



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, Paul Haslam, David Ireton, David Jeffels, Janet Jefferson, Steve Mason, David Noland, Subash Sharma, Phil Trumper, Steve Watson, Andrew Williams and Robert Windass.
- Date:** Wednesday, 29 April 2026
- Time:** 10.00 am
- Venue:** Brierley Room, County Hall, Northallerton, DL7 8AD
- Please note:** A lunch break is scheduled for 12:30pm.

Business

1. **Apologies for Absence**
2. **Minutes of the Meeting held on 28 January 2026** (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 (william.baines@northyorks.gov.uk) no later than midday on Friday 24 April 2026. 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. **Highways Maintenance Capital Funding 26/27 to 29/30** (Pages 9 - 32)

6. **Development and Adoption of a Tree and Woodland Policy** (Pages 33 - 86)
7. **Climate Change Delivery Pathway Performance Report** (Pages 87 - 102)
8. **Annual Report of the Climate Change Member Champion** (Pages 103 - 108)
9. **Progress on Issues Raised** (Pages 109 - 112)
10. **Work Programme** (Pages 113 - 116)
11. **Report for Information Only**
- 11a **Corporate Bi-annual Performance Update** (Pages 117 - 144)
Deferred from the previous meeting.
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**
Monday 6 July 2026 at County Hall, Northallerton, 10am start.

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:

Name: Will Baines, Senior Scrutiny Officer

E-mail: william.baines@northyorks.gov.uk

Tel: 01609 533885

Website: www.northyorks.gov.uk

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

Tuesday, 21 April 2026

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.

Copies of all documents considered are in the Minute Book

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.

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee

29 April 2026

Highway Maintenance Capital Funding 26/27 to 29/30

Report of the Corporate Director – Environment

1.0 PURPOSE OF REPORT

- 1.1 To provide members with an update on the allocation of Highway Maintenance and Highway Improvement Capital funding to North Yorkshire Council from the York and North Yorkshire Combined Authority.

2.0 SUMMARY

- 2.1 This report provides details of the consolidated transport settlement that the Department for Transport (DfT) makes available through the York and North Yorkshire Combined Authority (YNYCA) and how this consolidated settlement is allocated to North Yorkshire Council (NYC) and City of York Council (CYC).
- 2.2 The report identifies that NYC as the Local Highway Authority (LHA) will receive £20.5M less funding for highway maintenance during the funding period, than would have been received if funding had been awarded directly to NYC from the DfT.

3.0 BACKGROUND

- 3.1 Funding from the DfT from 2026/27 through to 2029/30 has been allocated to YNYCA as part of a consolidated transport settlement. This is made up of the following four funding sources:
- Highway Maintenance Block Funding
 - Local Transport Grant
 - Bus Grant
 - Active Travel
- 3.2 In total between 2026/27 to 2029/30 this accounts for £428.7M of capital funding for Highways and Transportation. This funding is then allocated by YNYCA to NYC and CYC.
- 3.3 Highways Maintenance Block (HMB) Funding was announced by the DfT on 18 December 2025. A four-year funding settlement was confirmed, with the aim to “*give local highway authorities greater funding certainty, enabling them to better plan ahead and to move away from expensive, short-term repairs and to invest in proactive and preventative maintenance*”.
- 3.4 HMB funding is split into two elements. Base funding and Incentive funding. As per the DfT guidance [published here](#). Incentive funding is:

“subject to local highway authorities demonstrating that they comply with best practice in highways maintenance, for example, by spending all the Department for Transport’s capital grant on highways maintenance and adopting more preventative maintenance”

In all 4 years, at least 25% of the annual incentive funding will be dependent on local highway authorities publishing transparency reports. All incentive funding will be withheld if reports are not published. The government introduced [transparency reports](#) in 2025 to 2026 and will set out further details on the requirements for transparency reports for future years in due course.

In 2026 to 2027, 50% of the incentive funding will be subject to local highways authorities’ performance. Further details on the performance-based measure will be confirmed in due course”

3.5 The following table provides a summary of highway maintenance funding awarded to YNYCA from 2026/27 with 2025/26 funding for context:

Year	2025/26	2026/27	2027/28	2028/29	2029/30
Base Allocation	£45.524M	£47.003M	£52.339M	£58.250M	£69.246M
Incentive Funding	£16.660M	£17.299M	£22.300M	£22.445M	£22.825M
Total Funding	£62.184M	£64.302M	£74.639M	£80.695M	£92.251M

3.6 Local Transport Grant funding for 2026/27 to 2029/30 was announced by the DfT on 02 September 2025. It brings together the Integrated Transport Block (of which NYC received £3.046M annually) and Local transport Grant.

3.7 As per the DfT guidance [published here](#) Local Transport Grant (LTG) is a:

“simplified, long-term and consolidated funding will enable local authorities to deliver more ambitious transport projects.

“Local leaders can choose to support schemes in line with local priorities for transport maintenance and enhancements, including improving public transport, funding new zero emission buses, improving accessibility, addressing congestion, and making our streets safer for pedestrians and cyclists. Funding guidance will be issued later this year to support local areas decide how to best utilise their LTG allocations”.

3.8 The following table provides a summary of Local Transport funding awarded to YNYCA from 2026/27 with 2025/26 funding for context

Year	2025/26	2026/27	2027/28	2028/29	2029/30
LTG Funding	£15.372M	£20.407M	£22.072M	£24.529M	£26.985M
ITB Funding	£4.628M	N/A	N/A	N/A	N/A
Total LTG Funding	£20.000M	£20.407M	£22.072M	£24.529M	£26.985M

3.9 Active Travel Fund funding was confirmed by the DfT on 10 December 2025. This funding superseded the Consolidated Active Travel Fund provided for 2026/27. As per DfT guidance [published here](#) Capital funding supports local transport authorities with developing and constructing walking, wheeling and cycling facilities in England outside London.

3.10 The following table provides a summary of active travel funding awarded to YNYCA from 2026/27 with 2025/26 funding for context. Note the allocations are awarded per Local Highway Authority (LHA), with the consolidated amount transferred to YNYCA:

Year	2025/26	2026/27	2027/28	2028/29	2029/30
NYC	£1.256M	£0.773M	£0.773M	£0.773M	£0.773M
CYC	£0.409M	£0.251M	£0.251M	£0.251M	£0.251M
Total Active Travel	£1.665M	£1.025M	£1.025M	£1.025M	£1.025M

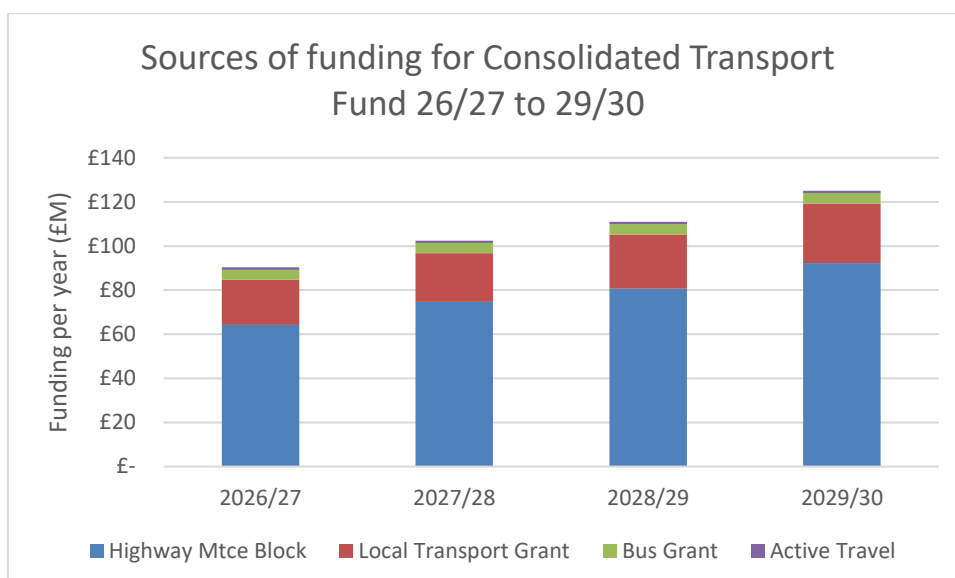
3.11 Local Bus Grant funding was confirmed by the DfT on 05 December 2025. Capital Funding was announced alongside revenue funding. Capital funding is intended for investment in infrastructure and capital assets such as buses, bus stops and bus stations. Allocations were published by DfT [here](#).

3.12 The following table provides a summary of Local Authority Bus Grant Capital funding awarded to YNYCA from 2026/27:

Year	2025/26	2026/27	2027/28	2028/29	2029/30
Local Authority Bus Grant (Capital)	£4.987M	£4.561M	£4.653M	£4.745M	£4.836M

3.13 The table below provides a full summary of funding across the four financial years. It also separates the funding sources into maintenance and improvements. Maintenance being Highway maintenance block funding and Improvements including Local Transport Grant, Active Travel and Local Authority Bus Grant.

	A	B	C	D	E	
	Maintenance £000s	Improvements £000s				£000s
	Highway Mtce Block	Local Transport Grant	Bus Grant	Active Travel	Improvement Total (B+C+D)	Total (A+E)
2026/27	£64,302	£20,407	£4,562	£1,025	£25,994	£90,296
2027/28	£74,639	£22,072	£4,654	£1,025	£27,751	£102,390
2028/29	£80,695	£24,529	£4,745	£1,025	£30,300	£110,995
2029/30	£92,251	£26,985	£4,837	£1,025	£32,847	£125,098
Total	£311,887	£93,993	£18,798	£4,101	£116,892	£428,779



4.0 FUNDING PROPOSED BY YORK AND NORTH YORKSHIRE COMBINED AUTHORITY

4.1 At the meeting of YNYCA on 27 March 2026 proposals were submitted for the allocation of highways and transportation funding from 2026/27 to 2029/30. This was based upon the allocation of the £428.7M budget over the four-year funding period.

4.2 Mayoral Combined authorities can re-prioritise, allocate, and adjust transport funding *within devolved or consolidated budgets* (for example, multi-year transport settlements),

4.3 The key proposals put forward by YNYCA were as follows:

1. Adjusting the overall split between maintenance and improvement funding across the four-year funding period
2. Adjusting the split of highway maintenance allocations between NYC and CYC
3. Establishing a Mayor's Road Maintenance Fund (MRMF)

4.4 The proposals were approved at the YNYCA meeting on 27 March 2026 by a majority of three to two. The Leader and Deputy Leader of NYC voted against the proposals.

