

# North Yorkshire Council

## Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

Minutes of the meeting held on Wednesday, 28 January 2026 commencing at 10.00 am.

Councillor David Staveley in the Chair plus Councillors Eric Broadbent (substitute), Hannah Gostlow, David Ireton, David Jeffels, Janet Jefferson, Tom Jones, Steve Mason, David Noland, Andy Paraskos (substitute), Clive Pearson (substitute), Phil Trumper, Andrew Williams and Robert Windass.

Officers present: Chris Bourne, Harry Briggs, Lisa Cooper, Michael Leah, Nigel Smith, Brian Stanforth and Will Baines.

Guests: Paco Hevia, Chief Executive of Thalia Waste Management (for item 76)

Apologies: Councillors Melanie Davis, Philip Barrett, Derek Bastiman, Subash Sharma and Steve Watson.

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

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#### **72 Apologies for Absence**

Apologies for absence were received from Councillors Derek Bastiman (substitute Councillor Clive Pearson), Philip Barrett, Melanie Davis, Subash Sharma (substitute Councillor Eric Broadbent) and Steve Watson (substitute Councillor Andy Paraskos).

#### **73 Minutes of the Meeting held on 22 October 2025**

Following a query on the contents, it was resolved that the draft minutes of the meeting held on 22 October 2025, having been printed and circulated, be taken as read and confirmed and signed by the Chair as a correct record.

#### **74 Declarations of Interest**

There were no declarations of interest.

#### **75 Public Participation**

There were no public questions or statements received.

#### **76 Allerton Waste Recovery Park 2024-25 performance update**

The annual performance report for Allerton Waste Recovery Park (AWRP) during 2024/25 was considered, with Paco Hevia, the Chief Executive of the operating contractor joining the meeting.

This enabled Members to directly examine the reasons behind a challenging period for the

facility. The report explained that during 2024/25 the availability of the Energy from Waste (EfW) facility reduced to 77%, due to a combination of planned and unplanned downtime. This resulted in a short-term increase in landfill diversion, but despite these events, the operator still managed to divert 87.3% of the contract waste from landfill, well in excess of contractual targets. It was also noted that EfW performance from the first half of the current year (from April to November 2025), has been similar to the previous year.

It was reported that Mechanical Treatment throughput was reduced, despite improved availability, due largely to the need to carefully manage bunker levels. The Anaerobic Digestion plant also experienced its lowest throughput to date, attributed both to mechanical issues and to reduced food waste content in the residual stream.

Following the report introduction, committee members asked Mr Hevia and officers a range of questions, such as the causes of the operational difficulties and the impact of non-compliant materials such as vapes, gas canisters and lithium batteries entering the waste stream.

In response to another question, it was confirmed that an action plan is in place to improve performance, including engineering upgrades, capital works in the Mechanical Treatment Plant, new artificial vision technology in the bunkers and the replacement of the superheaters, which is a major investment to stabilise performance and has led to reported improvements since it was completed.

Environmental exceedances were also queried and explained, with almost all classed as having no impact, and one minor dioxin exceedance requiring no further action following external assessment. The air quality diffusion tube monitoring data located close to AWRP was requested to be shared with committee members once 12 months data has been collected.

The Committee also explored tracking scope 3 emissions, opportunities for carbon capture, the implications of the forthcoming UK Emissions Trading Scheme and emphasised the need for continued resident education around correct waste disposal.

It was requested that the 2025/26 annual performance report be sent to committee members as soon as it is finalised, to avoid any unnecessary delays prior to the committee considering the report later in 2026.

Following this, it was resolved to note the report.

## **77 Annual report on the progress and performance of NY Highways**

The Committee considered a new style, consolidated Annual Performance Report for NY Highways. Performance highlights included: £31m of capital works delivered (88% of programme), 12,179 maintenance orders completed with £2.45m efficiency savings returned to the Council, full completion of the gully programme (97%), and significant winter service delivery.

