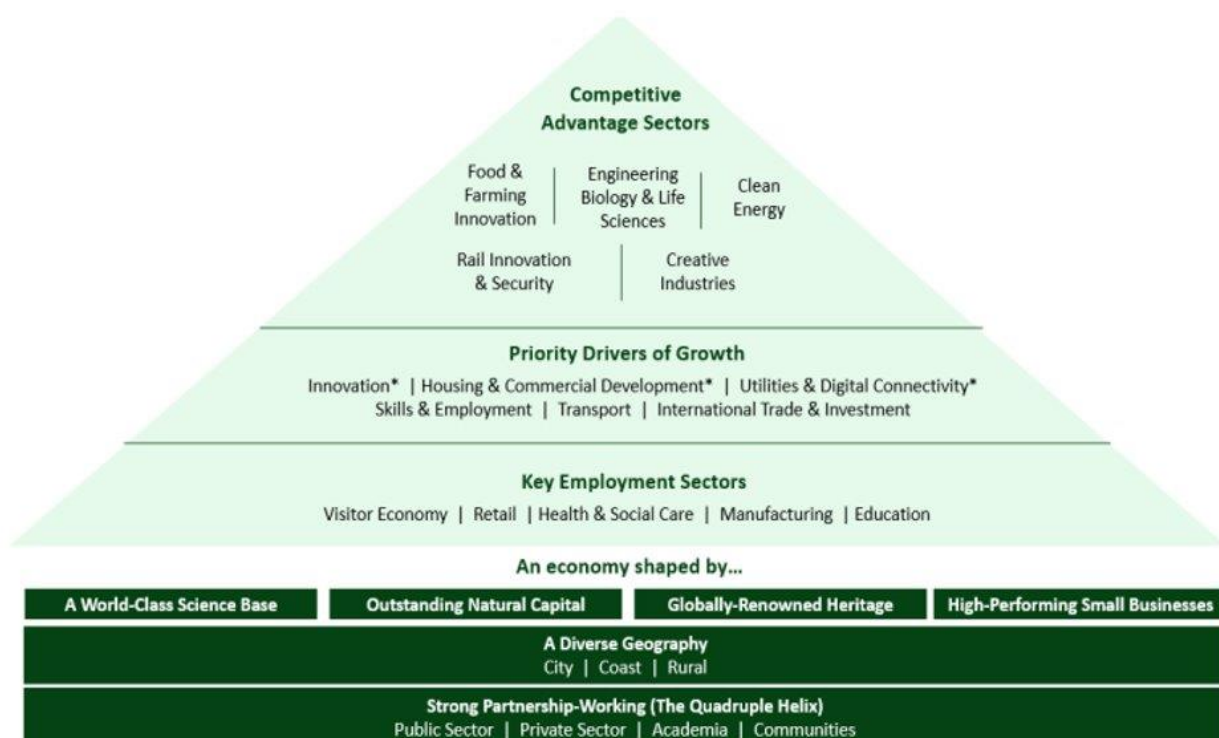
3.5 The Committee are asked to note the information above and attached in Annexes A-C and consider whether there are any specific areas of Economic Development, Regeneration, Tourism service work that it might wish to add its future work programme.

4.0 ESTABLISHING A PIPELINE OF NORTH YORKSHIRE CAPITAL GROWTH PRIORITIES

4.1 All Combined Authorities (CA) were asked earlier this year by Government to produce a regional Growth Plan aligned to the National Industrial Strategy. The York and North Yorkshire Growth Plan was adopted in September 2025.

4.2 The YNYCA Growth Plan framework is summarised in Figure 1 below:

Figure 1: YNYCA - York and North Yorkshire Growth Plan Framework



- 4.3 There is currently no specific national funding allocated directly to Combined Authorities for the delivery of their Local Growth Plans. The most recent Government economic funding announcements (the ‘Pride in Place Programme’, which provides 10-year investment to disadvantaged neighbourhoods) has been done via a direct allocations process rather than via a competitive bidding process. This resulted in a £20m allocation for Scarborough in Phase 1 (which supported 75 towns) but no other allocations for York and North Yorkshire towns in Phase 2 (which supported an additional 169 neighbourhoods). It may be that future CA funding settlements are linked to Local Growth Plans in some way, but this is not yet confirmed. What we do know is that future funding will inevitably be limited and a key consideration for the CA and the Government is likely to be around understanding what local ‘investible projects’ can help enable accelerated delivery of the Growth Plan, with a particular initial focus on things that can be delivered within the next 3-4 years.
- 4.4 This new strategic context brings an increasing need for North Yorkshire Council to be able to confirm and communicate an agreed pipeline of major capital economic growth priorities for North Yorkshire. Producing and agreeing a pipeline of priority schemes will enable informed discussions with YNYCA, central Government departments, and the private sector, including feeding in to work to develop a detailed 10-Year Delivery Plan for the YNYCA Growth Plan which is scheduled for completion by Spring 2026. If a priority pipeline is not agreed by North Yorkshire Council, there is a risk that North Yorkshire could miss out on future funding opportunities, which could in turn impede delivery of local growth projects and associated economic benefits.
- 4.5 Whilst prioritising our key growth projects is a necessary exercise for the reasons set out above, that is not to say that it is an easy task. For an authority/economy/place the breadth and scale of North Yorkshire, there are

inevitably a very long list of places, projects, sites and economic sectors which might require different types of support, intervention and investment to grow and thrive fully in the future. However, in terms of access to future funding, it will be important that our capital priority growth projects align with the priorities and criteria set out within the emerging Investment Framework being developed by YNYCA. This might mean that different projects will end up progressing earlier within the prioritised list depending on the funding available and its goals.

Recognising this challenge and to help shape our own prioritisation work, it is therefore proposed that the following high-level principles be applied:

- Adopting a **flexible approach** that identifies a manageable number of place-based and thematic priorities but also allows the Council to be **responsive to funding opportunities** and other external factors as they arise (i.e. a flexible priorities 'grid' rather than a rigid, numerical priority list).
- Ensuring that our priorities are **evidence based and targeted at areas of greatest economic need, economic opportunity and/or scale**
- Remaining mindful of **project deliverability and realistic timescales**, particularly for priorities being identified for the next 3-4 years (funding opportunities often require schemes to be 'shovel ready' not just at concept or feasibility stage)
- Acknowledging that it will be critical for the **pipeline to continue to evolve over time as more evidence-based work is completed** and large scale infrastructure requirements to deliver economic growth (homes and jobs) are better understood.

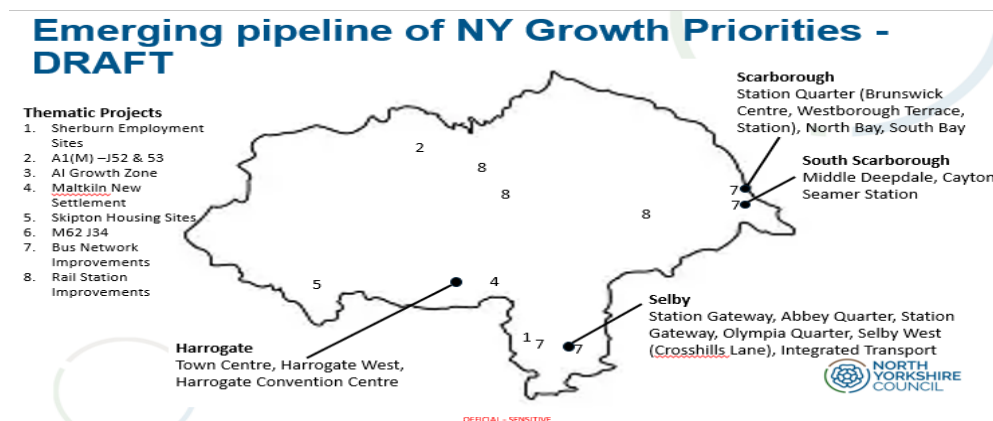
4.6 With these key principles applied, the following key themes are emerging as priorities for the North Yorkshire pipeline approach:

- **Enabling place-based investment and regeneration projects in the areas of greatest economic need, economic opportunity and/or scale** with an initial focus on the key urban centres of Scarborough, Selby, Harrogate (as the places which currently provide the best fit with the principles set out in para 4.5)
- **Accelerating business growth and jobs by unlocking key strategic employment allocations and sector-based opportunities** including an initial focus on sites near major transport networks e.g. A1/M62
- **Housing delivery focused on accelerating and unlocking key strategic housing allocations and existing planning permissions** including an initial focus on large scale allocations such as the Maltkiln new settlement

- **Delivering Strategic Transport Schemes that support and enable economic growth** including an initial focus on bus network improvements and railway station developments

- 4.7 As new/updated evidence emerges in the months ahead through the evidence base/development work for the **North Yorkshire Local Plan, Local Transport Plan, Destination Management Plan** and **other NYC strategies**, it should be recognised that new investment projects will emerge which may have a stronger alignment/strategic fit (either geographically or thematically) and will need to be incorporated in to the priorities pipeline over time e.g. larger scale infrastructure requirements to support future housing growth
- 4.8 Concurrently, 32 **Town Investment Plans (TIPs)** are being developed across all of North Yorkshire’s key settlements. The outcomes from these will also be able to feed in and contribute to the pipeline in future years, as appropriate, including key growth projects identified in TIPs for the urban centres detailed above. In addition, it is expected that some priority investment projects for the future pipeline may also come through the TIPs for other settlements e.g. potentially some projects from the TIPs for the Principal Service Centres (Knaresborough, Malton & Norton, Northallerton, Richmond, Ripon, Skipton, Thirsk and Whitby) may be of sufficient need/opportunity/scale to be considered in future pipeline updates, particularly where they deliver against key thematic priorities. It is important to acknowledge that there will also be smaller scale investment projects identified through all TIP’s that will be important at a local place level and that may be appropriate for future ‘in kind’ support from the regeneration team to help bring local investment forward e.g. through the development of business cases or targeted applications to other external funding organisations. Agreeing appropriate capacity and support for projects of all sizes will be subject to ongoing monitoring and review.
- 4.9 Figure 2 below maps out what the geographic spread of the emerging place-based and thematic approach might look like in terms of priorities for the next 3-4 years. This is included for illustrative purposes only and should not be considered a fully developed plan at this stage. NB Longer term ambitions and priorities are not identified on the map

Figure 2: Emerging place-based and thematic capital priorities pipeline for North Yorkshire



4.10 The Committee are asked to consider and comment upon the proposed 'high-level principles' for pipeline prioritisation set out at paragraph 4.5 and the emerging, draft place-based priorities and themes set out at paragraph 4.6/figure 2. Comments received will help inform the drafting of a decision report for the Executive later this year in relation to establishing a pipeline of North Yorkshire Capital Growth Priorities.

5.0 CONCLUSIONS / REASONS FOR RECOMMENDATIONS

- 5.1 A significant amount of work has been undertaken by Economic Development, Regeneration and Tourism Services over the past 12-18 months (highlights are summarised at paragraph 3.3 and in Appendix C) and there are a wide range of clear priority work areas in place for the next 18 months (as set out in Appendix A and B). Officers are happy to work with the Committee if there are any specific areas of the EDRT service plan that are of particular interest to the future TEE&E O&S Work Programme.
- 5.2 There is an increasing need for North Yorkshire Council to agree a future pipeline of capital growth priorities for North Yorkshire, to enable informed discussions to be undertaken with YNYCA, central Government departments, and the private sector. An emerging approach to prioritisation is set out in Section 4.0 of this report and the Committee are asked to feed in their comments on these proposals, prior to a decision report being taken to Executive later this year.

7.0 RECOMMENDATIONS

That the Committee:

i) note the information above and attached in appendices A-C and consider whether there are any specific areas of Economic Development, Regeneration, Tourism service work that it might wish to add to its future work programme.

ii) consider and comment upon the proposed 'high-level principles' for capital pipeline prioritisation set out at paragraph 4.5 and the emerging, draft place-based priorities and themes set out at paragraph 4.6 and in figure 2

ANNEXES:

Annex A – Economic Development, Regeneration, Tourism Service Plan 2025-27

Annex B – Economic Development, Regeneration, Tourism Priority Action Plan 2025-27

Annex C – Economic Development, Regeneration, Tourism Key Achievements 2024-25

BACKGROUND DOCUMENTS:

[North Yorkshire Economic Growth Strategy](#)

[North Yorkshire Destination Management Plan](#)

[York & North Yorkshire Combined Authority Growth Plan](#)

Report of:
Nicolas Harne
Corporate Director – Community Development
County Hall
Northallerton

Report Author – Kathryn Daly, Assistant Director Place-shaping & Growth
Presenter of Report – Kathryn Daly, Assistant Director Place-shaping & Growth, Tony
Watson, Head of Tourism, Julian Rudd, Head of Regeneration (South & West)

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

We work well together, and with others, to help create the right conditions for the North Yorkshire economy to grow and its businesses, places and people to thrive

Key - Colour of action indicates the service area that will take the lead, the extent of colour shows who else also needs to be involved

Green = Economic Devt lead	Orange = Regeneration lead	Blue = Tourism lead	Yellow = Cross service
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SERVICE PRIORITIES	ECONOMIC DEVELOPMENT	REGENERATION	TOURISM
Honing our Strategic Approach	Develop and implement a strategic Inward Investment Action Plan , making sure our approach is clear in relation to key sector opportunities and employment sites		Develop and implement a consistent and prioritised North Yorkshire Events Strategy
	Identify and define clear strategic roles and responsibilities for NYC around Skills working internally, with the Combined Authority and other key partners		
	Ensure proactive economic input to the development of North Yorkshire Local Plan (Sites and Policies)		
Proactive approach to engagement, co-design & collaboration for our priority projects and services	Lead the development of Town Investment Plans for Tier 1 and Tier 2 settlements in North Yorkshire, working with Area Committees and key stakeholders/partners		
	Establish and run a Business North Yorkshire Engagement Group with a task & finish approach to business-facing service design	Develop the Scarborough Plan for Neighbourhoods with the Town Deal Board and the local community	Establish and run the Visit North Yorkshire Advisory Board to co-ordinate and oversee delivery of our Destination Management Plan

We work well together, and with others, to help create the right conditions for the North Yorkshire economy to grow and its businesses, places and people to thrive

Key - Colour of action indicates the service area that will take the lead, the extent of colour shows who else also needs to be involved

Green = Economic Devt lead	Orange = Regeneration lead	Blue = Tourism lead	Yellow = Cross service
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Develop strong strategic business cases, project pipeline & funding approach	Develop a clear, prioritised pipeline of 'investible propositions' for inclusion in the York & North Yorkshire Growth Plan		
	Shape and implement a final year programme of UK Shared Prosperity Fund & Rural England Prosperity Fund activity and influence longer term funding strategy		
	Support business case production for investment into Harrogate Convention Centre		
	Identify, coordinate and maximise external funding opportunities to support relevant service & corporate priorities		
		Co-ordinate and complete feasibility projects funded through the Mayoral Investment Fund including Selby Abbey Quarter	Develop and implement the YNY Local Visitor Economy Partnership (LVEP) Framework
Well-managed delivery of funded place-based projects	Complete and evaluate the wide range of projects funded through UK Shared Prosperity Fund, Rural Prosperity Fund and Area Committee Grant Funding in 2024/25		
		Deliver and coordinate the projects in the Scarborough Town Deal Investment Plan	Implement priority actions within the North Yorkshire Destination Management Plan
		Deliver and coordinate the projects in the Whitby Town Deal Investment Plan	
		Deliver the Catterick Garrison Regeneration Project (£21m Levelling-Up)	

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		Support the delivery of the Transforming City Fund Projects in Selby, Skipton & Harrogate	
Development and delivery of clear and consistent business-facing services	Develop and implement a consistent, prioritised approach to business engagement and support across North Yorkshire		
	Develop and run a targeted programme of Business North Yorkshire events including North Yorkshire Business Week 2025		
	Develop and implement a proactive programme of Business Relationship Management with strategically important businesses & partner organisations		
Raise the profile of North Yorkshire as a great place to live, work, visit, invest and do business	Develop and launch a new Business North Yorkshire website		Complete and launch the new Visit North Yorkshire Website
	Develop and implement a Business North Yorkshire Communications Plan		
	Explore potential for North Yorkshire to be a Good Business Charter County		
Service Improvement & One	Review of Council-owned Economic Development Workspace & Property across North Yorkshire to ensure it is fit	Work with Property to ensure Council-owned assets support place-based	Develop and implement the Visit North Yorkshire Partnership Model

We work well together, and with others, to help create the right conditions for the North Yorkshire economy to grow and its businesses, places and people to thrive

Key - Colour of action indicates the service area that will take the lead, the extent of colour shows who else also needs to be involved

Green = Economic Devt lead	Orange = Regeneration lead	Blue = Tourism lead	Yellow = Cross service
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Council approach	for the future to support economic growth	regeneration priorities (Scarborough, Harrogate and Selby)	to drive collaboration and commercial income
	Develop and lead a cross-Council ‘Open for Business’ Initiative to ensure proactive coordination of Council services to business		
	Work collaboratively with key partners and stakeholders develop shared service models for Business Support, Inward Investment and Skills		Complete and implement a review of how we deliver Tourist Information in North Yorkshire

KEY = *Economic Growth Strategy (EGS), ^ Destination Management Plan (DMP)

Priority Action Area	Outcome	Strategic Link					Status
		Council Plan Priority	EGS* Priority	DMP^ Priority	External Funding in place	Other NYC Priority	
<p>Develop a NYC Business Engagement Plan and implement associated actions, including:</p> <ul style="list-style-type: none"> • Helping businesses to access the information and support they need to start up and grow in North Yorkshire, through delivery of our Business North Yorkshire service. • Co-ordinating a targeted programme of Business North Yorkshire events including an annual North Yorkshire Business Week • Running business-facing engagement groups • Implementing a cross-Council ‘Open to Business’ Initiative • Delivering a proactive programme of Business Relationship Management with strategically important businesses 	<p>Increase in number of businesses engaging with the Council.</p> <p>Higher profile of NYC as being 'open to business'. Business-facing work is co-designed with input from businesses and partners.</p> <p>Better coordination of NYC business-facing activity to ensure that our Council services to business are joined up and easy to access.</p> <p>Key businesses supported to help them grow and create jobs in the county. Growth in key sectors.</p>	X	X	X		X	Plan being drafted. Completion target Q3 25/26