4.5 The following table provides an overview of each proposal and how this would impact North Yorkshire.

4.6 The proposals from YNYCA adjust the split between maintenance and improvement funding, reallocating £13.428M from highway maintenance funding to improvement funding as per the following table. It should be noted that all of this reallocation comes from North Yorkshire's highway maintenance funding.

4.7 Split based on Consolidated Transport fund sources:

	Maintenance	Improvements	Total
2026/27	£64,302,000	£ 25,994,115	£90,296,115
2027/28	£74,639,000	£27,750,811	£102,389,811
2028/29	£80,695,000	£30,299,507	£110,994,507
2029/30	£92,251,000	£32,847,203	£125,098,203
Total	£311,887,000	£116,891,636	£428,778,636

4.8 Split based on revised YNYCA proposals:

	Maintenance	Improvements	Total
2026/27	£70,900,000	£23,630,000	£94,530,000
2027/28	£72,700,000	£29,830,000	£102,530,000
2028/29	£74,000,000	£35,730,000	£109,730,000
2029/30	£80,780,000	£41,130,000	£121,910,000
Total	£298,380,000	£130,320,000	£428,700,000

4.9 The £298M allocated for highway maintenance activity would then be allocated as per a revised split between NYC and CYC.

4.10 The DfT has a longstanding methodology for the allocation of highway maintenance funding. This is [available here](#). It takes into consideration the following:

- length of A, B&C and U roads in an LHA area
- number of bridges and structures in an LHA area
- number of street lighting columns in an LHA area

4.11 National funding is allocated to each LHA based upon the percentage of the national total of specific asset types that an LHA has. For example, NYC has 3.21% of the total A road network length in England as such NYC receive 3.21% of available national A road funding.

4.12 Calculations are made for each asset type and are then combined to work out the total funding for each LHA.

4.13 YNYCA receives the combined funding for NYC and CYC. In total NYC assets account for 92.7% of the awarded HMB funding to YNYCA, with the remaining 7.3% for CYC. As such the split of 2025/26 highway maintenance funding was 92.7% for NYC and 7.3% for CYC.

4.14 The proposals from YNYCA are to allocate the remaining highway maintenance funding of £298.380M (after reallocation of £13.428M to improvements from maintenance) as per the following

- Top slice 10% (£29.8M) of the remaining maintenance allocation to fund the MRMF
- Remaining highway maintenance funding (£268.54M) to be split between NYC and CYC based on a revised funding split of 90% NYC, 10% CYC.

4.15 The YNYCA report from 27 March states that the MRMF has been established to:

“tackle regional network maintenance challenges and other high priority issues, including but not limited to the Combined Authority’s Key Route Network. This funding will be front loaded in the first two years of the period and in 2026/27 will be allocated on a 90:10 ratio between NYC and CYC respectively, to be focused on tackling large patch repairs on roads of strategic importance with high vehicle traffic across the region identified by NYC and CYC, and to ensure DfT’s requirements for incentive-based funds are met”

4.16 Whilst funding for the MRMF has been confirmed for 2026/27, there is uncertainty over how this will be allocated in future years. Whilst an indicative allocation is proposed, further agreement will be required with YNYCA to identify how this funding will be allocated for 2027/28 to 2029/30.

4.17 It is unclear what methodology has been used by YNYCA to adjust the split of funding between NYC and CYC to 90:10. YNYCA states that this includes vehicle usage alongside asset numbers / length, however there was no consultation on the changes and NYC officers have not yet had sight of how this has been calculated.

4.18 Given the size and scale of our network, NYC faces a range of geographic and topographical challenges. Our network covers over 8600km of surfaced roads, with over 2000 bridges. The size and diversity of the network can significantly increase costs of repairs and maintenance activity.

5.0 WHAT DO THE CHANGES IN FUNDING MEAN FOR NYC

5.1 Based on the figures included in the March 27th report presented to the YNYCA board, NYC will receive just under £20.5M less highway maintenance funding over the four-year funding period.

5.2 £13.4M of this is due to the reallocation of funding from maintenance to improvements and a further £7.0M is as a result of the revised 90:10 split of maintenance funding between NYC & CYC.

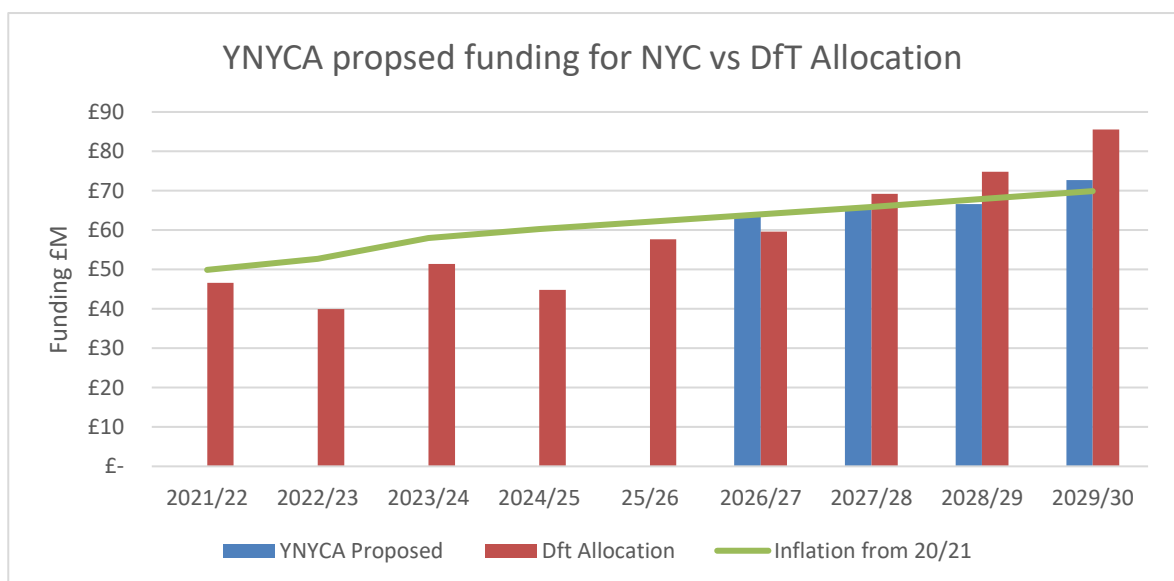
5.3 The proposals mean that overall YNYCA will be spending £13.4M less than the DfT advised baseline figures for highway maintenance in York and North Yorkshire.

5.4 Following discussions with DfT our current understanding is that this reduction in funding should not impact our overall highway maintenance ranking. We are awaiting confirmation from DfT on how local highway authorities will be ranked in 2026/27, as such there is the still the potential that our highway ranking could be adversely impacted.

5.5 The MRMF is front loaded into 26/27 and 27/28, with 73% of this allocated in the first 2 years and the remaining 27% across 28/29 and 29/30. The Mayor stated during the meeting on the 27th March that this was to help address highway issues caused by damage from winter 25/26.

5.6 Whilst the uplift in funding is welcomed for 26/27, it does not negate the fact that NYC will now receive £20.5M less for highway maintenance funding up until 29/30 than would have been the case if the DfT baseline allocations had been retained.

5.7 The graph below compares the proposed YNYCA highway maintenance funding for NYC vs funding based in the DfT methodology. The DfT proposal would have provided a real terms increase in funding over next four years.



- 5.8 The chart in 5.7 above provides a comparison of the DfT allocation since 2021/22, what funding should have been to keep up with inflation since 2020 (inflation 26/27 onwards is assumed at 3% per annum) and the proposed YNYCA allocation. The YNYCA proposal would see a small real terms increase in funding of £800K over the four-year period. The DfT methodology would have resulted in a real terms increase of £21.4M over the four-year funding period.
- 5.9 To provide some level of context with every £1M of funding we could deliver one of the following:
1. Carry out 22km of carriageway surface dressing treatments
 2. Treat 13km of roads with a micro asphalt treatment, which deals with surface defects and provides a long-lasting surface. For context this would be 60% of residential streets in Northallerton or 100% of residential streets in Norton
 3. Retexture 33km of roads, restoring surface texture and skid resistance and further extending the life of the carriageway
 4. Apply a rejuvenator solution to 44km of roads which helps to prolong the life of roads in good existing condition and slow their deterioration.
 5. Deliver in the region of 20,000-25,000m² of carriageway patching.
 6. Deliver 4km of Carriageway resurfacing & reconstruction which would help to deal with longstanding carriageway issues
 7. Deliver 14km of footway resurfacing
 8. Refurbish (waterproofing) of 6 reinforced concrete bridge decks or
 9. Redeck 4 small concrete bridge structures or
 10. Strengthen 10 bridge arches
 11. Deliver 5 landslip schemes

6.0 IMPROVEMENT FUNDING

- 6.1 The announcements by DfT of LTG, Bus Grant and Active Travel funding between 2026/27 and 2029/30 totalling £116 were welcomed by NYC. Having confirmed funding over a multi year period is beneficial as it allows for improved planning and investment decisions and is a step change in transport improvement funding.
- 6.2 This along with increased highway maintenance funding announced by Government back in December 2025, would have allowed NYC to deliver further transport improvements whilst also allowing us to begin to deal with the maintenance backlog. The loss of £20.5M funding for maintenance will significantly impact this.
- 6.3 The proposed funding for improvement is split between Minor works and Significant schemes.
- 6.4 Minor works funding is effectively a replacement for the integrated transport block (ITB). £18.52M has been allocated across the four-year period, with NYC receiving £12.2M in total which equals £3.046M per annum. This is used for a range of smaller scale schemes. Funding replicates what was already received from DfT and allows NYC to deliver road safety engineering schemes, traffic signal upgrades, local footway maintenance and accessibility improvements.
- 6.5 YNYCA has defined Significant Schemes as schemes that “range from modest (over £100k) schemes with relatively local impact to large corridor and place making schemes with region-wide benefits”.
- 6.6 Indicative allocations for the next four years have been identified with £111.8M allocated by YNYCA. There is no split between NYC and CYC, with allocations for each authority being determined by the schemes that are proposed by each authority.