In the question and answer session that followed, members acknowledged the strong delivery across routine maintenance, capital works, fleet services and winter operations. However, they also highlighted several areas requiring continued attention, for example:

- The need for improved asset data and LGR integration was stressed. Members expressed concern about inherited inconsistencies in street-lighting, drainage and gullies asset information from legacy councils, leading to missed or unclear asset records. Officers confirmed ongoing work to validate and correct the asset register, which was supported by operational teams increasingly reporting missing assets

during onsite work.

- While Members praised high-quality work on major schemes such as Ripon Market Place, concerns were raised about the quality and longevity of some smaller patching works. Members emphasised the need for consistent use of inlay over temporary cold-lay repairs wherever practicable and for stronger onsite inspections.
- Members noted improvements in gully performance but stressed the need for robust follow-up where access restrictions or stuck lids prevent cleaning. Members also commented on the increasing prevalence of water pooling and vegetation growth, with problem areas in Ripon and other urban centres highlighted.
- On highway verges, committee members raised concerns raised in recent months about leaf accumulation, weeds and debris in gutters. Officers advised that additional funding had been secured to target the worst-affected areas during the remainder of the year.
- Committee members also highlighted the difficulties caused when road space or parking suspensions are advertised for several days but works occur on only one of them. The need for clearer forward planning and communication was stressed, especially in densely parked streets.
- The recent severe winter weather event was also raised, particularly regarding the response to this in the east of the county. Questions were asked about resource allocation, potential for cross-area deployment, footway gritting options and continuing to highlight the community involvement opportunities through notifying the council of grit bins requiring replenishing and the benefits to local communities of setting up community gritting partnerships.

It was a productive session that both officers and members took away information on. In closing the discussion, the Chair thanked officers for the report and answering the questions posed and looked forward to receiving the 2025/26 annual report in due course.

It was resolved to note the report and take onboard the comments and suggestions put forward by committee members to improve the service provision.

## **78 North Yorkshire Council Harbours Strategy**

Members discussed the draft Harbours Strategy as part of the proposed consultation process with stakeholders and the public. It was noted that the draft strategy is a high-level document and has been written to sit within the hierarchy of council documents such as the Council Plan and other policies.

The Head of Harbours and Coastal Infrastructure set out that the draft strategy provides the framework for the development and future direction of management for Scarborough and Whitby Harbours and Filey Coble Landing, and how each of these unique assets will develop over ten years from 2026 to 2036. The committee were taken through the strategy section by section, to set out the key themes and reasons for inclusion in the draft strategy.

In discussing the report, committee members noted the strategic importance of the Council's harbours to the local economy and tourism. Members emphasised the need for clarity around:

- The governance structure of the harbours
- Future investment planning
- Dredging requirements and the need to meet the higher licence standards set by the

- Marine Management Organisation
- The condition of harbour assets
- Revenue sustainability and
- Ensuring effective engagement with harbour users.

Concerns were expressed regarding the need for transparency around fees, charges and long-term capital planning. Questions were also raised about how opportunities in the offshore renewables and wind farms sector will be taken, such as the ports becoming bases for the maintenance and servicing of crew transfer vessels (CTVs) and plans for a potential boat hoist in Scarborough Harbour.

It was resolved to note the draft strategy document, with the feedback from committee members to be taken into account when finalising the Harbours Strategy document over the coming months. In concluding the item, annual progress reports on Harbours were requested following the implementation of the strategy to monitor progress.

Following this, it was resolved to note the draft North Yorkshire Council Harbours Strategy and that the feedback received be taken into account as part of the consultation process.

## **79 Review of Public Conveniences Working Group - Final Report**

The Committee considered the final report of the Public Conveniences Working Group. In the discussion of the working group report, members reiterated the importance of maintaining high-quality public conveniences, particularly in areas with high visitor numbers. The Committee discussed the financial pressures associated with operating public convenience facilities, the varying conditions of inherited assets, and the need for a consistent countywide standard while retaining flexibility for local partnership models. Members raised questions about the proposed charging policy, alternative delivery models, and the opportunities for community or town council involvement.

Whilst there was support for the contents of the report and the work undertaken, a number of amendments to the initial recommendations put forward by the working group were agreed at the meeting.