<p>Develop and implement a strategic Inward Investment Action Plan, making sure our approach to promoting North Yorkshire as a great place to invest and do business is clear, with a focus on key sector opportunities and employment sites</p>	<p>Clear strategic approach to securing inward investment</p> <p>Improved collaboration with public and private sector partners</p> <p>New investment, businesses and jobs for North Yorkshire</p>	<p>X</p>	<p>X</p>				<p>Plan being drafted. Completion target Q4 25/26</p>
<p>Programme manage and deliver NYC UK Shared Prosperity Fund and Rural England Prosperity Fund activity in 2025/26</p>	<p>c. £5m of UKSPF and REPF money drawn down from Combined Authority and spent on North Yorkshire priority projects in 2025/26</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>		<p>Wide range of activities underway. Financial completion required by March 2025</p>
<p>Develop and launch a new Business North Yorkshire website</p>	<p>More North Yorkshire businesses aware of the opportunities to access support to grow.</p> <p>Increased take-up of business support leading to business investment and job creation over time.</p> <p>Promotion of North Yorkshire as a great place to invest and do business</p>		<p>X</p>				<p>Website in development. Completion target, Q4 2025/26</p>

<p>Review of Council-owned Economic Development Workspace & Property across North Yorkshire</p>	<p>Clear roles and responsibilities confirmed between Property, ED and Business Support. Clear asset management strategy in place for ED workspace.</p>	<p>X</p>	<p>X</p>			<p>X</p>	<p>Project being scoped. Completion target, Q1 2026/27</p>
<p>Work collaboratively with key partners and stakeholders to develop shared service models for Business Support, Inward Investment and Skills</p>	<p>Improved customer experience for businesses by bringing clarity and reducing duplication.</p> <p>Improved collaboration with public and private sector.</p> <p>Potential efficiency savings (amount not yet known)</p>		<p>X</p>				<p>Project being scoped. Completion target date, Q2 2026/27</p>
<p>Develop a clear, prioritised capital investment pipeline in response to the York & North Yorkshire Growth Plan</p>	<p>Increased collaboration with Mayoral Combined Authority, with clarity around shared priorities</p> <p>Increase in funding secured to support North Yorkshire Council economic growth priorities</p> <p>Increase in economic growth outcomes incl. investment and jobs over time.</p>	<p>X</p>	<p>X</p>		<p>X</p>		<p>Development work underway. Target completion date Q3 2025/26</p>

<p>Lead the development of Town Investment Plans for Tier 1 and Tier 2 settlements in North Yorkshire (Localities leading on Tier 3 towns) working with Area Committees and key stakeholders/partners</p>	<p>Town Investment Plan produced for every town in North Yorkshire</p> <p>Increased collaboration with public and private sector partners at a place-based level.</p> <p>Clear framework for future funding bids.</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>Work commenced in 8 towns. 3-year programme on target</p>
<p>Develop the Scarborough Plan for Neighbourhoods with the Neighbourhood Board and the local community</p>	<p>Prioritised 10-year Plan for Neighbourhoods submitted to Government to release £20 million funding for Scarborough over next 10 years</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>Plan for Neighbourhoods and 4-year Investment Strategy drafted – report to Executive to accept the funding in November 2025</p>
<p>Co-ordinate and complete feasibility projects funded through the Mayoral Investment Fund including Selby Abbey Quarter and Wyvern Link Road, Skipton</p>	<p>Mayoral Investment Fund money drawn down.</p> <p>Full business cases produced to enable future funding bids to be submitted.</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>Work commenced. Target completion date varies by project</p>

Deliver and coordinate the projects in the Scarborough Town Deal Investment Plan	Town Deal Funding spent in full, delivering economic and social benefits for Scarborough in line with the plan.	X	X		X		Programme in delivery, target completion date across all projects Q4 2027/28
Deliver and coordinate the projects in the Whitby Town Deal Investment Plan	Town Deal Funding spent in full, delivering economic and social benefits for Whitby in line with the plan.	X	X				Programme in delivery, target completion date across all projects Q4 2027/28
Deliver the Catterick Garrison Regeneration Project	LUF Funding spent in full, delivering economic and social benefits for Catterick in line with the plan.	X	X		X		Project in delivery, target completion date Q4 2027/28
Implement priority actions within the NY Destination Management Plan , ensuring appropriate mechanisms for involvement of industry representatives, partners and stakeholders	Economic benefits delivered in line with the 10-year plan, including increased value of tourism in North Yorkshire, increased length of visitor stay and improved collaboration with private sector.	X	X	X	X		Work underway across a number of DMP themes

<p>Develop and implement a consistent and prioritised North Yorkshire Events Strategy</p>	<p>Clarity around corporate strategic approach to events.</p> <p>Clear roles and responsibilities identified with reduce duplication and increase efficiency.</p> <p>Targeted events will bring more economic benefits over time</p>			X		X	<p>Project at initial scoping stage. Work due to start in January 2026.</p>
<p>Develop and implement the YNY Local Visitor Economy Partnership (LVEP)</p>	<p>Increased collaboration with Mayoral Combined Authority, City of York Council and Make it York.</p> <p>Increase in funding secured to support LVEP priorities.</p> <p>Increased profile for York and North Yorkshire as a visitor destination, leading to economic benefits over time</p>	X			X		<p>First YNY LVEP meeting held in September 2025, £100k secured from UKSPF to undertake activities in 2025/26.</p>
<p>Complete and launch the new Visit North Yorkshire Website and Destination Management System</p>	<p>Raise the profile of North Yorkshire as a great place to visit. Increase in website traffic. Increase in the number of people visiting North Yorkshire.</p>			X	X		<p>Project complete www.visitnorthyorkshire.com</p>

<p>Complete and launch the new Meet North Yorkshire Website</p>	<p>Raise the profile of North Yorkshire as a great place to hold a conference or event.</p> <p>Increase in website traffic.</p> <p>Increase in the number of events held in North Yorkshire.</p>			<p>X</p>			<p>Project underway</p>
<p>Develop and implement the Visit North Yorkshire Partnership Model</p>	<p>Increased collaboration with private sector</p> <p>Increased profile of Visit North Yorkshire / NYC</p> <p>Increased commercial and grant income to North Yorkshire Council</p>			<p>X</p>			<p>Proactive work underway to develop the partnership model and drive additional income for VNY</p>
<p>Complete and implement the review of Tourist Information Delivery</p>	<p>Consistency of approach to delivery of tourist information across North Yorkshire</p> <p>Clarity for visitors about how to access tourist information across North Yorkshire</p> <p>Increased collaboration with partners.</p> <p>Improved quality of tourist information.</p>			<p>X</p>		<p>X</p>	<p>Project at scoping stage.</p>

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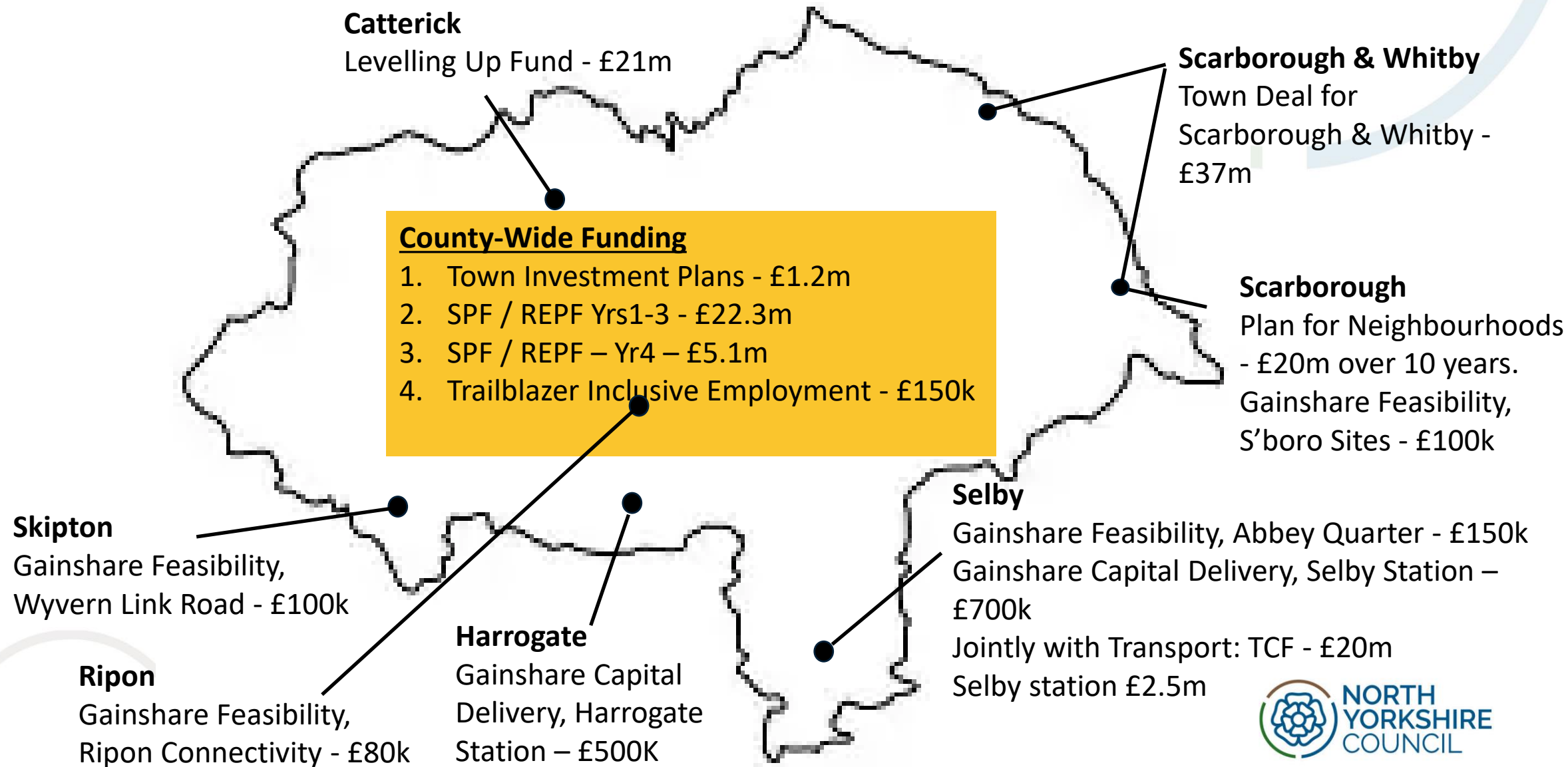
Economic Development, Regeneration, Tourism (EDRT) Services

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Examples of Key Achievements 2024- 2025

Overview and Scrutiny Committee – October 2025

Summary Map – External Funding Secured



Total Funding Secured - £131 million

'Open to Business' Case Study – Severfield Modular Solutions

Severfield Modular Solutions (part of Severfield PLC, the UK's market leader in structural steelwork) were advised by their landlords in November 2024 that their lease agreement was to expire with no option to renew

Economic Development and Planning colleagues worked collaboratively with Severfield to identify a **new site at Malton Enterprise Park** and to ensure timely decision making to fit with the tight business timescales

A planning application was submitted to the NYC in the early part of 2025 and permission was granted in June 2025

Work has now begun on the **new 80,000 sq. ft building**, and the business will relocate to Malton Enterprise Park from its current site in early 2026, **retaining 150 jobs in the local economy**



Image taken from: The Scarborough News. 18 September 2025

Inward Investment Case Study – Shepley Spring Water

- Shepley Spring Ltd are the UK's leading own label and branded bottled water manufacturer. With backing from their USA parent company, they purchased the extraction site at Flaxby in 2024 for circa £13.3million.
- Shepley have made an **estimated £50million capital investment** in the facility in just the first year. They will **directly employ 45 people** in the short-term with plans to employ a **further 200 in the next 12 months**.
- The company plan to create the 'fastest bottling line in the world' with a target to produce over 500 million bottles of water per year by 2027.
- ED have been working alongside colleagues at YNYCA to support Shepley's move to Flaxby and to help embed them in the local economy, including support with the water extraction licence and ongoing negotiations about a power connection upgrade.



North Yorkshire Business Week, 16-20 June 2025

Diverse programme of conferences, workshops, networking, and support sessions delivered in collaboration with key partner organisations and local businesses across key sectors including innovation, manufacturing, tourism, digital, maritime, and general business growth

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34 events delivered across 5 days
(20 in-person, 11 online, 3 partner-led)

742 attendees from 492 businesses

The week was very well received with large numbers of compliments and 94% of the feedback received rating the content as 'Good' or 'Excellent'



SPF Small Business Capital Grants Programme

398 Businesses awarded a grant between 2023/24 and 2024/25

The total amount of Small Business Grant awarded was £2,095,599.99, resulting in a total investment of £3.3million into North Yorkshire businesses

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Outputs include 22 jobs created as a direct result of this scheme with a further 30 jobs expected to be created by March 2026

A further 154 jobs were safeguarded as a direct result of this scheme

An independent review of the programme found that by 'taking just the attributable jobs created or forecast to be created, the programme has delivered £21.285 million in Gross Value Added, which equates to £10.99 for every £1 spent on delivery.'



Whitby Maritime Training Hub

A £10million new enterprise and training facility for the Maritime and Marine industry in Whitby. Funded through the Town Deal

- Construction is proceeding at pace and currently on track for April 2026 completion.

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Work is ongoing with tenants, there is a good level of interest in the building.

- £290,000 additional funding secured YNYCA (SPF and REPF) for Research and Development and training space.
- Main contractor are undertaking social value work within Whitby.



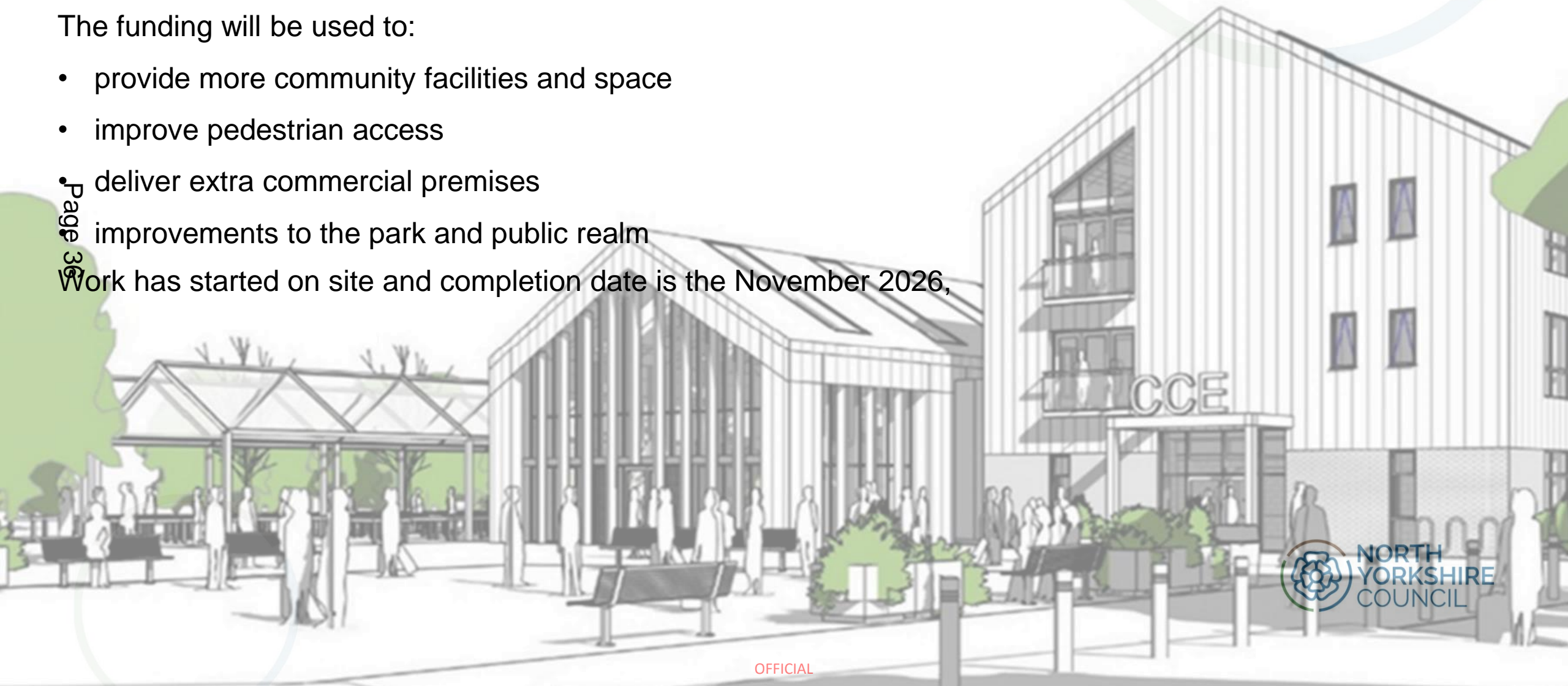
Catterick

£20 million Levelling Up Fund and £1 million DIO investment into Catterick town centre and improve the surrounding land around Shute Road.

The funding will be used to:

- provide more community facilities and space
- improve pedestrian access
- deliver extra commercial premises
- improvements to the park and public realm

Work has started on site and completion date is the November 2026,



Sherburn Low Street

Low Street Improvements, Sherburn-In-Elmet

- **High quality upgrades to public realm East side of Low Street.**
- **Investment secured:** £800k (£500k Town Centre Revitalisation Fund (SDC), £300k UK Shared Prosperity Fund)
- **Status:** Completed September 2025
- **Partner:** Sherburn-In-Elmet Town Council
- **Outcome:** This project has achieved a Revitalised Town Centre which helps businesses thrive.



Funded by
UK Government



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OFFICIAL

Scarborough Town Deal

£20.2million of funding for regeneration projects in Scarborough.

Completed projects

- Scarborough Cricket Club West stand improvements
- Green Construction Skills Village
- Wildeye

Projects in delivery

- Scarborough Fair
- Cinder Track connections
- Station Gateway
- West Pier Regeneration
- Digital Skills Training.



Our Main Campaign for 2025....