- 6.7 YNYCA have developed a delivery plan of which the first draft has been submitted to DfT outlining proposed schemes for 26/27 and proposals on how the available budgets will be allocated by scheme type, from 27/28 to 29/30. This includes proposals from NYC which were approved at the Environment Executive Member for Highways & Transportation meeting on the 12 March 2026. Schemes submitted are listed in appendix A
- 6.8 NYC officers are working closely with YNYCA officers to develop a detailed local transport delivery plan which needs to be submitted to DfT by YNYCA in September 2026.
- 6.9 At the meeting of the York and North Yorkshire Combined Authority in March 2026, several references were made to road safety across York and North Yorkshire.
- 6.10 NYC takes its road safety responsibilities seriously and for the purpose of road safety engineering, it employs a range of methodologies to identify and treat locations with the poorest collision history and highest risk. These include:
- Fatal collision inspections
 - Cluster site analysis (based on three full years of collision data) and in-year cluster site analysis (based on one rolling year of collision data)
 - Route studies
 - Speed management and
 - Working collaboratively with its road safety partners in the York and North Yorkshire Road Safety Partnership.
- 6.11 NYC also undertakes road safety audits of proposed improvement schemes, and it runs a successful Temporary Vehicle Activated Signs (VAS) scheme
- 6.12 **Fatal Collision Inspections:** NYC has a long-established Fatal Collision Procedure, which it produced and undertakes in conjunction with North Yorkshire Police (NYP). This ensures that that NYC is informed by NYP at an early stage when a road death occurs and that every fatal road collision is inspected and a report completed by NYC, which considers what, if anything, can be done to reduce risk and prevent a future occurrence.
- 6.13 Where there are any, recommendations are made to address either:
- ‘Contributory factors’, i.e. where the road environment is considered to have played a role in the collision causation; or less seriously, to pick up any
 - ‘Observations on site’, which means during the fatal collision inspection, minor defects unrelated to the collision were spotted, which should be addressed, for good order.
- 6.14 **Cluster Site Analysis:** A cluster site is a location where the number of recorded collisions over the preceding three calendar years exceeds a set threshold of three personal injury collisions. Officers investigate sites with four or more collisions within a 50m search radius for urban sites and 100m radius for rural locations. Urban sites are classed as 40mph and under. Each year, NYC typically treats between twenty and thirty sites, where there are dominant patterns associated with collision their occurrence.
- 6.15 **Route Studies:** As personal injury collision numbers have fallen significantly over recent years, there are fewer cluster sites (with fewer collisions) emerging. A further limiting factor in the effectiveness of cluster sites is that their identification is based purely on accident ‘frequency’ and therefore, no account is taken of ‘risk’, in terms of accidents relative to traffic flow (eg accident rate). The number and severity of injury collisions, for example. recorded at sites A and B may be the same, but site A may be carrying double the traffic than site B. In cluster site analysis terms, both sites would be ranked equally, despite accident risk at Site B being twice that of Site A.

- 6.16 Routes of concern are highlighted through the use of NYC's route analysis tool, which is based on spatial statistics. The top 30 'statistically significant' sections of 'A' and 'B' Class Roads are highlighted for detailed investigation.
- 6.17 Identifying locations with the poorest collision histories through cluster site analysis will always continue to form an important part of the scheme identification process, but supplementing these existing techniques with methodologies that represent latest best practice is considered appropriate.
- 6.18 **Speed Management:** In November 2025, Environment Executive Members approved the introduction of a Speed Management Strategy and the creation of a long-term programme of proactive speed limit reviews across the County. The aim here is to achieve a greater level of coherence with respect to the setting of local speed limits, to improve road safety on both the urban and rural road network and to create the conditions for encouraging active modes, such as walking and cycling. This is in addition to an existing programme of speed limit reviews outside of all educational establishments in North Yorkshire.
- 6.19 **York and North Yorkshire Road Safety Partnership:** NYC was a founding member of 95 Alive, the first road safety partnership across York and North Yorkshire and it continues today, to recognise the importance of and prioritise, working with partner agencies, such as NYP and North Yorkshire Fire and Rescue, to reduce road casualties on the roads of York and North Yorkshire.
- 6.20 **Road Safety Audits:** To identify potential road safety concerns with highway improvement schemes, NYC undertakes a number of Road Safety Audits (RSA) throughout the year. RSAs are carried out on highway improvement schemes which meet the criteria outlined in the Council's Road Safety Audit protocol. The audit aims to identify any potential road safety problems during the design, implementation and post construction of the scheme. They are undertaken by specially qualified and experienced engineers, for schemes both by commercial developers and the Council itself. A Road Safety Audit report is produced at various stages of the design process and where necessary recommendations are presented to the project sponsor for consideration.
- 6.21 **Temporary Vehicle Activated Sign (VAS) Protocol:** To meet the interest from local communities to finance and manage their own vehicle activated signs, the Council approved the use of community owned temporary speed limit reminder signs on the highway from 01 April 2019. This remains the process for installing temporary VAS in North Yorkshire.
- 6.22 The VAS are activated when the radar detects a vehicle that is exceeding a set threshold speed. This is generally 1-2mph above the posted speed limit. The sign displays the speed limit sign and a SLOW DOWN message, prompting any speeding motorists to reduce their speed if necessary. The sign serves as a reminder of the speed limit in force.
- 6.23 A solar powered VAS with a post is funded by the local community. The cost to NYC is officer time to guide communities through the process. This usually involves a site meeting to help the community identify the most appropriate location for the VAS.
- 6.24 Currently, there are 272 temporary VAS deployed on the network that are located within 174 local communities. All these signs comply with the Temporary VAS Protocol and they are maintained by the appropriate parish or town council. The Temporary VAS Protocol remains a popular scheme with enquiries received on a weekly basis.

6.25 Road Safety – A National and Regional Comparison

6.26 National Comparison

- Overall road collisions in North Yorkshire have shown a downward trend from a total of 2222 road collisions in the year 2000 to 1383 in 2014 and the most recent figure for 2024 was a total of 967, representing a reduction of approximately 30% in the ten-year period from 2014 to 2024.
- North Yorkshire closely follows the national trend in road collisions which reduced from 146,322 in 2014 to 100,927 in 2024, a reduction of 31%.

6.27 Fatal Accidents

- North Yorkshire shows a significant downward trend in fatalities – fluctuated between 50 to 60 deaths per year in 2000's and now approximately half of that figure fluctuating between 20 to 30 deaths per year.
- In the last ten years from 2014 to 2024 a slight downward trend has continued.
- Over the last 10 years North Yorkshire has broadly matched the national trend in fatalities in Great Britain which saw a reduction from 1,658 fatal collisions in 2014 to 1,502 in 2024, a reduction of 9% over the ten-year period.

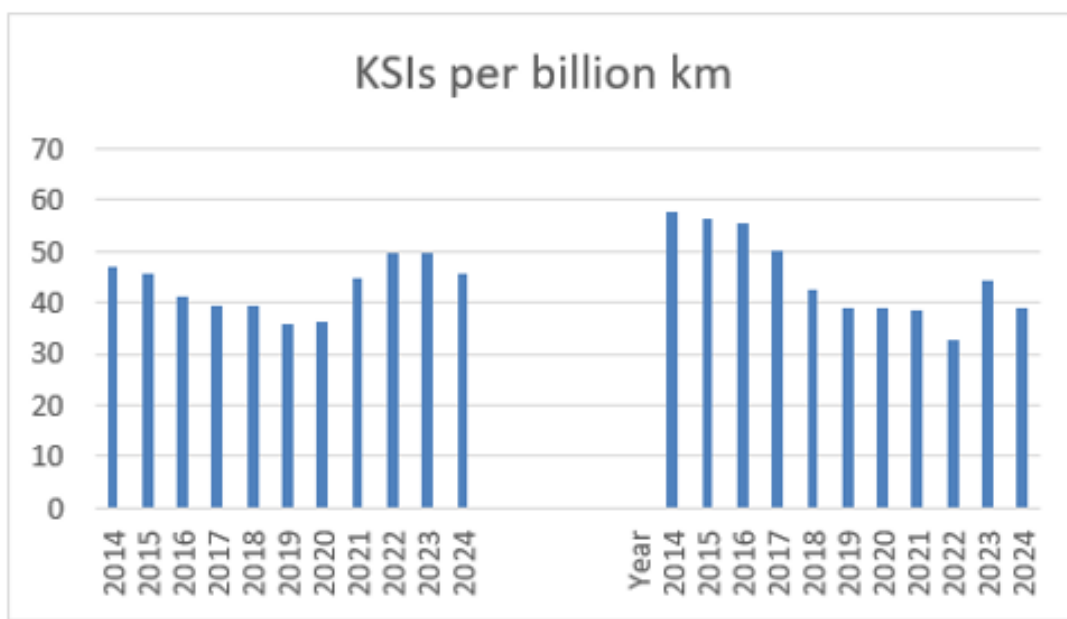
6.28 Killed and Seriously Injured (KSI) Accidents

- Significant downward trend in KSI collisions in North Yorkshire from 538 in 2000 down to 320 in 2014 and then 237 KSIs in 2024 representing a reduction of 26% compared to 2014 which is ahead of the national trend.
- Across Great Britain there were 26,734 KSI collisions in 2024 compared to 31,540 in 2014, a reduction of 15%.

6.29 A roads and Urban compared to Rural Roads

- KSI collisions on North Yorkshire's A roads have reduced from 241 in 2014 to 156 in 2024, a reduction of 35% over 10 years which is a greater percentage reduction than seen on the North Yorkshire network overall.
- Overall numbers of road casualties are roughly the same between urban and rural with a total of 450 on the urban network in 2024 compared to 517 on the rural network. Rural roads are classed as those with a speed limit greater than 40mph.
- KSI numbers are higher on the rural network - 153 rural, 84 urban – reflecting the higher speeds and greater severity of injuries.

6.30 In summary, North Yorkshire's road safety record is broadly consistent with or ahead of national trends over the long-term, depending on which road collision trend data are used. Regional comparisons, eg, accident rates between North Yorkshire (without fixed cameras) and West Yorkshire (with), indicate a similar picture. The West Yorkshire KSI collision rate for 2024 was 0.00054 KSI per head of population, whereas the same rate for North Yorkshire was 0.00055. Further, if we compare the data between 2014 and 2024, the chart and table below indicate a clear long-term downward trend in KSI rates in North Yorkshire, unlike in West Yorkshire, where the rates have remained broadly the same.



West Yorks

North Yorks

West Yorks KSI RTC rate:		North Yorks KSI RTC rate:
KSIs per billion km		
Year		
2014	46.78	57.64
2015	45.65	56.24
2016	41.38	55.50
2017	39.48	50.04
2018	39.39	42.62
2019	35.64	38.98
2020	36.32	39.04
2021	44.87	38.41
2022	49.42	32.82
2023	49.84	44.42
2024	45.51	38.92

6.31 Safety Cameras in North Yorkshire:

6.32 NYP operates 12 safety camera vans (SCV) using speed and collision data to identify sites. Recent independent academic review concluded a 36% reduction in casualties since 2013 due to their use. The study also reported that in the context of other mobile SCV operations across the country, this evaluation was extremely positive.