- To expand Recommendation 9 to include the specific wording used in the report under 'Principle 5 – Capital Improvement Programme'  
*Enhancements will aim to include:*
  - *Water bottle refill stations*
  - *Baby changing facilities and Sanitary waste disposal options in both male and female spaces*
  - *Improve signage within and externally to promote network visibility, responsible use of the space and relevant contact details.*
  - *Environmental initiatives such as greywater recycling, renewable energy generation, and efficient energy use that support the council's ambition to achieve net-zero carbon neutrality by 2030.*
- To reorder the Recommendations, so the original recommendation 10 is moved to position 1 and to emphasise the importance of this potential funding stream for capital and revenue.
- If the recommendation related to car park tariff funding model is approved, consideration should be given to how this could also support the ongoing revenue contributions to parish and town councils interested in the devolution of any public conveniences. The wording of 'Principle 1 - Support for Alternative Delivery Models' does not need amending, but the Group would like this to form part of the understanding of the "funding options" wording referenced in the report, in the event

that both are taken forward.

As a result of these, the amended recommendations to be considered by Executive are:

The TEEE O&S committee recommends to Executive the following;

- 1) As a priority collaborate with others, including the Combined Authority, to identify opportunities for financial support in operating tourist infrastructure and to actively pursue external funding to enhance and sustain the service. (was recommendation 10)
- 2) To set a consistent entry fee, the Working Group recommends the entry fee for 2026-27 to be set at either 40p or 50p per user, with the final value decided by Executive.
- 3) To endorse a capital allocation to expand the locations where a charge is levied.
- 4) To endorse a capital allocation to enable officers to explore alternative funding streams, including honesty boxes, app-based donations, advertising, sponsorship, and community partnerships.
- 5) To continue to offer free access for disabled users, through the National RADAR key scheme.
- 6) To maintain and seek to expand Changing Places provision to meet the needs of people with profound disabilities, supported by external funding.
- 7) To implement as part of the next car park tariff review, an increase to the per ticket price across all off-street parking to fund all revenue costs for toilets within the immediate vicinity of any NYC car park. In addition to the revenue costs, the uplift in the tariff should include a contribution towards a capital modernisation programme - should be funded through the overall car park tariff income.

If this recommendation is approved, the group would like consideration to be given to how this could also support ongoing revenue contributions to Parish and Town councils interested in devolution of any public conveniences. The wording of 'Principle 1 - Support for Alternative Delivery Models' in the final report of the working group does not need amending, but the Group would like this to form part of the understanding of the "funding options" wording referenced in the report, in the event that both are taken forward.

- 8) Consider closure of sites which are in a poor condition, have low footfall and/or are in close proximity to other sites, subject to consultation with Parish/Town Councils, Division Members, Area Committee, Executive and with the final decision to be taken by the Executive Member for Managing Our Environment.
- 9) To ring-fence proceeds from the disposal of any public conveniences for reinvestment into the wider toilet network.
- 10) To commit to a capital improvement programme to ensure that by 2030 all sites are in a good or excellent condition.  
Enhancements will aim to include:
  - Water bottle refill stations
  - Baby changing facilities and Sanitary waste disposal options in both male and female spaces
  - Improve signage within and externally to promote network visibility, responsible use of the space and relevant contact details.

- Environmental initiatives such as greywater recycling, renewable energy generation, and efficient energy use that support the council's ambition to achieve net-zero carbon neutrality by 2030.

The capital allocation to deliver Recommendation 3 is £175,000 (proposed to be funded from the Strategic Capacity Reserve), and the capital allocation to deliver Recommendation 4 is £2,000.

## **80 Corporate Bi-annual Performance Update**

Due to time constraints, this item was deferred and an updated performance report would be brought to the next committee meeting.

## **81 Progress on Issues Raised**

Due to time constraints, this item was not considered, with an updated 'Progress on Issues Raised' report to be brought to the next committee meeting.

## **82 Work Programme and Scrutiny Topic Referral received from Area Committee**

The contents of the work programme was noted.

The scrutiny topic referral would be considered at the next committee mid-cycle briefing.

## **83 Any other items**

There were no further items for consideration.

The meeting concluded at 3pm.