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There's More To North Yorkshire

Visit North Yorkshire's innovative tourism campaign "There's More to North Yorkshire, ran from June to August and aimed to challenge perceptions of North Yorkshire and encourage people to take short breaks to the county. It featured advertising online, on TV and in advertising locations around the UK, including a takeover of King's Cross Station.

The results so far as follows:

- Out of Home advertising: **7.2 million impressions**
- TV Advertising: **507, 482 impressions**
- YouTube Advertising: **147,000 views**
- Social media Advertising: **1.5 million impressions**



Collaborative working on the Visitor Economy

- NYC / Visit North Yorkshire, the Combined Authority, Make It York and City of York Council have worked in close partnership to progress the York & North Yorkshire Local Visitor Economy Partnership (LVEP). This will allow us to progress key areas of collaboration on tourism across the region, opening up funding and promotional opportunities.

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We're pleased to confirm that a first meeting of the LVEP Board took place in September. The Board was chaired by David Skaith and has representation from :

- North Yorkshire Council Executive Member for Open to Business
- City of York Council Portfolio Holder – Executive Member for Economy and Culture
- Visit North Yorkshire Advisor
- Make it York Board Chair – Stuart Paver
- Visit England Representational Development Lead (Observation)
- Alongside this, constructive conversations are developing about how Yorkshire's LVEP's can collaborate more effectively. Ensuring our group operates cohesively is essential if we are to play a strong, coordinated role across the wider LVEP network in Yorkshire.



2024 STEAM Data

ECONOMIC IMPACT



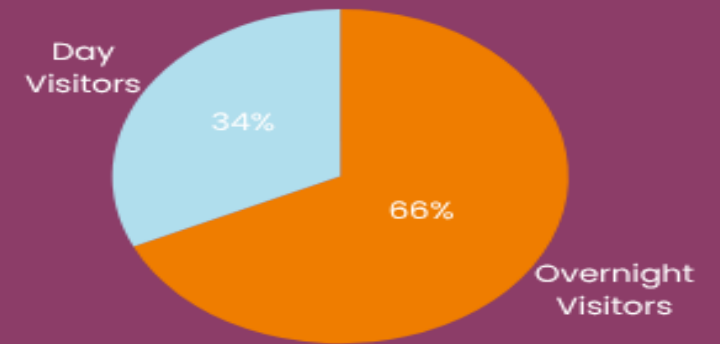
£4.2 billion

AVERAGE LENGTH OF STAY



4 nights

BREAKDOWN OF ECONOMIC IMPACT



TOTAL VISITORS



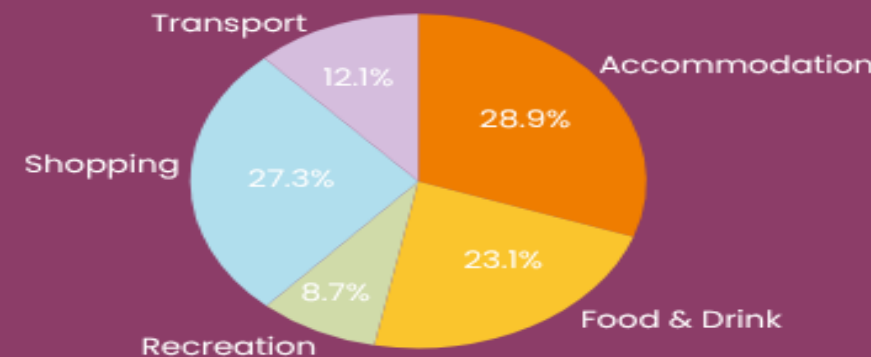
32.2 million

TOTAL EMPLOYMENT



38,020 jobs

VISITOR SPEND



North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

22 October 2025

Notice of Motion on Dualling of the A64

Report of the Assistant Chief Executive (Legal and Democratic Services).

1.0 PURPOSE OF REPORT

- 1.1 For the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee to consider and formulate a response to the Notice of Motion on Dualling of the A64, in order to report back its recommendations to Full Council at its meeting on 12 November 2025.

2.0 BACKGROUND

- 2.1 At the Full Council meeting on 16 July 2025 a Notice of Motion proposed by Cllr Keane Duncan (and seconded by Cllr Derek Bastiman) stated:

This council:

- *Reiterates its support for the dualling of the A64;*
- *Agrees to write to the Mayor of York & North Yorkshire and the Members of Parliament for York Outer, Thirsk & Malton and Scarborough & Whitby requesting confirmation of their support for this essential upgrade;*
- *Commits to working on a cross-party basis with national and local political representatives to secure this essential upgrade at long last.*

- 2.2 At Full Council, three Notices of Motions were received, and it was decided by the Chair that they would all be referred to the Scrutiny Board for further consideration and to be allocated to the appropriate Overview and Scrutiny Committee, with the intention of recommendations being brought back to the next meeting of full Council in November 2025.

- 2.3 On 15 August 2025, the Scrutiny Board considered this motion, and it was agreed that it should be considered by the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee.

3.0 A64 DUALLING

- 3.1 The A64 road dualling project has been a long standing priority for local communities and stakeholders for many years. The existing road between York and Scarborough is a major source of congestion and safety concerns, during peak travel times and holiday periods. In particular, there tend to be traffic tailbacks during busy periods where the carriageway merges from dual to single lane. The route is a vital strategic corridor linking York to Malton and on to the East Coast, and its limitations are seen as a barrier to investment, productivity and regional economic growth in the area.

- 3.2 Back in 2021/2022, three Hopgrove dualling options were proposed for further development as part of a public consultation by National Highways. These were:

1. Option A: Online dual carriageway improvement. Utilises the existing alignment of the A64 dualling the existing single carriageway from a point 500m north of Hopgrove Roundabout to the Jinnah Restaurant.

2. Option C: Offline dual carriageway improvement to the northwest of the existing alignment, crossing the existing alignment then re-joining the A64 at the Jinnah Restaurant.

3. Option D: Offline dual carriageway improvement to the northwest of the existing alignment, joining the A64 briefly close to Scotchmans junction then re-joining the A64 at the Jinnah Restaurant.

- 3.3 In Autumn 2023, as part of an update by National Highways to this committee, it was explained that a value engineering study was taking place on 'Option D' of the A64 Hopgrove to Barton-le Willows dualling scheme to reduce costs. It was explained at the meeting that the study aimed to reduce the number and simplify the layout of proposed junctions, with changes including removing grade separated junctions, and adding in footbridges and on-/off-slips. Walking and cycling measures and provision for utilities were also reviewed to ensure the most efficient provision. During this study, it was advised that Natural England had confirmed that areas of woodland impacted by some of the proposals met the criteria to be classed as 'ancient woodland', and therefore any further work on this project would need to consider the best way to avoid those. At the TEEE O&S meeting it was explained that savings were achieved from the value engineering work, but the value for money ratio on the project remained low.
- 3.4 In March 2025, the York and North Yorkshire Combined Authority published a Strategic Transport Framework, which includes reference to the A64 as a growth transport corridor, but does not reference the dualling project directly. The Combined Authority report also instructed officers to commence work on a Local Transport Plan for the York and North Yorkshire region. Work to develop a draft plan ready for public consultation in early 2026 is ongoing.
- 3.6 Despite lobbying efforts to get the Government to commit to the dualling of the A64 at Hopgrove to Barton le Willows, the scheme was not included in the oral statement to Parliament titled 'Transforming the UK's road and rail networks'¹ or in the recently published draft Roads Investment Strategy (RIS) 3².
- 3.7 In the preparation of this report, National Highways have provided the following update on the A64 Hopgrove to Barton-le-Willows scheme to inform committee members:

The A64 Hopgrove to Barton-le-Willows scheme is one of more than 30 schemes identified by National Highways and the Department for Transport (DfT) at the start of the Road Investment Strategy (2020-2025) for potential delivery in future RIS periods (2030 onwards). As part of this work, each scheme is evaluated against a range of criteria. These include strategic fit, safety, value for money, deliverability, environment and stakeholder views.

We completed most of Stage 2 (Options Selection) on the A64 Hopgrove scheme, which included carrying out a public consultation in 2022 on three potential improvement options. More information on this consultation can be found on our Citizen Space platform <https://nationalhighways.citizenspace.com/he/a64-hopgrove/>. For reference, most of our major projects typically go through eight stages, including stage 0.

¹ [Transforming the UK's road and rail networks - GOV.UK](#), published 8 July 2025.

² [Draft Road Investment Strategy 3 \(RIS3\) - GOV.UK](#), Department for Transport, published 26 August 2025.

We found our emerging options in Stage 2 were high in cost and assessed as having low value for money. To try and identify ways to reduce cost, we carried out a value engineering study on Option D (the most popular option at consultation - a new dual carriageway running northwest in parallel with the current A64, re-joining around the Scotchman Lane Junction before separating and re-joining approximately 1km south of the Steelmere Lane Junction, with the current A64 becoming a local access road). While we found elements of the design that could be altered, the changes would have required additional changes elsewhere on the route and therefore we were unable to find reasonable savings, so the overall scheme costs remained high with low value for money.

The findings of our work were shared with DfT in 2023 and no further technical work has taken place on the scheme since. The final decision on schemes rests with government.

It's important to note that all schemes in the pipeline programme remain uncommitted, with no guarantee they'll be taken forward into construction. The status of the pipeline schemes is expected to be confirmed as part of the next Road Investment Strategy (2026-2031) which is scheduled to be published in March of next year.

4.0 AMENDMENTS RECEIVED

4.1 Following the publication of the agenda papers for Full Council back in July, two proposed amendments to the motion text were submitted to Democratic Services, but following the Chair's decision to send the motion to Scrutiny Board, these were unable to be tabled at the meeting for further consideration.

4.2 In preparing for this Transport, Economy, Environment and Enterprise Overview and Scrutiny (TEEE O&S) Committee meeting, the councillors who submitted the two proposed amendments were contacted and indicated that they wished for both of these to be considered as part of the TEEE O&S discussion.

4.3 Submitted Amendment 1 (from Councillor Liz Colling, Labour)

This council:

- ~~Reiterates its support for the dualling of the A64~~ **for a wider sustainable transport plan for North Yorkshire which may include dualling of the A64;**
- ~~Agrees to write to the Mayor of York & North Yorkshire and the Members of Parliament for York Outer, Thirsk & Malton and Scarborough & Whitby requesting confirmation of their support for this essential upgrade;~~
- ~~Commits to working on a cross-party basis with national and local political representatives to secure this essential upgrade at long last~~ **to support this strategic direction.**

4.4 Submitted Amendment 2 (from Councillor Steve Mason, Liberal Democrat and Liberal)

This council:

- ~~Reiterates its support for the dualling of the A64~~ **first to Malton and then Scarborough, subject to a positive cost / benefit analysis;**
- ~~Agrees to write to the Mayor of York & North Yorkshire and the Members of Parliament for York Outer, Thirsk & Malton and Scarborough & Whitby requesting confirmation of their support for this essential upgrade;~~

- *Commits to working on a cross-party basis with national and local political representatives to secure this essential upgrade at long last.*

5.0 OPTIONS

- 5.1 The initial consideration for the Committee on this issue is that given the update from National Highways, that “the status of the pipeline schemes is expected to be confirmed as part of the next Road Investment Strategy (2026-2031) which is scheduled to be published in March of next year”, whether the proposed actions for the Council set out in the motion text or the submitted amendments would be seen as the right way forward when considered at Full Council in November.
- 5.2 It should be noted there is also the option for the committee to consider recommending to Full Council an alternative course of action to that proposed in the motion text if it saw fit, such as to form a working group to explore the issue in detail.
- 5.3 However, if the Committee is keen to recommend that action(s) be taken by the Council, then the debate can go on to consider if the motion text as submitted or the amendments put forward is the right wording to deliver action on the A64 as part of any recommendations back to Full Council.

6.0 CHANGE TO MANAGEMENT OF MOTIONS AT FULL COUNCIL

- 6.1 In considering the motion text to be agreed, committee members should be aware of the recent amendment to the Constitution concerning changes to how the management of motions referred back to Council from Overview and Scrutiny are dealt with.
- 6.2 The Constitution now states that: *“When the Executive or a committee reports back on a motion with its recommendations, the Executive’s or committee’s recommendations become the substantive motion before the relevant decision-making body for voting upon. One Member may speak for 3 minutes to introduce the findings and recommendation of the Executive or committee and the mover or seconder of the original motion may speak for 3 minutes to either oppose or agree the recommendation. There will be no moving of amendments in relation to, questions upon or any other discussion of or questions on the motion prior to the vote upon it.*
- 6.3 This means it is key that the recommendations back to Full Council clearly reflect the debate and agreed position of TEEE O&S, to send a motion text back to Full Council in November to go straight to the vote on without further amendments, questions upon or discussion.

7.0 FINANCIAL IMPLICATIONS

- 7.1 There are no direct financial implications resulting from the motion text as submitted, as it advocates reiterating support as a Council and writing correspondence to elected representatives. It should be noted any final decision on schemes rests with government.

8.0 LEGAL IMPLICATIONS

- 8.1 There are no direct legal implications resulting from the motion text as submitted, as it advocates reiterating support as a Council and writing correspondence to elected representatives.

9.0 EQUALITIES IMPLICATIONS

9.1 There are no direct equalities implications resulting from the motion text put forward as submitted.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 There are no direct climate change implications resulting from the motion text as submitted, as it advocates reiterating support as a Council and writing correspondence to elected representatives.

10.2 Any project put forward by National Highways would be subject to their own technical and impact assessments.

11.0 CONCLUSIONS

11.1 For the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee to agree on recommendations to send to the Full Council meeting on 12 November 2025 on the A64 dualling motion.

11.0 RECOMMENDATIONS

11.1 For the TEEE O&S Committee to

- i) note the update on the A64 Hopgrove to Barton le Willows dualling scheme from National Highways
- ii) formulate a response on the motion text to report back its recommendations to be considered by Full Council on 12 November 2025.

Appendices:

Appendix A – Copy of Motion Received and Submitted Amendments

BACKGROUND DOCUMENTS: None

Barry Khan
Assistant Chief Executive, Legal and Democratic Services
County Hall
Northallerton
October 2025

Report Author – Will Baines, Senior Scrutiny Officer

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

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Notice of Motion referred from Full Council in July 2025 to Scrutiny Board

This council:

- Reiterates its support for the dualling of the A64;
- Agrees to write to the Mayor of York & North Yorkshire and the Members of Parliament for York Outer, Thirsk & Malton and Scarborough & Whitby requesting confirmation of their support for this essential upgrade;
- Commits to working on a cross-party basis with national and local political representatives to secure this essential upgrade at long last.

Proposer: Councillor Keane Duncan

Seconder: Councillor Derek Bastiman.

At the meeting of Full Council, the following suggested amendments to the motion were prepared but not circulated nor formally proposed or seconded:

Amendment 1 - submitted by Cllr Liz Colling on behalf of the Labour Group

This council:

- Reiterates its support
(insert) for a wider sustainable transport plan for North Yorkshire which may include dualling of the A64;
- Agrees to write to the Mayor of York & North Yorkshire and the Members of Parliament for York Outer, Thirsk & Malton and Scarborough & Whitby requesting confirmation of their support for this ~~Delete~~ (essential upgrade)
- Commits to working on a cross-party basis with national and local political representatives (~~delete to secure this~~ strategic essential upgrade at long last)
(Insert) to support this strategic direction

Amendment 2 – submitted by Cllr Steve Mason on behalf of the Liberal Democrats and Liberal Group

1st line of the A64 motion

Remove 'Reiterates' and 'for'

Add ... to Malton and Scarborough, subject to a positive cost / benefit analysis

1st line now reads:

'Support the dualling of the A64 first to Malton and then Scarborough, subject to a positive cost / benefit analysis.'

Otherwise, points 2 and 3 of the motion text are unchanged.

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North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee

22 October 2025

Draft Speed Management Strategy

Report of the Corporate Director – Environment

1.0 PURPOSE OF REPORT

- 1.1 To share the draft NYC Speed Management Strategy with the Committee for their consideration and comment.

2.0 BACKGROUND

- 2.1 In July 2023, following a review of the Council's 20mph Speed Limit and Zone Policy, Executive approved a report ([Public Pack\)Agenda Document for Executive, 04/07/2023 11:00](#), with recommendations to produce a Speed Management Strategy (SMS) and for the SMS to underpin the implementation of a programme of planned speed limit reviews, in order to generate a pipeline of schemes. The report also contained a recommendation to delegate approval of the SMS to Environment Executive. A further recommendation was for the core criteria for introducing 20mph speed limits and zones, as set out in the existing 20mph Speed Limit and Zone Policy, to remain unchanged.
- 2.2 Setting the right speed limit plays a key role in road safety and helps set the conditions for encouraging active modes, such as walking and cycling. Further, given speed limits across the county have evolved over time, leading to a variable approach in their application, the case for adopting a consistently applied, countywide and planned process for the assessment, setting and review of speed limits, is strong.
- 2.3 There are demonstrable benefits in adopting a proactive strategy for general speed management, with the aim of ensuring a greater level of coherence for the road user and safer roads across the urban and rural network, along with wider benefits for Place, active travel and carbon reduction. To that extent, the SMS aligns with the ambitions of the Council's Local Transport Plan, Climate Change Strategy and Public Health priorities.
- 2.4 The SMS, which is attached as Appendix 1, has been produced in line with national guidance and its primary function is to provide the framework within which NYC will review and implement speed limits on the local road network.

3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 With respect to the planned programme of speed limit reviews, the key distinction here from the current reactive approach of investigating speed limits only in response to service requests from parish or town councils, is that the reviews will be proactive and comprehensive, over time covering the whole of the County's urban and rural road network.