6.33 A Task and Finish (T&F) Group comprising representatives of NYP, YNYCA, CYC and NYC has been established to investigate the detailed financial, legal, technical and other implications of the introduction of fixed cameras in York and North Yorkshire. It is NYC's position that the Council will consider the potential for their introduction, once the T&F Group has completed its investigations and reported back on the findings. In the meantime, more formal governance arrangements are in the process of being established, to oversee and direct the work of the T&F Group.

- 6.34 It is understood that the Deputy Mayor has proposed funding allocations for the introduction of safety cameras across York North Yorkshire for each of the years 2026/27 to 2029/30, though the figures are as yet unconfirmed.

7.0 ALTERNATIVE OPTIONS CONSIDERED

- 7.1 As identified in the report the alternative option supported by NYC was to retain the original DfT allocations between NYC and CYC and retain the £13.4M funding in highway maintenance instead of moving to improvements

8.0 FINANCIAL IMPLICATIONS

- 8.1 There are no additional financial implications arising directly from this report as it provides an update on the allocation of Highway Maintenance and Highway Improvement Capital funding to NYC from the YNYCA
- 8.2 The Key financial implication of the decisions being reviewed is the reduction in NYC Highway maintenance capital funding of £20.5M over the period 2026/27 to 2029/30 and associated increase in YNYCA Improvement funding of circa £13.5M and increase in highway maintenance funding for CYC of circa £7M.
- 8.3 Based on revised funding allocations, NYC will adjust allocations for highway capital maintenance activities during the period 2026/27 to 2029/30 to match funding allocated by YNYCA.

9.0 LEGAL IMPLICATIONS

- 9.1 There are no legal implication arising directly from this report as it provides an update on the allocation of Highway Maintenance and Highway Improvement Capital funding to NYC from the YNYCA.
- 9.2 It should be noted that at the time of writing this report NYC has issued a letter before action to the YNYCA about the decision made on 27 March 2026.
- 9.2 The Council's Highway Capital Maintenance delivery programmes will be developed based upon available funding and prioritised in line with the Council's duties and responsibilities under the relevant legislation. Further consideration of whether any legal implications arise will be required during the delivery of the operational services under the programme.

10.0 EQUALITIES IMPLICATIONS

- 10.1 An initial equalities impact assessment form was completed and is included as Appendix B. The assessment of this report concluded that there is no impact on people with protected characteristics.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 A Climate Change Impact Assessment as Appendix C has been undertaken in respect of the proposals. No impact based on the recommendations of this report

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 To allow members the opportunity to review future highway funding proposals and provide comment and feedback.

13.0 RECOMMENDATIONS

- 13.1 It is recommended that the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee:
- (a) notes the report;
 - (b) provides feedback on the proposals discussed within the report

APPENDICES:

- Appendix A Schemes approved at Corporate Director and Executive Member - Highways and Transportation 12 March 2026
- Appendix B Initial equalities impact assessment form
- Appendix C Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

[Minutes of YNYCA meeting including report of Transport Capital Funding 27 March 2026 \(see item CA25 109\)](#)

Karl Battersby
Corporate Director Environment
County Hall
Northallerton

Report Authors:
James Gilroy Team Leader Highway Asset Management
Allan McVeigh Head of Network Strategy

Presenter of Report
Barrie Mason – Assistant Director Highways and Infrastructure

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

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Schemes approved at Corporate Director and Executive Member - Highways and Transportation 12 March 2026

Ref No	Scheme	Location	Scheme Cost Including Works, Design Fees and overheads	Scheme Overview
NYC LTG 9	Richmond Market Place	Richmond	£350,000	Maintenance of cobbles to upgrade townscape of market lace and surrounding area
NYG LTG36	Thirsk Market Place Phase 2	Thirsk	£844,652	Continuation of upgrade of footways in Thirsk Town Centre
NYG LTG 80	Traffic Signals Upgrades	Countywide	£700,000	Package of works to deliver improvements to major traffic signal junctions in North Yorkshire
NYC LTG 84	Accessibility Schemes	Countywide	£872,200	Allocation of funding to deliver a range of small-scale accessibility improvements across North Yorkshire
NYG LTG 107	Tin Bridge	Skipton	£980,000	Installation of a replacement pedestrian bridge in Skipton
NYG LTG 108	A170 Sutton Bank KRN improvements	Area 2	£784,000	Major resurfacing scheme on Sutton Bank which is on a key east west corridor in North Yorkshire
NYC LTG 109	Caravan Route Drainage	Area 2	£910,000	Improvements to drainage on the "Caravan Route" which is the key diversion route when Sutton Bank is closed due to vehicles becoming stuck. These improvements will enhance resilience of the diversion route
NYG LTG110	Easingwold Market Place	Easingwold	£844,652	Range of resurfacing improvements in Easingwold marketplace.
NYC LTG 111	Harrogate Pannal Ash Cycle Route Extension	Harrogate	£980,000	Extension of a planned cycle route along Pannal Ash Road, which will link to existing cycling infrastructure on Otley Road
NYC LTG 112	Harrogate Otley Road Beckwithshaw link	Harrogate	£980,000	Extension of a planned cycle route along Otley Road, which will provide a continuous link to Beckwithshaw village
NYG LTG 113	A61 Ripley KRN improvements	Ripley	£980,000	Major resurfacing scheme on the A61 which is a key route between Harrogate and Ripon
NYC LTG 124	Selby Station	Selby	£700,000	Funding for the development of scheme proposals for the upgrade for Selby Station

Ref No	Scheme	Location	Scheme Cost Including Works, Design Fees and overheads	Scheme Overview
NYC LTG 125	Catterick Garrison improvements to pedestrian crossing facilities	Catterick Garrison	£400,000	Delivery of improved pedestrian crossing facilities and footway approaches to the new Catterick Garrison town centre development
NYC LTG 126	Harrogate & Knaresborough Cycleway Improvements	Harrogate & Knaresborough	£420,000	Resurfacing and maintenance of cycle routes in Harrogate & Knaresborough
	Total		£10,745,504	

Initial equalities impact assessment 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		Highways and Infrastructure	
Proposal being screened		To provide members with an update on the allocation of Highway Maintenance and Transport Improvement Capital funding to North Yorkshire Council from York and North Yorkshire Combined Authority	
Officer(s) carrying out screening		James Gilroy	
What are you proposing to do?		Update TEEE OSC members on transport capital funding from 26/27 to 29/30	
Why are you proposing this? What are the desired outcomes?		To seek their views on decisions made by York and North Yorkshire Combined Authority in respect of transport funding	
Does the proposal involve a significant commitment or removal of resources? Please give details.		The recommendations of this report are for members to provide feedback and comments on decisions made by YNYCA	
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <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? <p>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.</p>			
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.	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:	✓	Continue to full EIA:
Reason for decision	The recommendations of this report are for members to provide feedback and comments on decisions made by YNYCA as such they are not making a decision that will impact funding or allocation of resources.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	13/04/2026		

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision-making process and should be written in Plain English.

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

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Highway Capital Funding 26/27 to 29/30
Brief description of proposal	To provide members with an updated on the allocation of Highway Maintenance and Highway Improvement Capital funding to North Yorkshire Council from York and North Yorkshire Combined Authority
Directorate	Environment
Service area	Highways and Infrastructure
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	12.04.2026

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

No.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

No impact as we are providing an update to TEE OSC members on the allocation of Highway Maintenance and Highway Improvement Capital funding to North Yorkshire Council from York and North Yorkshire Combined Authority

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>		<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>		<p>x</p>				
	<p>Emissions from construction</p>		<p>x</p>				
	<p>Emissions from running of buildings</p>		<p>x</p>				
	<p>Other</p>		<p>x</p>				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>x</p>				
<p>Reduce water consumption</p>		<p>x</p>				
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>x</p>				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating</p>		<p>x</p>				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
effects of drier, hotter summers						
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				
Other (please state below)		x				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

No Climate change impacts given that the recommendations are for TEE OSC members to note the report and provide feedback

Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	Environment
Signature	J Gilroy
Completion date	12.04.2026

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 13/04/26

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee

29 April 2026

Development and Adoption of a Tree and Woodland Policy

Report of the Corporate Directorate – Environment

1.0 PURPOSE OF REPORT

- 1.1 To appraise the Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee (TEE&E O&S Committee) on proposals for the development and adoption of a Tree and Woodland Policy for North Yorkshire Council (NYC). This will draw on best practice in the sector to ensure consistent, safe, and the sustainable management of trees across the county.

2.0 SUMMARY

- 2.1 As a landowner, the Council has a duty of care to ensure that members of the public and staff are not put at risk because of any failure by the Council to take reasonable precautions to ensure their safety. There is a need to keep records and regularly survey the council's tree asset, to assess trees in or near public spaces, whether they represent a foreseeable risk to persons or property, and to take remedial action as appropriate.
- 2.2 NYC does not currently have a unified Tree and Woodland Policy and that may result in inconsistent practices and potential legal and safety risks. This report recommends adopting a harmonised countywide approach to improve governance, public engagement, and environmental stewardship.
- 2.3 The proposed NYC Tree and Woodland Policy will provide a comprehensive framework for managing trees on council-owned land and in responding to public concerns. It will include structured survey regimes, risk management aligned with ISO 31000 (guidelines for managing risks in organisations) and guidance on tree-related issues such as diseases, nuisance complaints, insurance claims and development pressures.

3.0 BACKGROUND

- 3.1 North Yorkshire Council recognises the human and environmental importance of trees and identifies standards for their management. Trees are vital assets that contribute positively to biodiversity, climate resilience, public health and landscape character. Therefore, the NYC policy will cover:
- Benefits of trees: environmental, social, and economic.
 - Threats: disease (e.g. Ash dieback, Ramorum disease and acute oak decline) development pressures, insurance claims, and vandalism.
 - Legal duties: duty of care, common law responsibilities, and statutory obligations.
 - Risk management: adoption of the VALID approach [Tree Risk-Benefit Management & Assessment](#) which is a robust tree risk evaluation method, and ISO 31000 standards.
 - Public engagement: transparent processes for tree works, complaints, and insurance claims.