- 3.2 The programme of reviews will be carried out over a period of approximately five years ultimately covering all roads in the county. To ensure that there is a coherent area covered as part of each review we will consider, each of the market towns in the County and their surrounding hinterland, focusing first of all on those areas where the combination of frequency of collisions over the previous five years and the population and the extent of road network in the area is highest.
- 3.3 There may be occasions when it is necessary or beneficial to alter our programme, e.g. due to an emerging collision pattern or to combine the review with another road safety engineering activity, so there is a level of flexibility built into the process.
- 3.4 Similarly, it may also make sense at times to bring forward a speed limit review, to tie in with a parish or town council request. For the most part though, the expectation is that speed limit review requests will form part of the planned speed limit review timetable.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 This is currently underway with internal teams and external stakeholders. Internal teams include Public Health, Insurance and Risk, Climate change, Strategy and Performance, Highway Operations, Parking Services, Countryside Access, Parks and Grounds, Network Strategy and Major Projects.
- 4.2 In development of an SMS, the Council also recognises the importance of working in concert with its York and North Yorkshire road safety partners, including North Yorkshire Police, which has a road collision investigation remit and enforcement responsibility for speed limits. The Police also adhere to the guidance set out in Circular 01/2013 'Setting Local Speed Limits' and without their support, the Council would not wish to make speed limit changes. Similarly, North Yorkshire Fire and Rescue Service attends road collisions and plays an important role in road safety education, training and publicity.
- 4.3 Therefore, external stakeholders include North Yorkshire Police, North Yorkshire Fire and Rescue Service, as well as the York and North Yorkshire Mayoral Combined Authority (MCA), City of York Council and the National Parks and AONBs.

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 5.1 The draft SMS is consistent with the aims and objectives of the NYC Council Plan, Climate Change Strategy, Local Transport Plan and Public Health agenda.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 Essentially, the alternative would be to retain the current reactive approach to speed limit reviews, which is reliant upon parish and town council and community groups service requests. This is not considered desirable when set against the benefits of a proactive and comprehensive strategy for speed management, as set out further in the SMS itself.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The Council spends approximately £57M per annum on delivery of its highway's capital works programme. Alongside planned maintenance activity, this budget includes an allocation of £470K per annum for improvement works, including the speed limit reviews and subsequent pipeline of speed limit schemes. The additional capacity required to deliver the reviews as set out further in Section 12, is anticipated to be two additional engineer posts at a cost of £112K per annum, which will also be met from this allocation. .

- 7.2 In addition, schemes generated from the reviews of all speed limits, not solely 20mph schemes, will be assessed and ranked against a planned prioritisation methodology in order to ensure most effective use of the available funding. In this way, the cost implications of the proposals set out in this report are met from within existing capital service budgets, with no additional funding required or indeed, revenue pressures generated.
- 7.3 Following a Government announcement earlier this year of a new Local Transport Grant administered through the MCA, NYC submitted a successful bid, which has secured an extra £100K capital allocation for speed limit reviews and schemes in 2025/26. This funding is in addition to the amount allocated from the NYC highways capital budget.
- 7.4 Individual speed limit schemes may also be funded from other funding sources including, but not limited to, S106 contributions, Member locality budgets or via third party contributions, such as from town and parish councils.

8.0 LEGAL IMPLICATIONS

- 8.1 A Local Highway Authority has a duty under s122 Road Traffic Regulation Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) on and off the highway.
- 8.2 A Local Highway Authority has a duty to manage the road network with a view to securing the expeditious movement of traffic on the authority's road network under s16 of the Traffic Management Act 2004.
- 8.3 Traffic Regulation Orders can be made by the Highway Authority where it is expedient to do so in accordance with the statutory purposes in section 1 of the Road Traffic Regulation Act 1984.
- 8.4 There is a statutory process that must be followed for making Traffic Regulation Orders set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996

9.0 EQUALITIES IMPLICATIONS

- 9.1 Consideration has been given to the potential for any adverse equalities impact arising from the recommendations of this report. It is the view of officers that the content and recommendations do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix 2.
- 9.2 All individual proposals for a reduced speed limit will be subject to a full consultation exercise providing the opportunity for stakeholders to make representations on the proposal.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. As lower speed limits help create the conditions for active travel, which is a key element of transport emissions reduction, the impact on the climate is considered to be beneficial. A climate change assessment has been completed and included as Appendix 3.

11.0 RISK MANAGEMENT IMPLICATIONS

- 11.1 An overarching theme associated with the SMS is a presumption in favour of introducing lower speed limits across the urban and rural road network, where there is community support and where it makes sense to do so. To that extent, the reduction in risk of injury to the road user is a stated aim of the Strategy.
- 11.2 It follows that the reduction in road user collision injury risk and the creation of a generally safer road environment, has the potential at least, to result in fewer third-party claims against NYC.

12.0 HUMAN RESOURCES IMPLICATIONS

- 12.1 Establishing a proactive approach to speed management and the creation of a pipeline of speed limit schemes will require additional resources to deliver. Following a resource planning exercise, the expectation is that the additional demand can be met from establishing two new engineer posts in the Council's Traffic Engineering Team; the costs for which are proposed to be met from the funding sources set out earlier in Section 7 of this report.
- 12.2 The speed limit review process will create a pipeline of schemes, which will in turn generate an increase in required Traffic Regulation Orders (TRO). This will create a pressure on NYC Legal Services. Coincidentally, the Government has set out a timeline of April 2026 for the introduction of digital TRO (D-TRO) software nationally.
- 12.3 The anticipated benefits of D-TRO include a more streamlined TRO design, consultation and approvals process, potentially freeing up staff time and so reducing the burden that would otherwise have been created, had the D-TRO initiative not existed. At the same time, until D-TRO is actually rolled out and its impact able to be assessed, the likely benefit of its introduction remains unknown.
- 12.4 Therefore, other avenues are also being explored to reduce the impact of the increased TRO demand on Legal Services. These include undertaking an end-to-end TRO process review with the aim of Highways teams taking on more of the activities that would otherwise have been for Legal Services, including the consultation process and advertising.
- 12.5 Should the speed limit reviews be approved, any impacts will be closely monitored and further mitigation measures be considered at the time.

13.0 COMMUNITY SAFETY IMPLICATIONS

- 13.1 Road safety and by extension, community safety, are key objectives on which the SMS is based, with the Strategy placing the community and its elected representatives at the heart of the decision-making process.

14.0 REASONS FOR RECOMMENDATIONS

- 14.1 To provide TEE&E O&S Committee with an opportunity to consider the draft SMS.

15.0 RECOMMENDATION

- 15.1 For TEE&E O&S Committee to consider the draft NYC Speed Management Strategy and for any comments to inform the final version of the document, prior to it being presented to Environment Executive for approval.

APPENDICES:

Appendix 1 – NYC Draft Speed Management Strategy

Appendix 2 – Equalities Impact Assessment Screening Form

Appendix 3 – Initial Climate Change Impact Assessment Form

Karl Battersby

Corporate Director – Environment Directorate

County Hall

Northallerton

02 October 2025

Report Author – Allan McVeigh, Head of Network Strategy

Presenter of Report – Allan McVeigh, Head of Network Strategy

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SPEED MANAGEMENT STRATEGY

September 2025

1.0 Introduction

- 1.1 The purpose of this strategy is to provide the framework within which North Yorkshire Council will review and implement all speed limits on its highway network. The aim is to achieve safe speeds consistent with the posted speed limit, reflecting the road function and environment and where appropriate, to encourage active modes.

2.0 Background

- 2.1 North Yorkshire Council is one of the largest local authority areas in the UK by geography, with a surfaced road network length of over 8,500 kilometres, a substantial proportion of which, 74%, is rural. Historically, speed limits in the main have been implemented and managed by seven local area highways teams with policy support and variable amounts of direct delivery, carried out by the Traffic Engineering Team.
- 2.2 Given the number of teams involved in assessing and managing speed limits across the County, variations exist in how the guidelines (for local highway authorities) set out in the Department for Transport (DfT) Circular 01/2013 Setting local speed Limits (as amended) is interpreted and applied.
- 2.3 The Council recognises the critical role that appropriate speed limit setting has on road safety. Further, given speed limits across the county have evolved over time, leading to a variable approach in their application, the case for adopting a consistently applied, countywide and planned process for the assessment, setting and review of speed limits, is considered appropriate.

3.0 Speed Management – Wider Local and National Policy Framework

- 3.1 There are demonstrable benefits in adopting a strategy for general speed management, with the aim of ensuring a greater level of coherence for the road user, reduced injury risk and safer roads across the urban and rural network, along with wider benefits for Place, active travel and carbon reduction. In so doing, it is important for the Strategy to align with the ambitions of the Council's Local Transport Plan, Climate Change Strategy and Public Health priorities and integrated with road safety partner agencies.
- 3.2 Whilst facts and figures will continue to form part of the evidence base for decision making along with the Department for Transport (DfT) Circular 01/2013 (Setting Local Speed Limits), an evolution of the more receptive approach towards the creation of lower speed limits, established with the introduction of the revised 20mph Speed Limit and Zone Policy in January 2022 [Review of 20mph Speed Limit Policy.pdf](#) and its subsequent review in July 2023, is an integral part of this Strategy ([Public Pack](#))[Agenda Document for Executive, 04/07/2023 11:00](#).

3.3 In development of a speed management strategy, the Council also recognises the importance of working in concert with its York and North Yorkshire road safety partners, including North Yorkshire Police, which has enforcement responsibility for speed limits and North Yorkshire Fire and Rescue Service, which also has a role in road safety education, training and publicity. Likewise, North Yorkshire Police adheres to the guidance set out in Circular 01/2013 Setting Local Speed Limits and without its support, the Council would not wish to make speed limit changes.

4.0 Speed Management Strategy – Principles

4.1 Speed limits should be evidence-led, self-explaining, encourage self-compliance and seek to reinforce people's assessment of what is a safe speed to travel. Speed limit regulatory signs are used as an indicator of the nature and risks posed by the road ahead. If there are potential hazards visible ahead, drivers are likely to respect a lower limit. There should be a consistent message between the speed limit and what the road looks like. A speed limit must look appropriate to the road user and should reflect the surrounding environment.

4.2 A signed speed limit is not the target speed, but under normal conditions, it should be seen as the maximum lawful and safe speed for that location. The choice of speed limit should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway. If walking, cycling, horse riding, community or environmental factors are the primary function of the road section, consideration should be given to introducing a lower limit.

4.3 When drivers travel at unsafe and unacceptable speeds, the risk of collisions and injuries increases and significant and avoidable enforcement activity is needed. Setting speed limits that are safe, credible and compliant with drivers' expectations is the key challenge. If a speed limit is not reasonable and safe, it is likely to be ignored.

4.4 Any change to the existing speed limit must be reflective of changes in the road layout and characteristics. Where change is required following a review (Section 5 below), the desired intention for the most part is that speed limits will be lowered to achieve a safer road environment and where appropriate, to encourage active modes. There may though be the odd occasion when a speed limit should be raised to better reflect the road conditions and function. Whilst not the overarching aim of the Speed Management Strategy, where supporting evidence suggests a higher speed limit is more appropriate and not be detrimental to road safety, it should remain an option.

4.5 The Council will also continue to seek support from North Yorkshire Police before any speed limit proposal is considered for implementation. Without this support in place, it is unlikely any speed limit reduction will be taken forward.

4.6 Alongside any quantitative or qualitative analysis required that may be required, the Strategy acknowledges that local communities and their elected representatives are at the heart of local decision making and so is clear that the principles on which the Strategy is based are:

- Empowering local communities;
- Being more responsive to their needs;
- Evidence based;
- Data led;
- Consistent with national guidance;
- Supporting the wider land use and transport policy agenda

- 4.7 Engaging with all relevant stakeholders is key, these include:
- Town/Parish Councils
 - NYC divisional members
 - North Yorkshire Police
 - Internal NYC teams, e.g. Road Safety and Area Highway Team
 - Y&NY Road safety Partnership at the policy and strategy level
 - Environment Corporate Director and Executive Member for Highways and Transportation (Section 9 Governance and Oversight).
- 4.7 This list is not exhaustive and where there are other interest groups, they will be included in the stakeholder engagement exercise and/or consultation process.
- 4.8 The key documents to be used for the purposes of developing and delivering the Strategy and speed limit reviews are:
- i. Circular 01/2013 Setting local speed limits
 - ii. 20mph Speed Limit and Zone Policy (January 2022) [Review of 20mph Speed Limit Policy.pdf](#)
 - iii. Review of 20mph Speed Limit and Zone Policy Report (July 2023) ([Public Pack](#))[Agenda Document for Executive, 04/07/2023 11:00](#)
 - iv. York and North Yorkshire Road Safety Partnership Speed Management Protocol
 - v. Temporary Vehicle Activated Signs (VAS) Protocol
- 4.9 The Speed Management Strategy also recognises the Code of Practice ‘Well Managed Highway Infrastructure’ with respect to setting speed limits according to the function of a road and linkages to neighbouring authorities’ speed limit setting on cross-boundary parts of the road network.
- 5.0 SPEED MANAGEMENT STRATEGY – PRACTICAL APPLICATION**
- 5.1 Over time, it is proposed to undertake a series of planned speed limit reviews across the whole road network, working through a prioritised programme. The process for undertaking these reviews is set out further in Appendix 1.
- 5.2 The ranking methodology will be based on the frequency of collisions over the previous five years and the population and the extent of road network in the area. In order to generate a risk rating, these factors will be combined to create a ‘collision rate per capita’ and a ‘collision rate per km’ score, which is then averaged out.
- 5.3 There will be occasions when a speed limit review on one road may extend into a neighbouring locality and so there is a level of flexibility and pragmatism, to allow the extent of the speed limit to be fully assessed. There will also be times when officers may have to prioritise an assessment in another locality because of an emerging collision pattern, or because it makes sense to integrate a review with other road safety engineering activity.
- 5.4 Similarly, it may also make sense on occasion to bring forward a speed limit review, in order to tie in with a parish or town council request. For the most part though, the expectation is that speed limit review requests will form part of the planned speed limit review timetable. Nevertheless, officers will endeavour in the main, to remain consistent with progressing the reviews in line with the prioritised programme.
- 6.0 PRIORITISATION OF SPEED LIMITS**
- 6.1 The expectation is that the speed limit reviews will generate a draft pipeline of largely lower speed limit schemes, which in time will need to be ranked against the budget at the point at which the aggregate cost of pipeline schemes exceeds the funding available. This further

prioritisation methodology is currently in development and will be added into the Strategy when required. Given the likely relatively low cost of typical signed only schemes, it is expected that the budget for them is more than sufficient to deliver the schemes without the need to constrain their introduction through a ranking process at this time.

7.0 SPEED MANAGEMENT STRATEGY - NATIONAL PARKS AND NATIONAL LANDSCAPES

- 7.1 Circular 01/2013, published by the DfT states that when a C or Unclassified single carriageway rural road is within a National Park or National Landscape or if it forms part of a recommended route for vulnerable road users outside these areas, a speed limit of 40mph may be considered. Authorities also have the power to use relevant signage for 40mph zones in these areas.
- 7.2 This is a clear steer on lower quality roads in areas of natural beauty and the Council believes this is the right approach to improve the safety of vulnerable road users using the rural network in North Yorkshire.
- 7.3 North Yorkshire is a predominantly rural landscape and includes large parts of the North York Moors National Park and the Yorkshire Dales National Park. The County also includes several National Landscapes such as Nidderdale, Howardian Hills and the Forest of Bowland. Well over half of the County is currently within either a National Park or National Landscape.
- 7.4 The popularity of cycling on rural roads will continue to rise, especially with the introduction of more affordable e-bikes. As a result, North Yorkshire's rural road network is set to become even more popular with leisure cyclists and keeping them and vulnerable road users generally, safe, is a priority.
- 7.5 Given the popularity and size of the National Parks and National Landscapes in North Yorkshire, it is proposed that the Council will reduce the speed limit to 40mph in circumstances when all the following conditions are met:
- i. the road is C Class or Unclassified
 - ii. it is a recommended (mapped or signed) route for vulnerable road users i.e. cycling route, walking route or horse riding route
 - iii. there is a significant risk to vulnerable road users, particularly children
 - iv. the carriageway width and alignment encourages lower speeds
 - v. the existing mean speed and volume are appropriate
 - vi. the road environment looks and feels appropriate for a 40mph speed limit
 - vii. there is no footway or a sub-standard footway
 - viii. there is local community, local member, National Landscape and National Landscapes and police support

It is considered that this approach is also consistent with and helps satisfy its duties under the Levelling-Up and Regeneration Act (2023), to seek to further the purposes of protected landscapes.

8.0 SPEED MANAGEMENT STRATEGY – COMPLEMENTARY ACTIVITY

- 8.1 In addition to the speed limit reviews, the Council and its road safety partners also undertake the following related activity, which plays an equally important role in road safety and managing speed across the County:
- i. **Education:** informed by road casualty statistics, NYC works with its road safety partners on identifying higher risk road user road user groups and the development and implementation of attitude and behavioural change programmes;

- ii. **Engineering:** collision investigation and analysis, including cluster site and route analysis and fatal collision investigation, as well as initiatives such as the Temporary VAS Protocol and 20mph Speed Limit and Zone Policy.
- iii. **Enforcement:** Support for North Yorkshire Police on their core activity.

8.2 The expectation is that implementation of the speed limit reviews will be integrated with other core road safety engineering and road safety partnership activity.

9.0 SPEED MANAGEMENT STRATEGY - GOVERNANCE AND OVERSIGHT

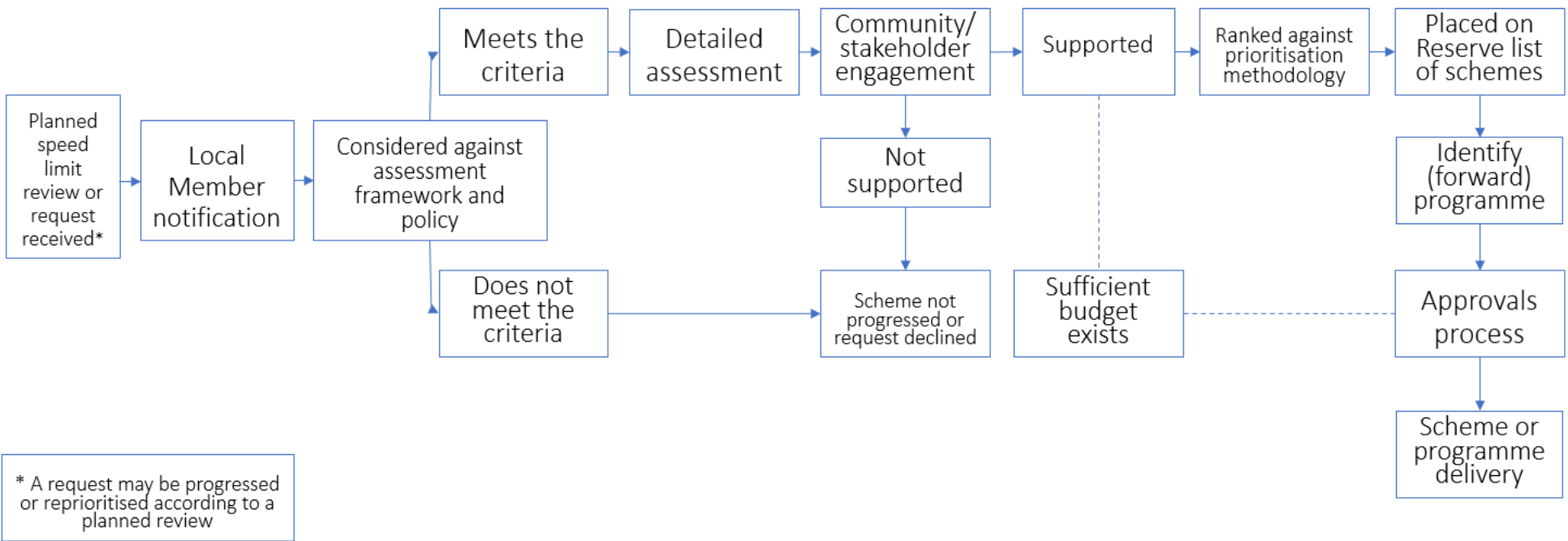
9.1 In a similar way to the identification and implementation of the Highways Capital Maintenance Works Programme, it is intended that the annual works programme for speed limit schemes would be submitted to the Environment Corporate Director and Executive Member for approval.

9.2 In practicality, subject to how quickly the reviews are carried out, there may be more than one Environment Executive report each year, seeking approval to introduce the schemes, which are supported by the local community for implementation.

9.3 Local member input, which is key, would be through consultation on the individual schemes as they are identified and generated.

SPEED LIMIT REVIEW PROCESS MAP

SPEED LIMIT REVIEW PROCESS MAP



EQUALITIES IMPACT ASSESSMENT SCREENING FORM

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Network Strategy		
Proposal being screened	Draft Speed Management Strategy		
Officer(s) carrying out screening	Allan McVeigh		
What are you proposing to do?	To produce a speed management strategy and implement a planned programme of speed limit reviews and generate a pipeline of schemes		
Why are you proposing this? What are the desired outcomes?	To take a more proactive and strategic approach to setting speed limits in North Yorkshire. Desired outcomes are a safer, more legible and coherent network of speed limits. In addition, to create the conditions for increased take-up of active modes, such as walking and cycling.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The Council spends approximately £57M per annum on delivery of its highway's capital works programme. Alongside planned maintenance activity, this budget includes an allocation of £470K per annum for improvement works, including the speed limit reviews and subsequent pipeline of speed limit schemes.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	The implementation of lower speed limits is designed to improve the safety and environment for all road users and communities. People with protected characteristics would see benefits with any locations where such a scheme was implemented.		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	There will be an effect on how North Yorkshire Police operates, but this is not considered to be significant. The implementation of lower speed limits generally, will very likely be welcomed by the Y&NYMCA, which has already allocated funding for this activity in the current financial year.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	Positive impact on all citizens, including those with protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	09/10/2025		

Initial Climate Change Impact Assessment (Form created August 2021)

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

If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Implementation of an NYC Speed Management Strategy
Brief description of proposal	To produce a speed management strategy and implement a planned programme of speed limit reviews, in order to generate a pipeline of schemes and ensure a more coherent approach to setting speed limits in North Yorkshire
Directorate	Environment
Service area	Highways and Infrastructure
Lead officer	Allan McVeigh
Names and roles of other people involved in carrying out the impact assessment	-

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

Remember to think about the following;

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

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

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

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Decision (Please tick one option)	Full CCIA not relevant or proportionate:	✓	Continue to full CCIA:	
Reason for decision	Overall positive impact on the environment			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	09/10/2025			

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

22 October 2025

North Yorkshire Council Enforcement Policy

Report of the Corporate Director – Environment

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek views from members of the committee on the proposed North Yorkshire Council Enforcement Policy ahead of it being reported to the Executive.

2.0 SUMMARY

- 2.1 The proposed new North Yorkshire Council Enforcement Policy sets out a clear, consistent, and transparent framework for how the Council will undertake enforcement activities across its services. It aims to ensure that enforcement is carried out in a fair, proportionate, and effective manner, supporting compliance, protecting public interests, and promoting community confidence in how the Council delivers its regulatory role.

3.0 BACKGROUND

- 3.1 North Yorkshire Council, as a unitary authority, is responsible for a broad and diverse range of regulatory functions. The Council has invested in regulatory services to deliver high quality and efficient local services to support safer, stronger, and healthier communities, protecting public health, safety and the environment and to maintain a fair-trading environment to support businesses and the local economy.
- 3.2 Prior to the formation of North Yorkshire Council, predecessor Council's had their own enforcement policies with differing priorities, resources, and approaches to regulation. We now have an opportunity to harmonise our strategic approach to regulation, across the County, as one Council.
- 3.3 The proposed policy provides an overarching framework for the Council. It is an umbrella policy that aims to support any specific policies drawn up by individual service areas to deliver their specific functions.
- 3.4 The draft policy is attached at Appendix A.

4.0 NORTH YORKSHIRE COUNCIL ENFORCEMENT POLICY

- 4.1 The proposed policy will ensure public protection, legal compliance and set the framework within which officers of the Council will operate.
- 4.2 The proposed policy commits the Council to good enforcement practice, adhering to current legislation, guidance, and codes of practice.

- 4.3 The proposed policy provides that the Council will exercise its regulatory activities in a way which is:
- **Robust**– where a decision has not been complied with and/or regulations not followed, then we will take robust action to ensure compliance and resolve the issue where we can.
 - **Customer focussed**- We will be customer focussed and have the impact on the resident at the forefront of our mind when taking action.
 - **Fair**– we will deal with all our customers in a fair, open and transparent manner and will keep them informed of progress.
 - **Consistent**– our advice to those regulated will be robust, reliable and similarly advice provided by others will be respected.
 - **Targeted**– resources will be prioritised to deal with the most serious cases where the most harm is caused.

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 5.1 The proposed policy supports the Council plan priority of ensuring the people of North Yorkshire are safe, healthy, and living well through the successful delivery of regulation across a diverse range of functions for which the Council has regulatory responsibility.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 Continued reliance upon predecessor enforcement policies, although permitted under local government reorganisation transitional arrangements, is not a suitable longer-term position and exposes the Council, and regulatory officers, to risk of legal challenge and obstacle to successful delivery of regulatory functions. Therefore, in essence, bringing forward a harmonised approach is the only viable option.

7.0 FINANCIAL IMPLICATIONS

- 7.1 There are no financial implications directly arising from the proposed policy. The Policy will be delivered through existing Enforcement budgets.

8.0 LEGAL IMPLICATIONS

- 8.1 The proposed policy is in accord with the principles of the Regulators' Code and associated legal requirements, pursuant to the Legislative and Regulatory Reform Act 2006, and the furtherance of good practice in the delivery of the Council's regulatory responsibilities.

9.0 EQUALITIES IMPLICATIONS

- 9.1 An equalities impact assessment screening has been completed and concludes that there is no adverse impact upon protected characteristics arising from the proposed policy. Please see Appendix B.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 A climate change impact screening assessment has been completed and concludes that there are no adverse impacts arising from the proposed policy. Please see Appendix C.

11.0 RISK MANAGEMENT IMPLICATIONS

- 11.1 The proposed policy mitigates risks of non-compliance with the Regulators' Code and associated legal requirements and the furtherance of good practice in the delivery of our regulatory responsibilities.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 The new North Yorkshire Council Enforcement Policy sets out a clear, consistent, and transparent framework for how the Council will undertake enforcement activities across its services. It aims to ensure that enforcement is carried out in a fair, proportionate, and effective manner, supporting compliance, protecting public interests, and promoting community confidence in regulatory services.
- 12.2 The proposed policy is in accord with the principles of the Regulators' Code and associated legal requirements and the furtherance of good practice in the delivery of our regulatory responsibilities.

13.0 RECOMMENDATIONS

- 13.1 That members note and comment upon the proposed North Yorkshire Council Enforcement Policy.

APPENDICES:

Appendix A – North Yorkshire Council Enforcement Policy
Appendix B – Equalities impact assessment screening form
Appendix C – Climate change impact assessment screening form

BACKGROUND DOCUMENTS: None

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton

Report Author – Dean Richardson, Head of Regulatory Services.

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NORTH YORKSHIRE COUNCIL GENERAL ENFORCEMENT POLICY

FOREWORD

As one of the largest Councils in the Country we deliver a vast range of services to over 600,000 residents and tens of thousands of businesses. We make decisions every day which affect people who live, work and visit our beautiful County. The way in which we take action is important, as it gives people confidence that the Council will stand behind them and deal with issues which have a significant impact on the community their quality of life and amenity.

This Policy sets out how we will fulfil our legal obligations, but most importantly the approach we will take and the culture that we have as an organisation. Residents and businesses should know what to expect from the Council. Individual regulatory services such as planning, housing and environmental health will have their own enforcement protocols and priorities, but this overarching document sets the culture in which all services should operate.

Whilst we will always look to take a balanced and fair approach, we will not shy away from taking action either individually or with our partners, where there is a clear reason to do so, even where a successful outcome is not assured. In essence, we will always seek to do the right thing.

I hope that you find this document a useful guide.

Richard Flinton
Chief Executive
North Yorkshire Council

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- 1.Introduction
- 2.Purpose of the policy
- 3.Our approach to dealing with enforcement matters
- 4.Conduct of investigations
- 5.Decisions on enforcement action
- 6.Service standards

Appendix A: Enforcement Actions available to the Council in Respect of Criminal and Civil breaches

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GENERAL ENFORCEMENT POLICY

1. INTRODUCTION

- 1.1 A robust enforcement policy is very important for giving the public confidence that where people do not follow the rules, and cause problems for others, then they will be dealt with. Having an over-arching policy helps the Council have a consistent approach across a large range of regulatory services such as planning, housing, environmental health and trading standards. It allows our staff to know what is expected of them, and residents and businesses to know how and what to expect from us. Cases which relate to financial/debt recovery are not covered under this policy.
- 1.2 The Council will carry out good enforcement practice. We will adhere to the current legislation, guidance, and codes of practice, that influence this policy.
- 1.3 The Council will exercise its regulatory activities in a way which is:
- **Robust**– where a decision has not been complied with and/or regulations not followed, then we will take robust action to ensure compliance and resolve the issue where we can
 - **Customer focussed**- We will be customer focussed and have the impact on the resident at the forefront of our mind when taking action
 - **Fair**– we will deal with all our customers in a fair, open and transparent manner and will keep them informed of progress
 - **Consistent**– our advice to those regulated will be robust, reliable and similarly advice provided by others will be respected
 - **Targeted**– resources will be prioritised to deal with the most serious cases where the most harm is caused.
- 1.4 We will avoid imposing unnecessary regulatory burdens, and we will seek to join up our services wherever possible.
- 1.5 The Council will ensure that regulatory officers are appropriately trained and supported to:
- Take robust action in a timely manner
 - understand the need to protect the public and environment
 - support those that they regulate
 - understand those they regulate
 - understand the statutory principles of good regulation and how activities are delivered under the Code.
- 1.6 This Policy will be published on the internet, and relevant service standards and any function specific Enforcement Policies drawn up by individual service areas, will also be published on the internet.

2. PURPOSE OF THE POLICY

- 2.1 This policy will ensure public protection, legal compliance and set the framework which officers of the Council will operate.
- 2.2 All officers will have regard to this document when making enforcement decisions.
- 2.3 This policy can be overridden where a risk of injury or to health is likely to occur due to a delay in any decision being made. The Chief Executive may suspend any part of this policy, in cases of emergency. This would achieve effective running of the service and/or where there is a risk of injury or to health of employees or any members of the public. The **Regulators' Code** requires regulators to have procedures in place to ensure that their officers follow their published service standards.

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3. OUR APPROACH TO DEALING WITH ENFORCEMENT MATTERS

- 3.1 The Council recognises that most businesses and individuals are law abiding and act responsibly. However, robust action will be taken against those who flout the law or act negligently. Particular focus will be given to circumstances where the public's safety is compromised or there are significant impacts on quality of life/amenity.
- 3.2 Those that deliberately or persistently fail to comply will be dealt with by the Council in a robust way in a timely manner.
- 3.3 Those regulated by the Council are able to request advice on non-compliance without directly triggering enforcement action. Where they show a willingness to resolve the non-compliance, we will deal with the matter informally, unless the matter is so serious that enforcement action is deemed necessary. This is in accordance with Section 5.4 of the **Regulators' Code**.
- 3.4 The Council will review all notifications/complaints and will investigate if necessary. Necessity to investigate and the promptness of the response will be dependent on the resources available as well as the identification of risk.
- 3.5 Where appropriate The Council will carry out check visits or re-visit to assess compliance where prior advice or guidance has been given, before considering further action.
- 3.6 Council officers and decision makers will carry out all our enforcement duties, including taking formal enforcement action, in a fair, and consistent manner. Whilst officers exercise judgement in individual cases, the Council will have arrangements in place to promote consistency including liaison with other agencies and authorities.
- 3.7 The Council will take a multi-agency approach to dealing with issues, joining up powers to achieve the right outcome.
- 3.8 Council officers will take ownership of enforcement complaints where it straddles different areas of the Council and will aim to provide one response and point of contact to the customer.

ADVICE & GUIDANCE

- 3.9 We will actively work with business and residents to provide advice and help. In doing this it will be ensured that:
- any information provided will be in clear, concise and accessible language. It will be confirmed in writing where necessary
 - legal requirements and good practice/guidance aimed at improvements above minimum standards will be clearly distinguished
 - provide advice to support compliance that can be relied upon
 - work collaboratively with other regulators where those regulated by more than one regulator are affected, and where there is disagreement over advice given, regulators will seek to reach agreement.

FAIRNESS

- 3.10 Officers will be courteous, fair and efficient at all times, and will identify themselves by name and provide identification where required or requested.
- 3.11 The Council will have regard to individual's human rights and natural justice. This is in all aspects of our enforcement work.

- 3.12 The Council will aim to ensure that there will be no discrimination against any individual when making enforcement decisions. This is regardless of culture, ethnic or national origins, gender, disability, age, sexual orientation, political or religious beliefs, socio-economic status.

CONFIDENTIALITY

- 3.13 It is normal practice to maintain the confidentiality of a complainant. Unless they agree to act as a witness in formal action taken by the Council, or the Council is required by law to disclose the identity of a complainant. Anonymous complaints will not normally be acted upon except in exceptional circumstances.
- 3.14 Legal notices will clearly set out how the notice can be appealed, including timescales and relevant bodies to which the appeal can be lodged.
- 3.15 If complaints of treatment or officer conduct cannot be informally resolved between stakeholders, officers and line managers, the customer will be directed to the Council's formal Complaints Process. [Complaints, comments or compliments | North Yorkshire Council](#)

CHARGING FOR ENFORCEMENT

- 3.16 The Council will seek to recover costs for taking enforcement action against the responsible persons, where legislation allows.
- 3.17 The responsible person will be advised of the potential of being charged for formal enforcement notices before any charge is incurred unless the situation is an emergency. In emergency situations officers will make reasonable efforts to contact the responsible person. If the responsible person cannot be contacted or cannot respond quickly enough, formal action will be initiated and a charge made.

NECESSARY AND PROPORTIONATE

- 3.18 In assessing what enforcement action is necessary and proportionate, consideration will be given to, amongst other things:
- i. public protection and "risk to the public"
 - ii. the seriousness of the compliance failure
 - iii. the past and current performance of any business and/or individual concerned
 - iv. any obstruction on the part of the offender
 - v. the risks being controlled
 - vi. statutory guidance
 - vii. Codes of Practice
 - viii. any legal advice
 - ix. policies and priorities of Government and the Council
 - x. a person's circumstances
 - xi. the existence of a Primary Authority agreement

PUBLICITY OF ENFORCEMENT

- 3.19 Where the Council is successful in prosecution and a conviction of an individual or business or has made an enforcement decision relating to licensed premises, vehicles, drivers and/or operators, we will seek to publish details of the offence, perpetrators and convictions.

- 3.20 This name and shame approach will hopefully deter others and to show the public that the Council is taking effective enforcement action where it is necessary. It sends a clear message that the type of behaviour will not be tolerated in our County.

PRIMARY AUTHORITY & OTHER AGENCY ARRANGEMENTS

- 3.21 The Council will follow Primary Authority advice.
- 3.22 The Council will liaise with the relevant agency if the Council is aware of likely non-compliance where the enforcement powers are shared or with another agency.

4. CONDUCT OF INVESTIGATIONS

- 4.1 All investigations will be carried out under the following legislation. They will be in accordance with any associated law, guidance or codes of practice, in so far as they relate to the Council:
- the Police and Criminal Evidence Act 1984
 - the Criminal Procedure and Investigations Act 1996
 - the Regulation of Investigatory Powers Act 2000
 - the Criminal Justice and Police Act 2001
 - Criminal Justice Act 2003
 - the Human Rights Act 1998
 - Equality Act 2010
- 4.2 These Acts and associated guidance control how evidence is collected. It is used to give a range of protections to citizens and potential defendants. Our authorised officers will also comply with the requirements of the particular legislation under which they are acting, and with any associated guidance or codes of practice.
- 4.3 The powers used by authorised officers are determined and restricted to those set out in the appropriate statute and/or Council's scheme of Delegation.
- 4.4 Where any officer conducting regulatory or enforcement functions is obstructed during their investigations, and legislation allows, formal action will be considered for obstruction offences.
- 4.5 Where legislation allows the seizure of equipment, articles, or items, the Council will adhere to legislation, guidance and specific policies in relation to those seizures.
- 4.6 Where necessary, the Council and its officers may request North Yorkshire Police exercise their powers of arrest in order to progress an investigation and/or apprehend an offender.
- 4.7 Where it is believed that an offence has been committed, the Council will interview where appropriate alleged perpetrators in accordance with the Police and Criminal Evidence Act 1984 and related guidance.
- 4.8 Legislation utilised by regulatory and enforcement officers, is often subject to statutory time limits for investigations from the point of discovery or commission of the offence. In all circumstances the Council will abide by these limitations when conducting investigations and when considering any subsequent enforcement actions.
- 4.9 Alleged offenders and witnesses will be informed of the progress of investigations.