- 3.2 The development of a Tree and Woodland Policy is anticipated to positively contribute to achieving the ambitions in the Council Plan around place, health and living well. Good tree policy and management can support the Council's ambitions around carbon reduction through the protection and increased canopy cover of trees through our partnerships on woodland creation, whilst helping to mitigate climate impacts such as flooding and excessive heat as outlined in our Climate Change Strategy 2023-30.
- 3.3 In preparation of a draft policy the Tree and Woodland team have undertaken extensive internal consultation within NYC via a number of management team briefings, follow up meetings and direct service input into policy drafting.
- 3.4 Members of the TEE&E O&S were appraised of the approach to policy development at their meeting on 17 October 2024. The full draft policy is appended at Appendix A for consultation. Subject to feedback from Members, it is proposed to bring forward a final policy draft and recommend for approval at a future meeting of the Executive, currently scheduled for 16 June 2026 in the Forward Plan.

4.0 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 The option to not develop a new policy and to retain legacy policy and guidance in relation to tree management was considered. It is recommended that this option is rejected as the opportunity and benefits of a harmonised approach for the whole of North Yorkshire would be missed.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The policy will assist Officers and Members in taking a cost effective and risk-based approach when dealing with casework and assessing potential tree works.
- 5.2 Adopting the Tree and Woodland Policy gives rise to no additional financial commitments for the Council, rather it provides a framework for the delivery of the service. The delivery of the policy objectives are to be carried out within the existing net budget of £301k in 2025/26 for the Tree & Woodland service. Work is underway to address the service budget pressure with ongoing discussions with Highways, Housing and Property Services regarding the cost to them for managing the tree assets associated with their service areas.

6.0 LEGAL IMPLICATIONS

- 6.1 Preparation of the Policy and procedures is part of the Council's statutory functions.
- 6.2 The Town & Country Planning Act 1990 sets out the powers and duties local planning authorities have to manage and control development, and which includes considering trees potentially affected by that development, or subject to tree protection. This includes legal protection for trees through Tree Preservation Orders as well as consideration of works within Conservation Areas and works requiring planning permission.
- 6.3 The Highways Act 1980 (HA 1980) provides the statutory framework for the Highway Authority in dealing with legal issues arising from trees within or affecting the highway. Highway trees are managed in accordance with the Highway Authority's policy for maintenance and inspections of highway trees.
- 6.4 The Policy document section 2 provides further detail about legislation impacting on trees. The Tree and Woodland Policy are intended to be for information only and is not a comprehensive guide to the relevant legislation and does not provide legal advice.

6.5 Proper consideration as outlined in section 7.0 is being given to equalities issues that are pertinent to the policy.

7.0 EQUALITIES IMPLICATIONS

7.1 In preparing the policy the Council has had regard to its duties pursuant to the Equalities Act 2010. An initial equality impact assessment screening form has been completed and identified no adverse equality impacts. (see Appendix B)

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 The Tree and Woodland Policy provide a clear framework for service delivery while delivering significant climate change and environmental benefits. Trees help mitigate climate change by absorbing carbon, improving air quality, and regulating local temperatures through shading and shelter. The policy supports biodiversity, strengthens habitats, and improves resilience to climate impacts such as surface water runoff and flooding. Trees also enhance landscape character, urban environments, historic settings, privacy, and improve amenity value, with management guided by recognised environmental best practice. (see Appendix C)

9.0 REASONS FOR RECOMMENDATIONS

9.1 Existing local authority sector policies, such as the recently published example by Durham County Council, have demonstrated the value of having a structured, proactive approach to tree care. NYC will benefit from a similar policy to:

- Ensure legal compliance and reduce liability.
- Improve public confidence and transparency.
- Support climate and ecological goals.
- Enable consistent responses to service requests and complaints.
- Manage risks from disease and the aging tree stock.

10.0 RECOMMENDATION

10.1 For TEE&E O&S Committee to consider the draft NYC Tree and Woodland Policy and for any comments to inform the final version of the document, prior to it being presented to the Executive for approval.

Appendices:

Appendix A – NYC Tree & Woodland Policy (Draft April 2026)

Appendix B – Equalities Impact Assessment

Appendix C – Climate Change Risk Assessment

BACKGROUND DOCUMENTS: [Development of a Tree & Woodland Policy, NYC, Oct 2024](#)

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton

Report Authors - Helen Arnold, Tree & Woodland Manager, Parks & Countryside
Jon Clubb – Strategy & Policy Lead, Parks & Countryside

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**North Yorkshire Council
Tree & Woodland Policy**
Draft – April 2026



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1. INTRODUCTION

Summary

- 1.1 Trees are important features of both our countryside and our urban areas. They make an enormous contribution to the character, beauty and heritage of our landscapes and townscapes and are a cornerstone of their biodiversity. They store carbon in their biomass and soils and the timber they produce, create shade to reduce urban heating, intercept airborne pollutants and help regulate the flow of water through catchments, reducing flooding and the pollution of watercourses. The ecosystem services they provide make them an important part of our natural capital and contribute to the resilience of the landscape to climate change.
- 1.2 We recognise the human and environmental benefits of having healthy, sustainable and well-managed trees and woodlands, and the role they play in our response to the climate emergency and ecological changes.
- 1.3 We also recognise that trees can sometimes cause problems, ranging from minor nuisance or inconvenience to more serious risk of harm to people and property.
- 1.4 We have a legal duty of care to manage the risk from our trees. That duty requires that we should be reasonable, proportionate, and reasonably practicable when managing the risk. There is a balance we need to strike between the many benefits trees provide, the risk and the costs of managing the risk. We also need to ensure that our trees do not cause a legal nuisance to neighbouring properties.
- 1.5 This policy sets out our approach to tree management and will form the basis of the team's guidance to internal & external audiences by the Tree and Woodland Team. We aim to inspect and manage our trees in a manner which allows us to fulfil our duty of care and legal responsibilities. We aim to provide a high quality of tree care in line with arboricultural best practice, and to maintain and expand our tree resource.
- 1.6 We receive a high volume of enquiries and requests for works to trees from customers. We aim to deal with those requests in a manner which is fair and consistent and reflects the council's priorities for managing its finite resources.
- 1.7 We have legal powers and duties as a local authority to deal with other trees affecting public safety and to protect trees on private land when it is in the public interest to do so. We aim to fulfil those duties and exercise those powers in a fair and consistent manner.
- 1.8 We aim to stay up to date with the latest policies and guidance relating to trees and developments in arboricultural best practice and to share and promote that knowledge with other parties. The [North Yorkshire Council Plan](#) which sets out our ambitions for the next 4 years has a clear vision in that 'We want to build on North Yorkshires natural capital, strong local economy and resilient communities, to improve the way local services are delivered and support a good quality life for all'. The council recognises the important role of trees, especially in working towards our priorities for:
 - place and environment
 - economy
 - health and wellbeing
 - people
 - organisation
- 1.9 The approach to the management and maintenance of trees in our community as set out in this policy has an overarching reach to all aspects of this vision.

The scope of this policy

- 1.10 The policy applies to how we manage trees under the ownership of the council or within our responsibility.
- 1.11 It applies to how we deal with trees in private ownership which pose a risk to public safety where we have powers/duties to intervene.
- 1.12 It applies to how we deal with trees on private land where we have powers/duties to protect them.
- 1.13 Although we believe this policy to be as comprehensive as possible, we acknowledge it does not cover every situation. We will exercise discretion in its application when this would be in the best interests of the council and its residents.

2 BACKGROUND

The benefits of trees

- 2.1 Trees are important features. They provide many benefits to society including:
- providing natural forms that soften the hard lines of buildings in urban areas
 - providing amenity value & seasonal interest through their foliage, flowers, fruits and autumn colours
 - bringing character and local distinctiveness to landscapes and townscapes contributing to the setting of historic buildings and streetscapes
 - intercepting rainfall, reducing urban run-off, flooding and pollution of watercourses
 - improve our health & well-being by reducing stress, mental fatigue, and create a healthy environment for outdoor activities, exercise and informal recreation
 - reduce temperature extremes by providing shade in hot weather and shelter in cold weather
 - contributing to biodiversity and providing habitat for a wide range of other species
 - storing carbon in their biomass and soils, and producing oxygen
 - improving air quality by filtering airborne dust & pollutants and helping reduce the formation of smog and ozone
 - lessening the effects of traffic noise in built-up areas
 - reducing energy use and costs of air conditioning and heating
 - providing screening of eyesores and privacy in residential areas
 - increase local property values and desirability attracting investment
 - reducing crime and anti-social behaviour.

Threats to trees

- 2.2 Urban areas can be a challenging and hostile environment for trees which can suffer from the conditions they are growing in or be damaged or lost through changing land use. Common issues include:
- poor soil quality, lack of soil volume or rooting space, compaction, poor site drainage
 - pollution & contamination; winter salt damage
 - seasonal drought stress or periodic flooding
 - physical damage to trees and their rooting environment during construction work
 - trenching works by utilities companies
 - poor pruning practices which may permanently damage and disfigure trees
 - pests and disease outbreaks, especially where newly introduced from around the world
 - climate change, resulting in, changes in seasonal weather patterns, increased subsidence claims

- vandalism, antisocial behaviour or accidental damage
- highway maintenance works and road improvement schemes
- planning development and re-development
- property purchase and sale

Trees can be affected by combinations of these factors, many of which can be prevented or minimised through good quality tree care, sustainable work practices and education.

Common Law

2.3 Common law is the system of laws based on customs and court decisions which, combined with written laws made by parliament, forms the basis of the legal system in England. Common law often forms the basis of resolving disputes between landowners, establishing the principles of where their responsibilities and liabilities lie.

2.4 There are many common law judgements and precedents that relate to trees and help establish rights and responsibilities for issues such as overhanging branches, trespassing roots, falling leaves, obstruction of light, harm to people and damage to property. These inform how the council deals with these matters. Two key concepts are 'nuisance' and 'negligence'.

Nuisance

2.5 In common law a nuisance may occur where there is an unreasonable and substantial interference in the use and enjoyment of a person's property. To be a legal nuisance this needs to be a nuisance that is actionable in law, for example in the case of trees where they are touching buildings and causing direct damage. This generally excludes lesser nuisances in the everyday sense, such as shading, leaf litter, debris, etc which would be regarded as inconveniences that would not normally require preventive or remedial action by the tree owner.

Negligence

2.6 Negligence occurs where one person (such as the owner of a tree) owes another a duty of care and they do, or fail to do, something that a reasonable person would do, or would not do and which causes them injury or loss as a result. Failure to adopt & implement a tree policy / strategy may result in a claim of negligence. Landowners are not liable for damage or injury caused by a tree if it was not reasonably foreseeable or reasonably preventable (sometimes referred to as Acts of God). An example of this would be damage caused due to the failure of an otherwise sound tree branch in stormy weather.