5 DECISIONS ON ENFORCEMENT ACTION

- 5.1 These factors are **not** listed in order of significance. The rating of the various factors will vary with each situation under consideration.
- 5.2 There are a range of actions that are available to the Council which are set out in legislation.
- 5.3 For the purposes of this policy, formal enforcement action, includes (see **Appendix A**):
- Compliance Advice, Guidance and Support
 - Voluntary Undertakings
 - Statutory (Legal) Notices
 - Financial penalties
 - Injunctive Actions / Enforcement Orders etc
 - Informal caution
 - Simple Caution
 - Prosecution and
 - Refusal / Suspension / Revocation of Licences
- 5.4 Alleged offenders and witnesses will be informed of the progress of investigations.

HOW DECISIONS ARE MADE ON ENFORCEMENT ACTION

- 5.5 Where formal enforcement action is necessary, the most appropriate course of action (from the range of sanctions and penalties available) will be considered with the intention of:
- protecting public safety
 - protecting the environment and animal welfare
 - changing the behaviour of the offender
 - eliminating any financial gain or benefit from non-compliance
 - being responsive and considering what is appropriate for the offender and issue involved, including punishment and the public stigma that may be associated with a criminal conviction
 - being proportionate to the nature of the offence and harm caused
 - deterring future non-compliance.
- 5.6 Where the responsible person has failed to respond once a breach of legislation has been brought to their attention or the breach is so severe as to present an imminent risk formal action will be taken.
- 5.7 Before instigating legal proceedings, service will consider many factors, including:
- the seriousness of the alleged offence
 - the history of the party concerned
 - the willingness of the business or the individual to prevent a recurrence of the problem and to co-operate with officers
 - whether it is in the public interest to prosecute
 - whether there is a realistic prospect of conviction
 - whether any other action (including other means of formal enforcement action) would be more appropriate or effective
 - the views of any complainant and other persons with an interest in prosecution.
- 5.8 These factors are NOT listed in order of significance. The rating of the various factors will vary with each situation under consideration.

- 5.9 Where appropriate there will be cooperation and coordination with any relevant regulatory body and/or enforcement agency to maximise the effectiveness of any enforcement.
- 5.10 Where an enforcement matter affects a wide geographical area beyond the County boundaries or involves enforcement by one or more other local authorities or organisations; where appropriate all relevant authorities and organisations will be informed of the matter as soon as possible and all enforcement activity coordinated with them.
- 5.11 Where the law allows, regulation and enforcement will share intelligence relating to wider regulatory matters with other regulatory bodies and enforcement agencies, including:
- ❖ Government Agencies
 - ❖ Police Forces
 - ❖ Fire Authorities
 - ❖ Statutory undertakers
 - ❖ Other Local Authorities.
- 5.12 When a decision is made to take enforcement action against you and:
- you are a business operating in more than one Local Authority area and you have chosen to have a registered Primary Authority Partnership under The Regulator Enforcement Sanctions Act 2008 (The RES Act); and
 - the enforcement action proposed is covered by the definition of enforcement action for the purposes of Part 2 of the RES Act
- 5.13 The Council will comply with the agreement provisions for enforcement and notify your Primary Authority of the proposed action. Your Primary Authority has the right to object to the Council's proposed action in which circumstances either they or the Council may refer the matter to OPSS.

6. SERVICE STANDARDS

HOW SERVICES ARE DELIVERED

- 6.1 Each service will have robust Service Standards which underpin expectations of level of service to relevant stakeholders including the public.
- 6.2 Services will be delivered in accordance with the requirements of the **Regulators' Code**.
- 6.3 Our officers will:
- be courteous and polite
 - always identify themselves by name, and provide contact details (the exception to this is Civil Enforcement Officers undertaking parking enforcement, who under provisions in the Traffic Management Act Guidance for Local Authorities, should only be identified by their individual officer number)
 - provide details of how to discuss any concerns there may be
 - agree timescales, expectations and preferred methods of communication
 - ensure that information and progress on any outstanding issues is provided.

- 6.4 The Council will allocate resources to where they will be most effective by assessing the priority risks:
- risk will be considered at every stage when making a decision, including the most appropriate intervention, the way of working, checks on compliance, and when taking enforcement action
 - assessment of risk will recognise previous compliance history and all available relevant data including relevant external verification
 - Use national risk assessment frameworks
 - the effectiveness of regulatory activities and outcomes will be reviewed regularly and adjusted accordingly.

COVERT SURVEILLANCE, INCLUDING THE USE OF SURVEILLANCE OF SOCIAL MEDIA

- 6.5 The Council's use of surveillance powers is covered by the covert activity policy. The Council will only do this when it is necessary and proportionate to do so.
- 6.6 Investigating officers will seek legal advice where necessary and always act in accordance with the Council's RIPA Policy and appropriate guidance issued by the Home Office and Regulator. If investigators believe they need to look at someone's social media accounts closely for a case, they must get approval under RIPA or equivalent first. This is in accordance with written departmental procedures. Such authorisation will ensure as far as possible that authorised officers act lawfully and in a fair and transparent manner.

REQUESTS FOR OUR SERVICES

- 6.7 In responding to service requests, including requests for advice and complaints about breaches of the law, there will be:
- a response to the request within a maximum of 10 working days (or the relevant statutory timescale in law)
 - advise when a substantive response can be expected
 - seek to fully understand the nature of the request
 - explain what may or may not be possible, so that it is clear what the customer can expect
 - keep the person or business informed of progress throughout the Council's involvement
 - keep the person or business informed of the outcome as appropriate.
- 6.8 Notice that officers intend to visit will be provided. This is unless there is a specific reason to believe that an unannounced visit is more appropriate.

INFORMATION SHARING

- 6.9 The Council has information sharing protocols with various partners including the Police. This is to detect and deter crime and anti-social behaviour. The Council is committed to the objectives of this partnership. They will balance data protection considerations in line with the information sharing protocol.

POLICY REVIEW

- 6.10 The implications and effectiveness of this policy will be regularly monitored.

- 6.11 This policy will be reviewed where appropriate (and, in any case at least once every five years) to assess whether any amendments are required taking into account changing circumstances affecting the area, or any relevant changes in national policy.
- 6.12 Minor and inconsequential amendments may be made to the policy from time-to-time by a senior officer to reflect legislative changes or to correct any inaccuracies

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ENFORCEMENT ACTIONS AVAILABLE TO THE COUNCIL IN RESPECT OF CRIMINAL AND CIVIL BREACH

Compliance Advice, Guidance and Support

The Council uses compliance advice, guidance and support as a first response in the case of many breaches of legislation that are identified. Advice is provided, sometimes in the form of a warning letter, to assist individuals and businesses in rectifying breaches as quickly and efficiently as possible, avoiding the need for further enforcement action. A warning letter will set out what should be done to rectify the breach and to prevent re-occurrence. If a similar breach is identified in the future, this letter will be persuasive in considering the most appropriate enforcement action to take on that occasion. Such a letter cannot be cited in court as a previous conviction, but it may be presented in evidence. The Council recognises that where a business has entered a partnership with a primary authority, the primary authority will provide compliance advice and support. The Council will take such advice into account when considering the most appropriate enforcement action for it to take. It may discuss any need for compliance advice and support with the primary authority. Where more formal enforcement action, such as a simple caution or prosecution, is taken, the Council recognises that there is likely to be an ongoing need for compliance advice and support, to prevent further breaches.

Voluntary Undertakings

The Council may accept voluntary undertakings that breaches will be rectified and/or recurrences prevented. The Council will take any failure to honour voluntary undertakings very seriously and enforcement action is likely to result.

Statutory (Legal) Notices

In respect of many breaches the Council has powers to issue statutory notices. These include: 'Abatement Notices', 'Prohibition Notices', 'Emergency Prohibition Notices', and 'Improvement Notices'. Such notices are legally binding. Failure to comply with a statutory notice can be a criminal offence and may lead to prosecution and/ or, where appropriate, the carrying out of work in default. A statutory notice will clearly set out actions which must be taken and the timescale within which they must be taken. It is likely to require that any breach is rectified and/or prevented from recurring. It may also prohibit specified activities until the breach has been rectified and/or safeguards have been put in place to prevent future breaches. Where a statutory notice is issued, an explanation of the appeals process will be provided to the recipient. Some notices issued in respect of premises may be affixed to the premises and/or registered as local land charges.

Financial Penalties

The Council has powers to issue fixed penalty notices, penalty charge notices and monetary penalties in respect of some breaches of legislation. A fixed penalty notice, penalty charge notice or monetary penalty is not a criminal fine and does not appear on an individual's criminal record. If a fixed penalty, penalty charge notice or monetary penalty is not paid, the Council may, however, commence criminal proceedings or take other enforcement action in respect of the breach or take civil enforcement action to recover the value of the fixed penalty, penalty charge or monetary penalty subject to the provisions of the relevant legislation. If a fixed penalty, penalty charge notice or monetary penalty is paid in respect of a breach, the Council will not take any further enforcement action in respect of that breach. Payment of the penalty does not provide immunity from prosecution in respect of similar, continuing or recurrent breaches. The Council is only able to issue a fixed penalty notices, penalty charge notices and monetary penalties where it has specific powers to do so. If fixed penalty notices are available, their issue is at the Council's discretion. In some circumstances, in particular where breaches are serious or recurrent, it may be that

prosecution is more appropriate than the issue of a fixed penalty notice. In specific instances dictated by regulation, the Council has powers to issue monetary penalties. In some cases the Council has discretion in the level of monetary penalty to impose. Where regulation makes provision for the Council to receive representations in respect of a charge, the Council will inform recipients how to make representation and provide guidance on what might be relevant issues. Any representation received will be reviewed in a timely manner within the terms of the regulation, the requirements of this policy and based on the reasonableness of the charge on a case-by-case basis. If the Council deems fit it may confirm, vary or quash a monetary penalty.

Injunctive Actions, Enforcement Orders etc

In some circumstances the Council may seek a direction from the court (in the form of an order or an injunction) that a breach is rectified and/or prevented from recurring. The court may also direct that specified activities be suspended until the breach has been rectified and/or safeguards have been put in place to prevent future breaches. Failure to comply with a court order constitutes contempt of court, a serious offence which may lead to imprisonment. The Council is required to seek enforcement orders after issuing some enforcement notices, providing the court with an opportunity to confirm the restrictions imposed by the notice. Otherwise, the Council will usually only seek a court order if it has serious concerns about compliance with voluntary undertakings or a notice. The Council may seek Banning Orders where relevant convictions exist and it is appropriate and proportionate to do so.

Prosecution

When deciding whether to prosecute, the Council has regard to the provisions of **The Code for Crown Prosecutors** as issued by the Director of Public Prosecutions. Prosecution will only be considered where the Council is satisfied that it has sufficient evidence to provide a realistic prospect of conviction against the defendant(s). Before deciding that prosecution is appropriate, the Council will consider all relevant circumstances carefully and will have regard to the following public interest criteria:

- seriousness of the offence committed
- the level of culpability of the suspect
- the circumstances of, and the harm caused to the victim?
- was the suspect under the age of 18 at the time of the offence?
- what is the impact on the community?
- is prosecution a proportionate response?
- do sources of information require protecting?

A successful prosecution will result in a criminal record. The court may impose a fine and in respect of particularly serious breaches a prison sentence. The court may order the forfeiture and disposal of non-compliant goods and/or the confiscation of any profits which have resulted from the breach. Prosecution may also lead, in some circumstances, to the disqualification of individuals from acting as company directors.

Refusal/Suspension/Revocation of Licences

The Council issues a number of licences and permits. The Council also has a role to play in ensuring that appropriate standards are met in relation to licences issued by other agencies. Most licences include conditions which require the licence holder to take steps to ensure that, for example, a business is properly run and public safety is assured. Breach of these conditions may lead to a review of the licence which may result in its revocation or amendment. When considering future licence applications, the Council may take previous breaches and enforcement action into account and also other matters which, on the balance of probability, may influence the assessment of a person to be a fit and proper person.

Prohibitions

The Council has a range of powers that allow for the prohibition of activities, structures, or use of facilities such as sports grounds. The Council has a role to ensure the safety of the public and will exercise prohibition powers only where it is essential to protect health and there is sufficient evidence available to demonstrate that a risk to health exists.

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Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Regulatory Services		
Proposal being screened	North Yorkshire Council Enforcement Policy		
Officer(s) carrying out screening	Dean Richardson Head of Regulatory Services		
What are you proposing to do?	Seek approval to adopt a North Yorkshire Council Enforcement Strategy		
Why are you proposing this? What are the desired outcomes?	This policy will ensure public protection, legal compliance and set the framework within which officers of the Council will operate		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Are from the Armed Forces Community		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		

Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No			
Decision (Please tick one option)	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:	<input checked="" type="checkbox"/>
Reason for decision	No detrimental impact on equalities.			
Signed (Assistant Director or equivalent)	Callum McKeon			
Date	06/10/2025			

Initial Climate Change Impact Assessment

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process. If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	North Yorkshire Council Enforcement Policy
Brief description of proposal	This policy will ensure public protection, legal compliance and set the framework within which officers of the Council will operate
Directorate	Environment
Service area	Regulatory Services
Lead officer	Dean Richardson Head of Regulatory Services
Names and roles of other people involved in carrying out the impact assessment	NA

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

Remember to think about the following;

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

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

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

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Decision (Please tick one option)	Full CCIA not relevant or proportionate:	<input type="checkbox"/> X	Continue to full CCIA:	
Reason for decision	To ensure public protection, legal compliance and set the framework within which officers of the Council will operate			
Signed (Assistant Director or equivalent)	Callum McKeon			
Date	06/10/2025			

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny

22 October 2025

Climate Change Delivery Pathway Performance Report

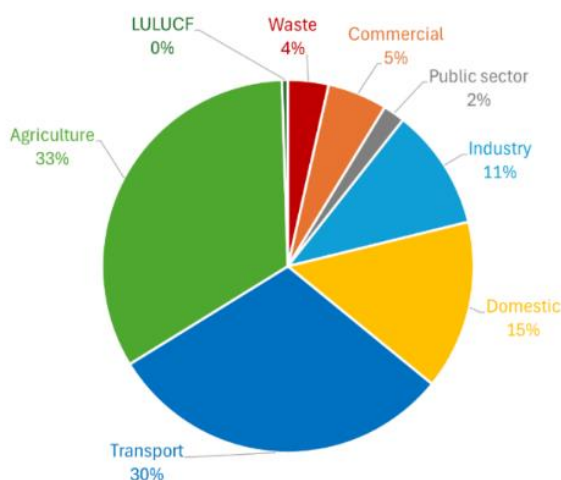
Report of the Corporate Director - Environment

1.0	PURPOSE OF REPORT
1.1	To provide a progress report on the implementation of the Climate Change Delivery Pathway.
2.0	SUMMARY
2.1	The report provides an update on the delivery of the Climate Change Strategy through the Delivery Pathway. This report also provides the annual territorial emissions for 2023 and NYC Operational Emissions data for 2024/5.
2.2	Every Directorate is contributing to the delivery of the Climate Change Strategy both within the operational activity and supporting the wider community to reduce greenhouse emissions and to support nature to thrive. Greater transparency of data including access to external energy data and from the service convergence process in LGR has improved the ability to develop interventions. Progress on the 'climate adaptation' has been made through a regional collaborative partnership. Whilst there is a lot still to achieve, NYC has made substantial progress in both delivering projects and setting the foundation for scaling up future initiatives.
3.0	BACKGROUND
3.1	Executive approved the North Yorkshire Council Climate Change Strategy in July 2023 in response to the declared climate emergency. The Climate Change Delivery Pathway (CCDP) sets out how the Strategy will be delivered and was approved by Executive on 20 August 2024. The 'Governance' section outlines that progress on delivering the Strategy will be reported annually to Executive and biannually to Transport Economy, Environment and Enterprise Overview and Scrutiny committee (TEEEOSC), evidence of which will be based on the CCDP. Progress was last reported to the TEEEOOSC on 24 April 2025.
4.0	THE CLIMATE CHANGE STRATEGY DELIVERY PATHWAY
4.1	Progress was previously reported utilising an excel spreadsheet. Feedback of the efficacy of this indicated that an alternative process should be utilised. Officers have been supported by the Transformation team to develop a performance platform 'in house' and this process commenced in June 2025.

- 4.1.1 In Q3 and Q4 of 2025/26, the Climate Change team will further collaborate with the Data and Insight Team to develop a Power BI data analytics and visualisation tool for tracking progress on the Climate Change Strategy delivery pathways. The tool will create comprehensive data driven dashboards which will interface with council systems to pull data automatically and regularly on scope 1, 2, and 3 emissions from activities like fleet use, staff travel, and energy consumption. Where possible, other Key Performance Indicators (KPIs) will be included based on data availability and quality. The Power BI dashboard approach provides the flexibility to incorporate additional datasets as new KPIs, improved quality of data and new council systems are developed in future. Qualitative data submissions from internal and external contributors will also be automated and uploaded to the dashboards. This will support easier monitoring of RAG status and progress against delivery pathway action plans.
- 4.1.2 This is a key step for the council to improve transparency, measurement, and management of CCDP activity and trajectory. The tool will significantly enhance monitoring and reporting frequency, accuracy, and accessibility, allowing aggregation of directorate-level data to a corporate view. Through visual and customisable reports, it will also enable a clearer presentation of trends and trajectories. Streamlining data collection processes will also reduce outdated manual processes and deliver beneficial efficiencies in Officer time for the Climate Change team.
- 4.1.3 As this is not yet developed the report takes a narrative form outlining key progress areas outlined in the five themes of the Climate Change Strategy and Delivery Pathway: governance, mitigation, adaptation, supporting nature and North Yorkshire Council (NYC) net zero ambitions.