Legislation

2.7 There are a number of Acts of Parliament, regulatory processes and legal controls that effect the management of trees and woodlands which the council must have regard to.

Occupiers Liability Act/s 1957/1984/2000

2.8 The Occupiers Liability Act imposes a duty on landowners to take reasonable care to avoid acts or omissions that could cause a reasonably foreseeable risk of injury to persons or property. An owner of land on which a tree stands has a responsibility for the health and safety of those on or near their land and has potential liabilities arising from the falling of a tree or branch if they are found to be negligent in their legal duty of care.

Health and Safety at Work Act 1974

2.9 The health and safety at work act imposes a duty on employers to ensure employees and members of the public are not put at risk when managing trees, for example, by undertaking operational work in accordance with all relevant legislation, regulations, industry codes of practice and safe work procedures.

The Town and Country Planning Act 1990 (TCPA)

- 2.10 The TCPA places a duty on the council to ensure, whenever it is appropriate, that in granting planning permission for any development, adequate provision is made, by the imposition of conditions, for the preservation or planting of trees. It also sets out the council's powers and duties in relation to Tree Preservation Orders and trees in conservation areas.

Natural Environment and Rural Communities Act 2006 (NERCA)

- 2.11 Section 40 of the NERCA places a duty on the council to have regard, in the exercise of their functions, to the purpose of conserving biodiversity.

The Forestry Act (1967)

- 2.12 The Forestry Act controls the felling of certain trees and woodland through a licensing process.

The Hedgerow Regulations (1997)

- 2.13 The Regulations control the removal of certain hedges through a notification process.

Anti-social Behaviour Order Act (2003)

- 2.14 Part 8 of the Act gives Local Authorities the powers to deal with complaints or disputes about high hedges affecting residential properties.

Local Government (Miscellaneous Provisions) Act 1976

- 2.15 The Act (s. 23-24) gives powers to local authorities to serve notice and if necessary, to enter land to abate a legal nuisance or risk of harm to the public.

Highways Act 1980

- 2.16 The Highways Act sets out the main duties and powers of Highway Authorities. In particular it imposes a duty under Section 41 to maintain highways maintainable at public expense. As a highway authority the council is responsible for ensuring that trees within the highway boundary and trees outside the highway boundary but within falling distance of it, do not pose an unacceptable risk of harm to road users. Section 154 empowers the authority to deal, by notice, with hedges, trees and shrubs growing on adjacent land which overhang the highway and to recover costs. Section 96A imposes a duty of local highway authorities in England to consult members of the public before felling street trees.

Wildlife and Countryside Act 1981 (as amended).

- 2.17 The act provides protection for nesting birds.

The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019

- 2.18 The regulations provide protection for certain species and habitats including bats and their roosting sites, which may include trees.

The Environment Act 2021

- 2.19 The Act seeks to provide a new framework for environmental protection in response to growing public awareness of climate and environmental issues. The Act introduces a duty of local highway authorities to consult before felling street trees as an amendment to Section 96 of the Highways Act 1980 (above).

Policy and guidance

- 2.20 The policy is to be self-supporting document while complimenting existing and emerging policies across all of the NYC business areas that require arboricultural input. The Tree and Woodland Policy will be the default standard to ensure a consistent approach to tree care across all of the NYC areas.

England Trees Action Plan 2021 – 2024

- 2.20 The England Trees Action Plan sets out the government's long-term vision for the treescape it wants to see in England by 2050 and beyond. In respect of trees in our towns and cities it states that:

“Well sited tree planting, with appropriate management, can make places where people live and work more climate resilient, healthy and attractive. Obtaining the expert services of local tree officers is recommended to help ensure trees and woodlands are planted and managed effectively and in helping to create, implement and monitor local tree and woodland strategies.

People place great value on trees and green spaces in their local communities, which also provide connections in our fragmented treescapes and vital habitat for threatened biodiversity. Yet they often slip through the gaps between funding mechanisms, contributing to their long-term neglect and decline. We need to reclaim our neglected public land, create tree-based community green spaces and encourage new trees in non-woodland settings, for people and nature.

We want to make sure trees in the urban environment are no longer seen as a management liability because of the costs, rather that they are seen as an important asset”.

Keepers of Time: ancient and native woodland and trees policy in England

- 2.21 Keepers of Time (KOT) is the Government's policy for ancient and native woodland and ancient and veteran trees in England. It sets out strategic objectives for the protection, conservation and management of ancient and native woodland and ancient and veteran trees.

Combined Authority's Strategy for a Sustainable Future 2.22 The tree and woodland policy supports York and North Yorkshire Combined Authority's (YNYCA) Strategy for a Sustainable Future, which notes the high-quality natural capital to be found within the region. One of the strategic pillars within the YNYCA's strategy is Enhancing our Environment – using the power of nature to capture carbon and support climate resilience. This will improve the quality of the natural environment for local people and support key sectors that are reliant on the environment, including farming, food and drink manufacturing, and tourism.

Climate Change Strategy

- 2.23 The council has declared a climate emergency and has developed a Climate Change Strategy to respond to it, which includes supporting nature as a key theme. Within this theme the council's priorities include tree planting at scale. This will require the building of a supply of usable land as well as the supply chain associated with tree stocks and other necessary materials and the people with the skills to manage woodlands for many years into the future.
- 2.24 The council also has a statutory duty to produce a Local Nature Recovery Strategy (LNRS). This sets out a strategy to reverse biodiversity loss by identifying key existing habitats, and new habitat opportunities across North Yorkshire and York. It aims to guide coordinated action to benefit wildlife and deliver wider environmental services like flood control, carbon capture, and public wellbeing all of which complement the aims of the Tree and Woodland

Policy. Local Nature Recovery Strategies (LNRS) are a new system of spatial strategies intended to drive nature recovery, along with associated environmental improvements. Their preparation is a statutory requirement under the Environment Act 2021 and their main purpose is to identify appropriate actions and suitable locations to enhance existing habitats, or create new habitats, where this is most likely to provide the greatest benefits for nature and the wider environment.

Planning Policy and the NPPF

2.25 The Tree and Woodland Policy is not a planning policy in itself; however, it provides essential guidance for arboricultural officers when working with planning officers, the National Planning Policy Framework (NPPF), and the Local Plan. While the Tree and Woodland Policy aligns with both local and national policy, its primary purpose is to ensure consistent arboricultural advice and decision making across the team’s wider service areas. All internal North Yorkshire Council stakeholders will be expected to operate within this policy framework supporting a unified and coherent approach to tree and woodland related matters.

National Planning Practice Guidance

2.26 This is a web-based national guidance on the implementation of planning processes and procedures structured within the legislation and regulations (such as making TPOs and dealing with Conservation Area Tree Consent Notices). It is a material planning consideration. It also supports the implementation of the National Planning Policy Framework

National Planning Policy Framework (NPPF)

2.27 This is the National Planning Policy which is a material planning consideration and sets out the Government’s position on a range of planning matters. All new development plans are expected to be in general conformity with this document.

2.28 In paragraph 136 of the NPPF, trees make an important contribution to the character and quality of urban environments and can also help mitigation and adaptation to climate change. Planning policies and decisions should ensure that new streets are tree-lined*, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

** Unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.*

2.29 It also makes reference to the protection of trees in specific contexts. Paragraph 181 highlights a need to:

- Maintain and enhance networks of habitats and green infrastructure
- Plan enhancement of natural capital across local authority boundaries
- Trees form a recognised component of green infrastructure.

2.30 In paragraph 186 of the NPPF, local planning authorities must apply principles ensuring significant harm to biodiversity is avoided, mitigated, or compensated — otherwise permission should be refused. Development causing loss or deterioration of irreplaceable habitats including ancient woodland, and ancient or veteran trees should be refused unless there are wholly exceptional reasons, and a suitable compensatory strategy exists.

- 2.31 In paragraph 187 it states that planning policies and decisions should contribute to and enhance the natural and local environment by:
- a. protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).
 - b. recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.
 - c. minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs.
 - d. preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; The NPPF is under consultation as of the 18 December 2025 with consultation on National Development Management Policies. Policy will be updated if there are relevant changes with regards to trees

Current Local Plans/Development Plans

- 2.32 Prior to Local Government Reorganisation, North Yorkshire was made up of seven different local planning authorities, alongside the County Council as the Minerals and Waste Authority. Those plans that make up the Development Plan are still the principal consideration of planning applications, alongside any relevant material considerations. They will continue to be so until they are superseded by the North Yorkshire Local Plan. Certain areas may also be subject to neighbourhood plans which are also part of the Development Plan and will remain so unless they are withdrawn or superseded.

North Yorkshire Local Plan

- 2.33 The North Yorkshire Local Plan is in its early stages of production. Local Plans are prepared to provide any locally distinctive approaches to the consideration of trees/woodlands and hedges in development (both in terms of enhancement of tree coverage - and protection of trees which are of acknowledged significance e.g. cultural / amenity / heritage / ecological / landscape).

Arboricultural best practice

- 2.34 We will also have regard to current Arboricultural best practice relating to the assessment and management of trees. This includes for example:
- British Standard 3998: 2010 Tree Work – recommendations.
 - European Arboricultural Standards 2022-2025.
 - British Standard 5837: 2012 Trees in relation to design, demolition & construction – recommendations (anticipated update 2026).
 - British Standard 8545: 2014 Trees – from nursery to independence in the landscape – recommendations.
 - ISO31000 (2018) – Risk Management guidelines.
 - HSE SIM – Management of the Risk from falling trees 2007.
 - National Tree Safety Group - Common sense risk management of trees, second edition 2024.
 - VALID Tree Risk-Benefit Assessment.
 - Streetworks Volume 4 issue 3 2026 - Guidance for the planning, installation and maintenance of utility apparatus in proximity to trees (2008).
 - Government Circular ROADS no. 52/75.

- Well Managed Highway Infrastructure (October 2016) – A code of Practice.
- Tree Species Selection for Green Infrastructure: A guide for Specifiers 2018.
- Technical Publications produced by professional bodies such as the National Tree Safety Group, Forestry Commission, Arboricultural Association, International Society of Arboriculture, Institute of Chartered Foresters, European Arboricultural Council, Trees & Design Action Group.