4.2 GOVERNANCE AND PERFORMANCE

- 4.2.1 The World Meteorological Organization ‘State of the Global Climate 2024’ report indicated that 2024 was the warmest year on record at 1.55°C (+/- 0.13) warmer than the preindustrial average and the global mean sea level reached a record high. In 2023, record values for atmospheric greenhouse gas concentrations were recorded.
- 4.2.2 The Department Energy Security and Net Zero (DESNZ) figures have been released which give the 2023/24 ‘territorial emissions’ for North Yorkshire. There has been a general decline in annual terrestrial CO₂e emissions between 2005 and 2023 in North Yorkshire – from 8,061 to 5,604 ktCO₂e (a 30.8% decrease). Emissions decreased by 2.17% from 2022-2023, a reduction of 125 ktCO₂e. As indicated on the chart below, emissions from agricultural sector remain the highest in NY, followed by transport and ‘domestic’ which largely relates to heating of homes.



- 4.2.3 The 2024 'Carbon Disclosure Project' results were announced, and NYC achieved a grade B. The 2025 submission has been made. The campaign group Climate Emergency UK has published their 2025 Climate Action Scorecards which places the North Yorkshire Council in the middle of their league table of single-tier authorities with a score of 42% which is slightly higher score than the average. NYC scored particularly highly in the 'collaboration and engagement' category.
- 4.2.4 The York and North Yorkshire Combined Authority (YNYCA) Routemap to Carbon Negative is being reviewed and updated following a review of the 'carbon abatement pathways' evidence document. It is currently going through a development process and officers and the climate change champion for NYC attend the 'task and finish' group meetings to support this. It is anticipated that an overarching framework will be agreed in November 2025 and a consultation draft published in the new year.
- 4.2.5 The LGA greenhouse gas accounting outcome for NYC operational emissions in 2024/25 is reported in section 8 below.
- 4.2.6 Funding has been secured for a number of projects and these are outlined in the report.

5.0 MITIGATION

5.1 The Built Environment

- 5.1.1 NYC housing programmes continue to deliver retrofit across North Yorkshire. The Social Housing Decarbonisation Fund 2.2 project has been mobilised and delivered in the former District areas of Harrogate, Richmond and Selby.
- Retrofit assessments on 146 out of the 150 homes allocated to the scheme and have assessed eligibility over the scheme on 317 homes, to which those that have dropped out will be allocated to the next batch of funding SHF Wave 3.
 - 87 installations have been completed to date and the remaining total of 150 by 31 Mar 26.
 - 85 of the properties within this programme are void properties, leaving around 65 properties receiving measures that are currently occupied.
 - Properties that have been upgraded have seen the benefit of having identified energy measures, such as:
 - Loft and cavity wall insulation.
 - New windows and doors
 - Solar PV Installations
 - Smart electric heating and Aqua efficient battery water heating, giving homes more space and easier control over heating demand.
 - Air Source heating systems
 - Full building fabric repairs to improve the property's performance and combat damp and mould.
- 5.1.2 Social Housing Decarbonisation Fund wave 3 grant acceptance of £21,934,186 was completed in June 2025. The project is set to improve 1664 homes, targeting the worst performing homes, upgrading energy measures in a similar way to SHDF Wave 2.2. The first 130 properties have been assessed to date.
- 5.1.3 The private sector housing HUG2 programme finished on target with 679 measures being installed to 329 properties. 53% of the measures were Solar PV and Air Source Heat Pumps. 63% of properties achieved a post installation EPC of A-C, 14% of which were improved from F-G rating. Overall, the scheme achieved a saving of around 989 tCO₂e, just over 3 tCO₂e per property and it is estimated that each retrofit intervention saves £777 from energy bill per household, per annum.

- 5.1.4 Through the Warm Homes Local Grant scheme NYC has been awarded £5.9 million to support approximately 248 properties over a three-year period. (There is potential to secure additional funding based on strong performance.) A substantial waiting list from previous schemes, combined with ongoing referrals via the government portal, has provided a strong foundation for initial customer engagement. A new contractor framework is in place, ready to begin installations. Eligible customers are being passed over every week to our delivery partner to carry out surveys and arrange installation, with a number now awaiting quotations for work.
- 5.1.5 The Craven Empty Homes project has now been completed and 3 ‘open days’ held for local people to see the improvements made to the properties in Skipton, Bentham, and Horton In Ribblesdale.
- 5.1.6 The YNYCA has approved the Retrofit Strategy draft for public consultation on 26th September. This provides the overall strategic direction for Retrofit in the region with a long-term goal that ‘York and North Yorkshire’s Buildings are Fit for Now and for the Future for All’. The vision highlights key themes from the co-design including that retrofit must be bespoke to the region (York and North Yorkshire), every person should feel the benefits of retrofit (for all), that the Strategy should cover domestic and non-domestic property (buildings), and climate change mitigation and adaptation (now and for the future). The consultation period will be for 8 weeks.
- 5.1.7 NYC is delivering the £1.5 million SPF funded Business Sustainability Programme for York and North Yorkshire on behalf of the YNYCA. This is an extension of the previous SPF programme which supported decarbonisation of businesses throughout North Yorkshire.
- 5.1.8 YNYCA have commissioned skills bootcamps skills Bootcamps delivered by a consortium of colleges are being held for Heat Recovery and Transfer Technologies and Electrical Engineering courses through the UKSPF ‘emerging net zero and wider green technologies programme.’

5.2 **Transport**

- 5.2.1 Increase walking and cycling.
- i North Yorkshire Council submitted our Capability Ratings 2025 in early September. The capability ratings, ranging from Level 0 to Level 4 (with Level 4 being the highest), play a critical role in determining funding allocations. Councils with higher ratings are eligible to access more funding. The 2025 Capability Ratings will be used to underpin 4-year authority active travel allocations following SR25, and these will be provided as part of wider integrated and consolidated local transport settlements up to 2029/30. We are currently a level 1 rated authority and have collated significant evidence alongside this year’s submission to attempt to increase our rating to level 2.
 - ii. Since the April 2025 update, North Yorkshire Council (NYC) have completed the Thirsk and Whitby Local Cycling and Walking Infrastructure Plans (LCWIPs). This now means NYC have finalised and published ten LCWIPs covering all population centres above 10,000. As a direct outcome of this work, over 80 priority corridors across the county have been identified by NYC for future development. Subject to funding availability, these corridors are set to progress into the design phase, strategically positioning them for future delivery opportunities. For example, design work is now complete on the Brayton to Selby (Selby) and Darlington Road (Richmond) LCWIP corridors. Designs are nearing completion on the Bilton to Hornbeam corridor (Harrogate), the A59 missing link (Harrogate).

- iii. Following NYC's submission to Active Travel England's assurance process in March 2025 as part of Active Travel Fund tranche 5 (£369,709), NYC have now been notified that all schemes submitted have been approved. These include:
 - Introduction of a signalised pedestrian phase at the A661 Wetherby Road/Railway Road junction, Harrogate
 - Parallel Crossing on Bilton Lane, Harrogate
 - School Crossing Patrol site in East Ayton
 - School street schemes

NYC have until March 2027 to complete delivery and work is underway to progress the schemes through the design processes and relevant consultations.
- iv. Following receipt of an allocation of £1,256,601 from the Consolidated Active Travel Fund (CATF) - split £872,999 Capital and £383,602 Revenue – officers are currently reviewing and sifting the pipeline/longlist of schemes ready for submission to Active Travel England's assurance process by the end of November 2025. The focus of the fund includes new construction schemes, essential maintenance, scheme development and behaviour change activities. Revenue funding needs to be delivered by the end of September 2026 whilst construction schemes will need to be complete by end of March 2028.
- v. Following a successful funding bid to the YNYCA Devolution Deal Net Zero Fund (DDNZF) last year, North Yorkshire Council have now completed delivery of 2km of improvements to the canal towpath from Kildwick to the North Yorkshire boundary (Cowling Swing bridge). West Yorkshire Combined Authority received separate funding for the remaining 1km of the route from the North Yorkshire boundary to Silsden. Delivery of the full 3km scheme has been completed collaboratively as one scheme, by one contractor to maximise efficiency and unlock economies of scale. The scheme provides a traffic-free rural route linking settlements as an alternative to hostile road conditions (A629 and Skipton Road – both have no footway and 60mph). This 3km section has long been called 'the missing link', as the 3km of improvements now create 47km of continuous tow path, suitable for walking, wheeling and cycling, between Skipton and Leeds. The 2km towpath improvements include:
 - Smooth, durable, all-weather 'self bind' towpath surface
 - Better access for people with mobility difficulties and for pushchair users
 - Widening the towpath (where possible) to assist towpath use, while retaining grass verges, native plants and trees to support wildlife habitats
 - Historic canal mileposts have been refurbished and reset.
 - New signage and benches
 - Ensuring all access barriers are accessible.

The route was officially opened on 16th July by David Skaith, Mayor of York and North Yorkshire, alongside Tracy Brabin, Mayor of West Yorkshire. Analysis of a pedestrian and cycle count sensor on the route shows encouraging early signs just two months after the improvements were completed. Data compared to last year shows 309 (64%) additional pedestrian and cycle trips per day, 210 (52%) increase in average pedestrian trips per day and 99 (129%) increase in average cycle trips per day.

- vi. The Victoria Avenue pedestrian improvement scheme (Harrogate) has also been completed. Improvements included replacing existing uncontrolled crossings at both the eastern and western extents of the road with signalised pedestrian crossings (including early release signals for cyclists). Buff tactiles added to all side road/uncontrolled crossing points and the existing zebra crossing has been improved with guard railing removed. Street lighting along both footways and a new bus stop are also welcome improvements on this key strategic route into town.

- vii. The Transforming Cities Fund Canal Towpath improvements (Skipton) are also now virtually complete. This includes the re-surfacing of 1.1km of existing public footpath between Skipton railway station, Craven Auction Mart and College Campus, trimming back vegetation, signage improvements, benches, and connections to Craven leisure centre.
- viii. The Road Safety and Active Travel team have successfully applied for Bikeability funding to continue the programme in 25/26 to subsidise training in school children. Up to 4,170 places will be provided using the £229,350 grant. In 2024/25 3,109 places were taken up.

5.2.2 Increase access to alternative fuels.

- i. The procurement and evaluation process for the Local Electric Vehicle Infrastructure scheme was completed in early summer. However, due to additional financial standing checks and checks from the Office for Zero Emission Vehicles (OZEV) the contract with the nominated charge point operator is still yet to be signed. The EV Infrastructure Team is in the final stages of contract negotiations and are aiming for approval in October, with project initialisation and rollout following on soon after. Running concurrently to this officer have launched an option for the public to suggest appropriate locations for on street charging points in their locality and also invited people to take part in a cross pavement charging trial to test options for EV owners without access to a private driveway.
- ii. The DDNZF-funded Outline Business Case for the generation and use of green hydrogen as a transport fuel, principally for the waste collection and disposal fleet, has concluded. It has led to a proposal to the new YNYCA Energy Generation Accelerator Programme (EGAP) for a technical study to bring forward renewable energy on the Seamer Carr closed landfill site.

5.2.3 Low carbon travel choices

- i. The DDNZF Decarbonising Community Transport programme for Community Transport Operators has concluded. The £551,850 fund has supported 12 organisations which has enabled 14 EVs and 10 E mopeds to support client groups to make low carbon journeys whilst increasing social enterprise resilience.
- ii. Following the announcement of a further year of BSIP grant funding by Department for Transport, YNYCA has set out a single 2025/26 Bus Grant Delivery Plan based on the existing NYC and City of York (CYC) Plans, detailing revenue and capital local bus projects to be delivered next year. BSIP4 grant funding will be provided to NYC and CYC to deliver these schemes. Since the establishment of the YNYCA, officers from NYC, CYC and YNYCA have worked together to ensure our BSIP plans align and that passengers will see a joined-up approach on bus fares and bus services.
- iii. The £1 young person fare cap supported 540,000 journeys from sept 24 to March 25 and this will run until 31 March 2026 and then be reviewed. There has been a Refurbishment of Ripon Bus Station and ongoing bus service enhancements supporting both urban and rural routes.
- iv. The Council supports the 'liftshare' system for the wider North Yorkshire community alongside its staff resource. The Public scheme has 1783 members and an estimated annual 52 tCO2e is saved.

5.2.4 Local Transport-Plan the York and North Yorkshire Combined Authority are in the process of tendering for a consultant to provide support for the development of the York and North Yorkshire Local Transport Plan (YNYLTP). The tender should be awarded in early October and a timetable for the development of the YNYLTP will be produced at that time. Officers from NYC will be involved in the tender evaluation process and the subsequent development of the YNYLTP. Guidance on 'quantifying carbon' in the LTP has recently been released by Department for Transport.

5.2.5 Air Quality-This is closely related to climate change as the emissions recorded contribute to greenhouse gas emissions. The traffic related nitrogen dioxide emissions in areas of concern are monitored through Air Quality Management Zone (AQMZ) status. NYC has revoked 4 of the 'original' 8 as the emissions have reduced and a further zone at Wetherby Road in Harrogate will also shortly be revoked. This leaves Selby and Knaresborough with an AQMZ and in Staithes the AQMZ is related to particulate matter from domestic solid fuel burning.

5.3 Waste and Circular Economy

5.3.1 Following public consultation in summer 2024, the Council has agreed to implement a countywide recycling service that meets the requirements of Simpler Recycling.

5.3.2 Officers are now preparing a new Waste Strategy which will include a public consultation exercise.

5.3.3 Good progress has been made on harmonising waste collection policy and practice to improve recycling rates and reduction in residual waste. Harmonised working practices will be complete in 2025 by aligning crews to a 4-day working week, minimising Bank Holiday disruption and facilitating collective working. The Malton locality successfully implemented the new Simpler Recycling collection service, and a waste collection guidance document was agreed by the Council which sets out how consistent waste services will be provided to residents. Outturn results on how this has impacted on recycling rates and fleet mileage will be included in future reports.

5.3.4 Food Waste is a theme in the draft NYC Food for the Future in North Yorkshire programme. This is outlined in section 5.5.3 below.

5.4 Renewable Energy Transition

5.4.1 The Strategic Energy Partnership team, through the Local Net Zero Accelerator (LNZA) Programme has been working to understand the opportunities posed by the unique characteristics, needs and requirements of our region and how we best develop a partnership approach that will enable the acceleration the development of net zero development and delivery. This includes liaison with other organisations on the LNZA Programme to learn and gain feedback on approaches to net zero development. In September the first external facing market engagement event was held with the aim of gathering valuable insights and ideas from the market, to shape the offering and develop a model tailored to the needs of our region. The LNZA funding has also been used to support the YNYCA EGAP and NYC has developed proposals to bring forward renewable energy projects both across the Corporate Estate and in the community.

5.4.2 The Dalton Industrial Estate decarbonisation project led to involvement of this site in the Project VOLT initiative. This seeks to model the potential of creating a 'microgrid' which would balance the supply and demand of energy required to support existing and future growth at the site and to maximise the potential for renewable energy. It is due to conclude in November 2025.

5.4.3 YNYCA have commissioned skills bootcamps delivered by a consortium of colleges are being held for Hydrogen Energy Technologies and Wind Turbine Technician and Engineers through the UKSPF 'emerging net zero and wider green technologies programme.'

5.4.4 A bid to the YNYCA Carbon Neutral Challenge Fund capital programme was submitted to continue to support community climate action, including community energy. The outcome of this is awaited.

5.4.5 A bid to the YNYCA Mayoral Renewables Fund is outlined in section 8.2.

5.5 **Agricultural Emissions**

5.5.1 Through the UK Shared Prosperity Fund, YNYCA in consultation with Grow Yorkshire has allocated £480k of capital funding for grants enabling farms to undertake energy efficiencies or install renewable energy to lower emissions and cut energy costs. This is being delivered under the wider Business Sustainability Programme (5.1.7 above) 40 farms are being provided with free whole-farm carbon (GHG emission) audits and soil sampling also through UKSPF. The audits will allow farms to identify key sources of emissions and consider opportunities to improve efficient resource use.

5.5.2 The Farm Study, commissioned by the Mayor of York and North Yorkshire and YNYCA, highlighted the likely increased impact of climate change on profitability for farming within the region. It noted that in worst case scenarios the sector could lose over £300m annually as a result of climate-induced extreme weather.

5.5.3 Food Waste and food production decarbonisation are themes in the draft NYC Food for the Future in North Yorkshire Framework for Action. This is due to be published in autumn 2025. It includes actions to deliver the Climate Change Strategy in;

- i. developing a circular food economy (with a focus on reducing food waste and supporting regenerative farming),
- ii. celebrating and supporting the local food economy (reducing supply chains and encouraging local growing and buying initiatives)
- iii. producing food with nature (regenerative farming and public awareness of food sustainability).

5.6 Storing Carbon - A proposal has been made to EGAP to support a feasibility study into the potential for 'biochar' to store carbon from waste organic material in North Yorkshire.

6.0 **ADAPTATION**

6.1 NYC officers are continuing work with the YNYCA, City of York and protected landscapes to undertake a comprehensive Climate Risk and Vulnerability assessment. In November, the recommendations to address key risks will be developed through the 'Rapid Adaptation Pathways' process. It is anticipated that the final report will be available in January 2026.

6.2 NYC and City of York have partnered with YNYCA on their bid to the EU 'Pathways to Resilience' fund to further support local authority capacity and community-based approach to climate adaptation and resilience.

6.3 The Harbours and Coastal Infrastructure team successfully bid for £90,000 to produce a Coastal Adaptation Plan for Flat Cliffs in the Filey and Cayton Bay Coastal Strategy.

7.0 **SUPPORTING NATURE**

7.1 The Local Nature Recovery Strategy consultation progress has been recently reported to this committee on 04 September 2025.

7.2 The Tree and Woodland Policy is in development and will be completed by December 2025. It will cover asset management; ash die back response and the Council's approach to tree planting on public land. It is anticipated that this a tree planting strategy will be developed to increase canopy cover and opportunity mapping.

7.3 White Rose Forest (WRF) have enabled the following planting in North Yorkshire:

Planting Season	Woodland Planted (Ha)	Additional Pipeline (Ha)	Standards Planted	Tree numbers	Volunteers engaged
20/21	161			256,960	
21/22	54			57,495	
22/23	198			171,221	284
23/24	655		89	563,113	337
24/25	323		151	650,717	668
25/26	32	485			
TOTAL	1423	485	240	1,699,506	1,289

7.3.1 This was supported through a range of funding programmes. WRF expect to deliver around 200ha of woodland creation in North Yorkshire in 2025/26 although this is somewhat dependent upon Government funding announcements for community forest funding in the autumn statement. The WRF Community Forum was launched in June and saw strong representation from the voluntary, community and social enterprise (VCSE) sector with over 30 attendees from 23 different organisations.