3 TREE RISK MANAGEMENT

Background

3.1 Common Sense Risk Management of Trees published by the National Tree Safety Group (NTSG) is the nationally recognised approach to tree risk management. It sets out the basic principles for managing tree risk in the public interest. It can be downloaded from the NTSG website: <https://ntsgroup.org.uk/>.

3.2 The council's approach to managing risk is based on that advice. We have adopted the VALID Tree Risk-Benefit Management & Assessment system which follows the guidance given in Common Sense Risk Management of Trees. The principles underlying that approach are:

- Trees give us many benefits that we need.
- The overall risk from trees and branches falling is extremely low.
- We cannot entirely remove the risk, and trees are living structures that unforeseeably shed branches or fall over, usually because of severe weather.
- We have a duty of care to be reasonable, proportionate, and reasonably practicable when managing the risk.
- We're going to manage the risk to an Acceptable or Tolerable level.

More information can be found on the VALIS website at [Tree Risk-Benefit Management & Assessment | VALID \(validtreerisk.com\)](#).

3.3 Compared to other everyday risks we readily accept, the overall risk to us from branches or trees falling is extremely low (Health and Safety Executive). Given the number of trees we live with and how many of us pass them daily, being killed or injured by a tree is a rare event; one that usually only happens during severe weather.

3.4 Trees are living, dynamic organisms, and on rare occasions they may shed branches or even fail. This is most often linked to severe weather conditions or visible structural issues. While it isn't possible to remove all risk associated with trees, the many environmental, social and health benefits they provide mean that some level of natural risk has to be managed rather than eliminated.

Duty of care

3.5 We have a duty of care to manage the risk from our trees. That requires us to be reasonable, proportionate, and reasonably practicable when managing the risk. There is a balance we need to strike between the many benefits trees provide, the risk, and the costs of managing the risk. By taking a balanced approach, we don't waste resources by trying to reduce risk - and losing benefits - when the risk is already acceptable or tolerable.

3.6 Most deaths and injuries from tree failure happen during or just after severe weather. When a severe weather warning is forecast, exposure to the higher risk can be managed by not going out and by being watchful just after. We are all expected to act reasonably and responsibly. If we go out during a weather warning, we are choosing to accept some of the risk.

ISO 31000 Risk Management

- 3.7 ISO 31000 Risk Management is the internationally recognised standard for risk management. BS ISO 31000 (also known as ISO 31000:2018) is the international standard for risk management, offering a structured framework and set of principles to help organizations manage risk effectively across all areas of operation.

Tolerability of Risk Framework

- 3.8 The 'Tolerability of Risk Framework' is an internationally recognised approach to making risk management decisions. It is adopted by the Health and Safety Executive. It can be used by duty holders where they manage a risk to the public. The Framework defines 'Broadly Acceptable' and 'Unacceptable' levels of risk. Between them is a region where the risk is 'Tolerable' if it is 'as low as reasonably practicable'. Put simply this means the risk is tolerable if the costs of the risk reduction are much greater than the value of the risk reduction. HSE inspectors use this principle to judge whether duty holders have done enough to manage risks. The Enforcement Management Model and guidance provide detailed instructions for applying ALARP in practice.
https://www.hse.gov.uk/foi/internalops/hid_circs/permissioning/spc_perm_39.htm

Risk Ratings

- 3.9 VALID applies the 'Tolerability of Risk Framework' and 'ISO 31000: Risk Management' to tree risk-benefit assessment and management. In ISO risk terms, our 'objectives' are to grow, maintain, and conserve trees because of the many benefits they give us that we need, and to manage the risk from tree failure to an 'acceptable' or 'tolerable' level.

Assessment

- 3.10 We are going to manage the risk by a combination of 'passive assessment' on all land that we are responsible for and 'active assessment' in those areas where high levels of use in all weathers coincide with the presence of larger trees. We call these 'areas of high confluence'. They are zones where in risk management language the highest categories of 'likelihood of occupancy' and 'consequences' merge; with 'likelihood of failure' being the third component of the risk. Where we don't have enough information on trees to identify 'areas of high confluence' we will use active assessment in 'areas of high use'.

Passive Assessment

- 3.11 When a tree has a risk that might not be acceptable or tolerable it will usually have an obvious risk feature you can't help but notice. Passive assessment is simply picking up on these obvious features when we pass by trees whilst going about our day-to-day routines.
- 3.12 Passive Assessment is a multi-layered, high volume and low effort approach to managing the risk. Any trees with a risk that's not acceptable or not tolerable are most likely to be picked up by passive assessment long before active assessment. Passive assessment is our most valuable risk management asset because:
- trees with the highest risk are the easiest to find
 - anyone can do it, from trained assessors to members of the public
 - it's happening in all zones of use, day in day out, at no additional cost
 - high-use zones are being assessed more frequently than lower use zones because they're visited more often
 - we're doing it after storms when trees that are damaged might now have a risk that's not acceptable or tolerable.
- 3.13 Recognising obvious risk features does not require specialist knowledge. VALID's 'Obvious Tree Risk Features Guide' is an easy-to-understand photographic reference that helps people identify risk features they come across.

- 3.14 Any obvious risk features identified during normal daily activities, in any location, can be reported to the council for further assessment and/or action as required. Trees picked up by passive assessment will be logged and those that need a closer look will be put through the active assessment process.

Council Staff

- 3.15 In line with ISO 31000 guidelines and principles, to manage the risk, we will carry out passive assessment at all levels of our organisation. People in our organisation pass thousands of trees that we manage every week. All these trees are being passively assessed, day in day out.

Validators are qualified arborists who have the highest level of training. In addition to the active assessments they carry out, they are also passively assessing trees they drive by, or walk past, whilst carrying out their work.

Basic Validators Members of staff who work outdoors – such as the Tree & Woodland Officers & Tree Team Arborists, Grounds Maintenance(GM) Team Leaders, Highway Officers (HO), Highways Network Surveyors, Community Rangers and Public Rights of Way Officers and Field Officers - will be given training to help them recognise obvious tree risk features they might come across as they go about their daily duties. Consultation & agreement required although HO & some GM staff have been provided the training. Training is more how & what to observe, rather than JD requirement level training.

Other staff We will promote awareness of the Obvious Tree Risk Features Guide amongst other staff, including grounds maintenance operatives, school caretakers, appropriate NYC volunteers (e.g. Countryside Volunteers) Property & Housing asset maintenance surveyors & and other site managers and encourage them to let us know about trees they come across that concern them. It is intended the council Tree & Woodlands webpage (under development) will include necessary information.

The Public

- 3.16 It is intended that members of the public can report any trees that have obvious tree risk features to us by online form www.northyorks.gov.uk/your-council/get-touch/contact-us or call customer services on 0300 1312131
- 3.17 The council is only directly responsible for trees on land that it owns and / or manages. Obvious tree risk features on land owned or managed by other parties should be referred to the relevant landowner. The other exception to this is trees potentially affecting the highway or privately owned trees that could affect council property, which can be reported through the council’s website: www.northyorks.gov.uk/your-council/get-touch/contact-us

Active assessment

- 3.18 Active Assessment involves looking for risks that might not be acceptable or tolerable. It has 3 levels: basic, detailed, and advanced. It includes assessment by Validators (qualified arborists) either as part of regular programmed surveys or where passive assessment has picked up a tree that needs a closer look. It also includes assessment by other staff trained as Basic Validators when they are undertaking other types of programmed surveys as part of their work which will include a basic level of active assessment for obvious tree risk features. They don’t make risk rating decisions but can flag emergency work.

Basic assessment involves looking for trees with obvious risk features. We assess trees from easily accessible ground, by foot, bike, or from a vehicle. If a tree doesn't have a feature to trigger carrying out a more detailed assessment, the risk is considered acceptable.

Detailed assessment is carried out on trees identified as needing a closer look. It involves a more detailed assessment of health, condition and risk. Where the level of risk needs more detailed analysis, we will use VALID's Tree Risk App.

Advanced assessment is carried out if we need more information about the likelihood of failure. This may include further testing using specialist equipment such as drill testing, sonic tomography or aerial inspection to take a closer look at the upper stem and branches.

3.19 More information on assessment procedures can be found in section 4.

Prioritising work

3.20 VALID is a tree risk-benefit management tool. Management of the council's tree resource as a whole is influenced by a range of additional considerations. We need to manage our trees for the wider benefits they bring to the community. In order to do that we need to survey trees in areas which might not warrant active assessment on the grounds of risk alone— for example in areas where arboricultural management might be expected. We also need to carry out work to trees to:

- deal with other risks such as low branches, obscured road signs and sightlines
- deal with other issues such as trees causing a legal nuisance
- manage trees in accordance with good arboricultural practice.

3.21 Risk reduction work will take priority over other tree maintenance works. Emergency work will be given the highest priority. Outside of that, we'll deal with the highest risks first and carry out the work in a sensible order to make the best use of our budget.

Urgent work

3.22 If a tree has a very high likelihood of failure and it's in a high use zone, these 'not acceptable risks' are 'emergency work'. We'll get a tree team or contractor there as soon as we can to deal with any emergency work.

Not acceptable risks

3.23 We will make 'not acceptable' risk reduction work the priority. We also need to deal with other safety related work such as dealing with low branches, obscured road signs and sightlines. We will coordinate this kind of risk reduction work wherever possible to make the best use of our budget.

Not tolerable risks

3.24 Where possible, risk reduction work for risks that are 'not tolerable' will be organised alongside other tree maintenance works. If there's not enough budget to carry out the risk reduction and other maintenance works, we'll prioritise risk reduction.

Other factors

3.25 There are other factors we need to consider along with risk when setting priorities. We need to act when a tree is causing a legal nuisance to neighbouring properties. We need to undertake works to facilitate council projects such as developments and highway works that are driven by their own deadlines. We need to carry out routine maintenance works to keep trees clear of paths and buildings. These types of work need to be prioritised over non-essential works.

Service requests

3.26 Service requests relating to safety risks and legal nuisance will be assessed and any works programmed according to the priorities for that type of work. Service requests relating to other desirable but non-essential works consistent with good arboricultural practice will be of a lower priority and will only be undertaken where resources allow.

Requests for non-essential work that isn't consistent with good arboricultural practice will not be actioned.

Management systems

- 3.27 We will ensure that the systems that we have in place to manage tree works are robust so that when risks are reported the work is actioned and that there is a clear audit trail in place of how they have been managed.

Monitoring and review

- 3.28 We will monitor how risk reduction work priorities are being carried out and review our processes if we can make improvements in the way we work.