7.4 The National Landscapes administered by NYC are delivering the 'Farming in Protected Landscapes' programme. Continued funding has been confirmed in 2025/6. An example of the types of recent nature conservation work is from the Nidderdale National Landscape:

- 35 ha of species-rich grassland restoration and 10 ha of species-rich grassland enhancement.
- Creation of 17 new wetland sites, including 52 new ponds and 6 pond restorations.
- 18 ha of new native woodland creation.
- Grant funding to partner organisation the Yorkshire Dales Rivers Trust to enable them to deliver invasive species control of Himalayan Balsam in the River Nidd catchment.

7.5 Local Investment in Natural Capital (LINC)

7.5.1 Since the last update, the programme focus has been on

- Designing investment structures and market infrastructure.
- Engaging stakeholders across demand, supply and capital.
- Commissioning targeted consultancy to support programme design.
- Supporting knowledge exchange through sector forums and events.

7.5.2 As part of its commitment to engagement and knowledge sharing, LINC convened a series of targeted dialogues between project owners, buyers and commercial investors. These sessions created space for early-stage exchange, helping to surface regional investment opportunities and build mutual understanding across supply, demand and capital. While not yet a formalised forum, these convenings represent a first-of-a-kind effort in the region and lay the groundwork for a future platform to support ongoing engagement and learning.

7.5.3 The programme is now transitioning to the York and North Yorkshire Combined Authority, which has received further funding to continue this work. This transition marks a shift from exploratory groundwork to formalised programme delivery, building on the foundations laid by LINC and continuing the region's ambition to lead in nature-based investment. Over the next seven months (end date 31 March 2026), the YNYCA will lead the development of:

- A Technical Feasibility Facility to support project investment readiness.
- A Buyers Club to convene aligned demand.
- A series of Demonstration Projects to provide proof of concept

7.5.4 YNYCA have commissioned skills bootcamps delivered by a consortium of colleges are being held Land Based, Forestry and Arboriculture through the UKSPF 'emerging net zero and wider green technologies programme.'

8.0 NORTH YORKSHIRE COUNCIL NET ZERO PROGRESS

8.1 The emissions from NYC operational activity have been calculated utilising the LGA Carbon Accounting toolkit. NYC's total emissions for FY2024/25 were 30,751 tCO₂e. This is an increase of 6% from FY23/24, equating to an additional 1,745 tCO₂e. Table 3 shows how NYC's emissions are broken down into scopes, with scope 1 emissions (from heating and fleet) making up almost half of total emissions.

Scope	FY 22/23 (Year 0 Shadow year of NYC)		FY 23/24 (Year 1 of new NYC)		FY 24/25 (Year 2 of new NYC)	
	Emissions (tCO ₂ e)	Percentage of total emissions	Emissions (tCO ₂ e)	Percentage of total emissions	Emissions (tCO ₂ e)	Percentage of total emissions
Scope 1 (heating and fleet)	13,995.47	44.8%	14,676.47	50.6%	14,820.23	48.2%
Scope 2 electricity	6,789.26	21.7%	6,571.64	22.7%	7,611.08	24.8%
Operational emissions	20,784.72	66.5%	21,248.11	73.3%	22,431.31	72.9%
Scope 3 (grey fleet and WTT/TLL)	10,452.84	33.5%	7,758.15	26.7%	8,319.69	27.1%
Total	30,873.29		29,006.26		30,751.00	

8.1.1 As services continue to converge, and new utility contracts are put in place, there is more reliable information on which to base these calculations. In addition, the inclusion of energy heavy services such as leisure provision and the increase in use of the corporate estate in the figures has led to an inevitable increase in reported carbon emissions. There are several activities and operational processes currently underway to ensure that carbon reduction is a priority in Directorate and Service Plans. These are outlined below for Property and Fleet in particular.

8.2 Corporate Property Decarbonisation

8.2.1 The Corporate Property Strategy will be presented to Executive in October. This includes a principle to support sustainability and carbon reduction through energy contracts, building use and energy efficiency and supporting renewable energy generation from corporate assets. This is both for new build and existing property.

8.2.2 Decarbonisation audits continue to be produced for a range of corporate property sites. It is important to note that the Government funding associated with decarbonising public sector properties – PDSD - was recently cut at short notice.

8.2.3 Utilising the decarbonisation audit for leisure facilities, NYC was able to successfully bid, at short notice, for the Mayoral Renewable Energy Fund for £311,320. This will fund solar PV (total estimated capacity 407.5kWp) on 3 leisure centres (Whitby Leisure Centre, Thirsk and Sowerby Leisure and Wellbeing Hub, Ripon Leisure and Wellbeing Hub (Jack Laughter Centre), with an estimated carbon saving of 70.11 tCO₂e saving per annum. The energy generation is expected to save £71,700k per annum in electricity costs. The total payback of the panels is 6.5 years on average. The payback on the financial contribution made by NYC is 3 years. The grant must be claimed by February 2026.

8.3 Fleet

- 8.3.1 The Fleet Decarbonisation project is reaching conclusion. It will identify a programme of fleet replacement options and costs to support decarbonisation. The key barrier is the EVCP required and grid capacity in rural locations.
- 8.3.2 A new telematics contract was initiated in 2024 whereby all vehicles' movements are now recorded. It is anticipated that some of the increase in emissions may be accounted for previous vehicles that were not on the telematics system in previous years. In addition, a new internal Fleet Assurance Board has been created to ensure that business cases for new vehicles requested by services are scrutinised to ensure the requirement represents the best value for the council.

8.4 Grey Fleet

- 8.4.1 The corporate transformation programme is reviewing the issue of grey fleet mileage to ascertain the activities required to decrease both the cost and carbon intensity.
- 8.4.2 The 'lift share' NYC staff group has a current membership of 367 with an estimated annual 62 tCO_{2e} saved.
- 8.4.3 Green car scheme has had a change of provider from March 2025, and seeing increased take up since then. However, during 24/25 there was still relatively good levels of use of this scheme with an increase from 189 (Apr 24) to 221 (Mar 25) people with cars. The majority are now electric or hybrid vehicles. As at the end of March 25, 133 vehicles were sub 75mcg CO₂ (ULEV) of which 103 being full electric.
- 8.5 Procurement and Commissioning - The YNYCA CNCF bid to support decarbonisation of public sector procurement across NYC, City of York, Office of Police, Fire and Crime and the Yorkshire Dales National Park was not successful. Officers are therefore reviewing options to address this element of the Delivery Pathway.
- 8.6 Embedding climate change. Town Investment Plans (TIPs) are being prepared for urban centres and market towns across North Yorkshire. This is being led by the Economic Regeneration team in the first instance and with Localities team for the smaller settlements. Climate change considerations are included in the development of the TIPs. This is particularly important to ensure that opportunities to support decrease in energy use and to plan for climate adaptation and resilience with any new developments or projects proposed.

9.0 CONSULTATION

- 9.1 Consultation with the Beyond Carbon Board regarding the delivery of the Climate Change Delivery Pathway occurs on a bimonthly basis. (The Beyond Carbon Board is the cross-Directorate group that has responsibility for the delivery of the North Yorkshire Council Climate Change Strategy and is chaired by the Assistant Director Environment and Transport.)

10.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 10.1 The Council has declared a Climate Emergency and pledged to play its part in tackling the causes and impacts of climate change. Climate change features on the Corporate Risk Register.

- 10.2 The Strategy delivers and contributes to all Council Plan ambitions:
- Support thriving places and empowered communities.
 - Develop more sustainable and connected places across North Yorkshire
 - Ensure people of North Yorkshire and safe, health and living well
 - Maximise the potential of North Yorkshire's people and communities.

11.0 ALTERNATIVE OPTIONS CONSIDERED

- 11.1 This is a progress report, so no alternative proposals are outlined.

12.0 FINANCIAL IMPLICATIONS

- 12.1 There are no financial implications as a result of this report, as it is for information only. To support the Council's climate change work, a budget of £1,275,000 was made available to the Beyond Carbon Board to fund projects that will 'pump prime' operational decarbonisation.

- 12.2 To date, £879,559 has been allocated to projects, leaving £395,441 uncommitted at this stage. An evaluation is currently underway to determine the efficacy of the previously funded projects and to support prioritisation of future projects.

13.0 LEGAL IMPLICATIONS

- 13.1 There are now a number of Acts which seek to deal with the implications of Climate Change. These include the Climate Change Act 2008 sets out a range of measures to deal with climate change including emission reduction targets which the UK must comply with and carbon budgeting and the Planning and Compulsory Purchase Act 2004 Section 19 (1A) which requires local planning authorities to have policies in their Local Plans securing that development and land use contribute to the mitigation of and adaptation to climate change. In addition, the Environment Act 2021 also contains further targets to protect the environment and to tackle the impacts of climate change. Regard was given to all relevant legislation when preparing the Strategy.

14.0 EQUALITIES IMPLICATIONS

- 14.1 The CCDP presents many opportunities to support an equal transition to a low carbon economy as outlined as a guiding principle of the Strategy, to ensure that every person, business, and community can take climate responsible actions. Examples include the development of community owned assets, upskilling residents in low carbon technologies and improving thermal efficiency in low-income homes. The programme of actions has enabled small businesses across North Yorkshire to investigate and action energy efficiency and low carbon technology from local suppliers. A review of geographical distribution of activities will also be undertaken. An Equalities Impact Assessment screening assessment is in Appendix A.

15.0 CLIMATE CHANGE IMPLICATIONS

- 15.1 The report outlines the climate change interventions that are required to secure our local and global future and meet locally derived ambitions and nationally required targets. The issues identified in the report have direct relevance to the activities we take to reduce greenhouse gas emissions, to prepare for climate change and to support nature to thrive. However, as this report is for information only, a full Climate Change Impact Assessment is not required.

16.0 REASONS FOR RECOMMENDATIONS

16.1 The report outlines progress towards implementation of the Climate Change Strategy.

17.0 RECOMMENDATION

17.1 That Members acknowledge the progress related to the implementation of the Climate Change Delivery Pathway.

APPENDICES

Appendix A - EIA Screening

Background documents: None

Karl Battersby, Corporate Director – Environment
County Hall
Northallerton
22 October 2025

Report Author – Jos Holmes, Climate Change Strategy Manager
Presenter of Report – Jos Holmes, Climate Change Strategy Manager

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Initial equality impact assessment screening form
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.

Directorate	Environment
Service area	Environmental Services and Climate Change
Proposal being screened	Climate Change Delivery Pathway Progress
Officer(s) carrying out screening	Jos Holmes, Climate Change Strategy Manager
What are you proposing to do?	To review progress to delivery of the CCDP
Why are you proposing this? What are the desired outcomes?	A narrative update on the activities outlines the Council response to the climate emergency and delivery of the Strategy
Does the proposal involve a significant commitment or removal of resources? Please give details.	No

Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC’s additional agreed characteristics
As part of this assessment, please consider the following questions:

- To what extent is this service used by particular groups of people with protected characteristics?
- Does the proposal relate to functions that previous consultation has identified as important?
- Do different groups have different needs or experiences in the area the proposal relates to?

If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked ‘Don’t know/no info available’, then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.

Protected characteristic	Potential for adverse impact		Don’t know/No info available
	Yes	No	
Age		x	
Disability		x	
Sex		x	
Race		x	
Sexual orientation		x	
Gender reassignment		x	
Religion or belief		x	
Pregnancy or maternity		x	
Marriage or civil partnership		x	
People in rural areas		x	
People on a low income		x	
Carer (unpaid family or friend)		x	
Are from the Armed Forces Community		x	

Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people’s access to public transport)? Please give details.	No
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<p>Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>No</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>No adverse impacts are anticipated.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Michael Leah</p>			
<p>Date</p>	<p>08/10/2025</p>			

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

22 October 2025

Progress on Issues Raised by the Committee

1.0 PURPOSE OF REPORT

1.1 To advise Members of:

- (i) progress on issues which the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee has raised at previous meetings; and
- (ii) any other matters that have arisen since the last meeting and which relate to the remit of the Committee.

2.0 BACKGROUND

- 2.1 This 'Progress on Issues Raised' report has been introduced to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee following the use of similar reports to the North Yorkshire Police, Fire and Crime Panel and the Scrutiny of Health Committee.
- 2.2 Going forwards, it will list resolutions from the previous meeting and/or when it requested further information to be submitted to future meetings. The table below provides a list of issues which have been identified at recent committee meetings and provides an update on whether these have been resolved, or if not, what progress has been made to allow committee members to track outcomes in a transparent way.
- 2.3 The Committee is asked to consider whether any further follow-up is required at this stage.

Date	Minute number and subject (if app)	Committee resolution or issue raised	Status / Update
4 September 2025	5 – Review of Household Waste Recycling Centres	To receive further data on recorded out of county visits at each HWRC in North Yorkshire	Data supplied to all TEEE O&S members following the meeting.
4 September 2025	7 – Air Quality Management Areas Update	A Member requested additional information on the readings recorded in the Gowthorpe/Scott Road area	Sent to the Member who raised the query.
11 July 2025	43 – Report of the Crustacean Deaths Working Group	For the committee be able to reconsider the issue upon publication of the pending peer-reviewed university research.	Ongoing. No update to report.

11 July 2025	48 – Work Programme	A Member queried the lack of installation of batteries in homes to increase the financial savings possible for residents, and to understand whether more can be done to utilise the unused electricity that is likely to be currently going back to the National Grid. To contact the relevant Exec Members in the first instance	Ongoing
24 April 2025	33 – Climate Change Delivery Pathway Performance	Recommend that officers explore the viability of providing carbon literacy training for elected members.	As explained at the September meeting, officers have been in touch with a Carbon Literacy accredited training provider. An informal quote has been received for 30 participants to carry out 8 hours of training tailored to local authorities (split into two half day sessions) totals £4,785+VAT, so approx. £160 per person. There would be a requirement for all interested Elected Members to complete the in-house Learning Zone module (if not already done so) ahead of attending a Carbon Literacy training course. At the September meeting, a consensus could not be reached on an agreed approach for the training.
24 April 2025	33 – Climate Change Delivery Pathway Performance	Request for Allerton Waste Recovery Park decarbonisation feasibility study report	Officers suggested a short briefing session to give an overview of the decarbonisation report for interested members. This will be arranged ahead of the consideration of the AWRP annual report in January 2026.
30 Jan 2025	24 – Notice of Motion on Active Travel	Set up working group on active travel (to focus on: 1. How the vision, values and priorities for active travel integrate within the Council Plan document, and 2. How to feed into new York and North Yorkshire Local Transport Plan.	First task group meeting held in June 2025, with a focus on the development of the York & North Yorks Local Transport Plan. Second task group held with Strategy and Performance Team representative to consider revisions to the Council Plan. Meeting to be scheduled for early November to report on progress.

30 Jan 2025	22 – 12 Month Review of Motion on Water Quality	To request to officers that future agendas of the North Yorkshire River Catchments Forum (NYRCF) be shared with members of TEEE O&S Committee for information.	<p>There have been no further meetings of the NYRCF since the January 2025 update. Since the previous report, national reforms from government have changed the landscape for the Catchment Forum approach and some work is underway with partners to design a new partnership structure.</p> <p>The next update on the water quality motion is scheduled for the January 2026 TEEE O&S meeting.</p>
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3.0 FINANCIAL IMPLICATIONS

3.1 There are no significant financial implications arising from this report.

4.0 LEGAL IMPLICATIONS

4.1 There are no significant legal implications arising from this report.

5.0 EQUALITIES IMPLICATIONS

5.1 There are no significant equalities implications arising from this report.

6.0 CLIMATE CHANGE IMPLICATIONS

6.1 There are no significant climate change implications arising from this report.

7.0 RECOMMENDATIONS

- 7.1 It is recommended that the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee:
- (a) notes the report;
 - (b) considers whether any of the points highlighted in this report require further follow-up.

APPENDICES: None

BACKGROUND DOCUMENTS: None.

Barry Khan
Assistant Chief Executive, Legal and Democratic Services
County Hall

Northallerton
13 October 2025

Report Author: Will Baines, Senior Scrutiny Officer.

NORTH YORKSHIRE COUNCIL
Transport, Economy, Environment & Enterprise Overview and Scrutiny Committee – Work programme

Meeting	Subject	Aims/Terms of Reference	Next Steps
Wednesday 28 January 2026	2 year review of Water Quality Motion	Shaun Berry, Head of Sustainability and Environment	
	Tree and Woodland Policy	To consider the proposed new Tree and Woodland Policy - Helen Arnold, Tree & Woodlands Manager and Jon Clubb, Head of Parks and Grounds.	Executive 17 March 2026
	NY Highways Annual Report	To review the performance of NY Highways over the last 12 months - Nigel Smith, Head of Highways Operations	
	Allerton Waste Recovery Park Annual Performance Report	Annual Report for Allerton Waste Recovery Park performance – Peter Jeffreys, Head of Service Waste A representative from Thalia Waste Management, the company that manage waste treatment at Allerton Waste Recovery Park will be attending.	
Wednesday 29 April 2026	Climate Change Strategy Progress Report 2/2		
	Performance Report	To review a summary of the relevant thematic performance data that forms part of the quarterly reports to the Executive – Will Boardman, Head of Strategy and Performance	
May 2026	Informal Session via Teams Work Programme	To agree priorities for the year ahead.	

Items to be allocated	Assets / Property Maintenance (falls under Corp & Part O&S Committee) Public Rights of Way Attendance of water companies operating in North Yorkshire and regulator - Likely to require standalone meeting. HGV - Weight Orders / Enforcement / Rest area provision Enviro Crime Update Development of a Shoreline Management Plan / Coastal Management (S&W AC are monitoring) National Highways / Department for Transport invite to discuss major highways infrastructure Tourism Destination Management Plan and Economic Growth Strategy Annual Reviews Highways Verge Management Speed Management Strategy Litter bins Update on Vertical Farms / Land around Allerton Park Monitoring of the effectiveness of the Urban Gulls Strategy Lane Rental Scheme Implementation and Streetworks Permit Scheme Scrutiny Board referral – Digital Switchover (delayed to end of January 2027) Annual Parking Report (set out in the Parking Principles) Waste Strategy Air Quality strategy development (2027)
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