4 TREE ASSESSMENTS

- 4.1 Our procedures for tree assessments are set out in the Tree Risk & Maintenance Strategy (TRiMS). They have been established to manage risk, to meet our legal duties, and to manage our tree resource in accordance with good Arboricultural practice. They are currently under development and subject to review. They are summarised below.

Zonal Assessments

- 4.2 Further agreement & work with NYC GIS teams & Highway Asset Team. We are in the process of mapping a series of settlement zones and high use areas across the County. These are urban areas where the council owns or manages land. These will form the basis for programmed area-based or zonal assessments.
- 4.3 There is currently not enough data on the presence of large trees to map 'zones of high confluence' within these settlements (areas where high use by people and larger trees coincides) but we have mapped 'zones of high use'. We will refine these to identify 'zones of high confluence' as data is collected.
- 4.4 Within these settlement zones the council's land will be classified into appropriate asset types such as schools, housing, public open space, parks & recreation grounds, cemeteries and crematoria, woodlands etc. Asset types will be assigned to an active or passive assessment regime based on whether they are, or lie within, an area of high use or an area where a higher level of Arboricultural management is appropriate.

- 4.5 All land identified for active assessment will be subject to periodic programmed assessments by qualified arborists (NYC Tree & Woodland Officers).

Highway Tree Assessments

- 4.6 We are implementing a new regime of Highway Tree Surveys based on the risk management principles of VALID. This will allow us to focus our active assessments and our resources for tree works on zones of high confluence – those areas where larger trees lie close to our busier roads.
- 4.7 All of the county's highways are passively assessed on a routine basis by Highway Officers as part of their highway safety inspection process (these typically identify tree risks related to obstruction of highway assets, encroachment, highway visibility, trip hazards and statutory requirement to maintain statutory clearance requirements. They have undertaken basic validator training to recognise obvious tree risk features in order for them to carry out a basic level of active assessment as they undertake their highway safety inspections in accordance with relevant highway policy.
- 4.8 There is currently insufficient data on the presence of large trees to map 'zones of high confluence' for the highway network, but we have the data to identify high levels of use. All the busier roads (Cat 2, 3a and 3b highway network) will be subject to active assessment in

the form of routine programmed Highway Tree Assessments by basic Validators by way of a drive-by on a minimum of 5 yearly intervals.

Public Rights of Way

- 4.9 Public Rights of Way (PRoW) form part of the public highway. Due to generally low levels of occupancy during severe weather they will generally be the subject of passive assessment. Public Rights of Way Officers and Field Officers will receive training as Basic Validators and will be able to identify obvious tree risk features as they go about their duties.

Schools

- 4.10 Responsibility for tree management on maintained schools is covered by this Policy, ensuring that all trees on land contained within school boundaries receive assessment, maintenance recommendations and advice. The frequency of school tree assessment is based on tree age, condition and location and are categorised as follows **a)** 18 months, **b)** 36 months and **c)** 60 months. Tree work recommendations are commissioned and paid for by schools and can be carried out by either T&W team's managed service using framework arboricultural contractors or procured by individual schools, ensuring works are completed and carried out in accordance with guidance found in this policy and the Tree Risk Maintenance Strategy (TRiMs).
- 4.11 Academy schools also have a legal duty of care to ensure all trees on land within their management responsibility are subject to an adequate system of assessment and maintenance. The council offers tree assessment and arboricultural contractor services to academy schools under a Service Level Agreement (SLA) through North Yorkshire Education Services (NYES). Academy schools not entering an SLA with the council will be responsible for making their own arrangements for tree assessments and maintenance works in accordance with their independent legal responsibilities.

Rural sites

- 4.12 Rural sites including woodlands, country parks, and multiuser routes generally have low levels of occupancy during severe weather. They will largely be subject to passive assessment. Staff involved in managing these will receive training as Basic Validators in VALID and will be able to identify obvious tree risk features as they go about their duties. Where sites, or parts of sites, with potential for higher levels of use –will be identified for active assessment as part of Zonal Tree Assessments by Tree Assessors.

Other assessments

- 4.13 Other tree assessments may be undertaken where necessary. These might include:
- checking trees following extreme weather events, that have been reported (high winds/storm damage)
 - prior to organised events in public places
 - as part of baseline tree surveys associated with projects and development proposals
 - in response to customer enquiries and other service requests
 - ad hoc assessments by tree officers while undertaking other site-based work
 - assessments undertaken under Service Level Agreements with other organisations.
- 4.14 We will only undertake assessments on land we own and / or are otherwise responsible for. We will not undertake assessments on land we own but where responsibility for assessment and management of trees lies with another party other than under a service level agreements or other specific arrangements.

5 MANAGING OUR TREES

Tree Maintenance

- 5.1 There is a common perception that trees need to be managed actively and particularly through regular pruning. Pruning is wounding, and can affect a trees vitality, making it less able to resist the effects of pests and diseases and should be avoided where possible. In reality trees are generally 'self-optimising', responding to their environment in a manner that maintains a balanced and healthy structure. Trees do not become "dangerous" simply because they grow naturally or grow large. In many cases the best way to manage a tree is through minimal intervention.
- 5.2 There are nevertheless situations where the risk from trees becomes unacceptable and need to be felled or need to be managed to maintain their health and condition, for example by pruning to remove dead or diseased branches or to prevent obstruction, encroachment or nuisance. In some cases, trees may need to be removed if they are in poor condition or unsuitably located. Trees in groups and woodlands may need to be thinned to allow individuals to develop a better form.
- 5.3 As part of our assessments we will aim to identify and programme all statutory or essential tree maintenance work and to address other tree management issues where necessary and where resources allow. This will include works to trees to comply with our legal duties and responsibilities or as part of sustainable, Arboricultural best practice, for example:
- pruning or felling of trees where it is necessary to ensure they don't pose an unacceptable risk of harm to the public
 - pruning trees to maintain adequate clearance above highways and footpaths to ensure they don't cause obstructions or obscure road signs, street lighting, signals and vehicle sight lines or cause damage to infrastructure
 - undertaking works to trees found to be causing damage to property or other forms of legal nuisance that results in unreasonable interference with use and enjoyment of land
 - undertaking works to trees in the interests of their long-term, sustainable management, such as cyclical pruning where appropriate
 - establishment maintenance of young trees including watering, mulching, formative pruning and tree stake management
 - works to prevent or repair damage to infrastructure or to maintain surfacing around trees in built-up areas
 - works to enhance the long-term health & condition, visual amenity or biodiversity value of trees
 - works to manage woodlands through thinning and felling operations
 - works to manage countryside and wildlife sites through pruning or felling of trees and scrub for habitat management.
- 5.4 The majority of our tree maintenance work will result from programmed assessments or programmed woodland or habitat management. Other works may be carried out in response to:
- incident reports or emergency call out works (e.g. storm damage, vandalism, accidental damage to trees)
 - ad-hoc assessments by T&W Officers and other council staff:
 - service requests from Customers
 - enquiries received from Councillors
 - work required as part of council led projects, highway improvement schemes or other works.

- 5.5 We have finite resources for tree works and therefore works will be prioritised as set out in section 3 above.
- 5.6 We will aim to undertake all tree work to a high professional standard in accordance with arboricultural best practice with particular reference to British Standard 3998: 2010 Tree Work – Recommendations and the European Arboricultural Standards 2022 - 2026.

Consultation on felling trees

- 5.7 Section 96A of the Highways Act 1980 imposes a duty of local highway authorities in England to consult members of the public before felling street trees. This came into force on November 30th, 2023. The duty to consult only applies to trees on urban roads: those covered by a 30mph or 40mph speed limit or ‘otherwise a street in urban area’. It only applies to street trees and not to other trees that are on publicly owned or managed land next to or adjacent to a highway, such as parks and council housing estates, or trees that are next to un-adopted roads.
- 5.8 The duty only applies to felling, and only to trees with a diameter of 8 centimetres (measured at 1.3m above ground level). It does not apply where the tree is dead or dangerous, covered by an order under the Plant Health Act 1967, or authorised by planning permission. It does not apply where a tree is felled because it is causing an obstruction in order to comply with a duty in the Equality Act 2010. Defra have produced guidance on consultation procedures and how the requirements of the duty should generally be interpreted. The guidance is available on the government website. The council will follow the guidance. The majority of street trees felled by the council are removed for safety reasons where there is an exemption from the duty to consult. We will keep a record of all trees removed including the reason for removal and evidence of any exemption.

Trees on unregistered land or uncertain ownership

- 5.9 The council is not responsible for trees on land that is unregistered or where a private owner is unknown or absent. There are some cases where the ownership of or responsibility for public open spaces is unknown, unclear or undocumented and we may decide it is in the public interest to undertake essential health and safety related works to trees.
- 5.10 We will not otherwise carry out work on private land unless we consider it necessary in exercising our duties under the Highways Act or the Local Government (Miscellaneous Provisions) Act (see Section 9).

Woodland Management

- 5.11 Appropriate management of woodlands offers opportunities to increase their amenity value, benefit wildlife conservation and enhance the quality and range of timber products and other ecosystem services that woodlands can provide. It also presents an opportunity to improve the carbon performance of woodlands and their role in tackling climate change.
- 5.12 Council owned woodlands will be reviewed for their appropriateness to create Forestry Commission approved management plans and will revise these when required so that they remain extant and eligible for grants and incentives. As part of ancient semi natural woodland management, deer & grey squirrel management is recommended and in doing so enables access to funding.
- 5.13 We will seek to extend and buffer existing woodlands – and particularly ancient woodland - into adjacent land owned by the council where appropriate.
- 5.14 We recognise the importance of the role that local people and volunteer groups can play in the management of our woodlands through the work of projects. We will continue to

develop and strengthen existing and new community groups across the County with a recommendation to start a North Yorkshire Tree Warden Scheme.

- 5.15 The council is not responsible for woodland management on land that is unregistered or privately owned. We are consulted in some cases by the Forestry Commission on forestry operations on private land which are subject to felling licences (see Section 14). In responding to consultations, we will have regard to the amenities of the area and good woodland management practices.

Ancient Woodland and Ancient and Veteran Trees

- 5.16 Ancient woodlands are areas of woodland that have been wooded continuously since at least 1600 AD. Many will have existed for centuries before that. As a result of their relative stability as habitats they support unique and complex communities of plants, fungi, insects and other microorganisms. They are also important for their cultural, historical and landscape value, the capture and storage of carbon in their soil and biomass, their role as a bank of genetic diversity, and their contribution to recreation, health and well-being.
- 5.17 We recognise the importance of identifying our ancient woodlands and will seek to manage them sensitively and positively in accordance with best practice to maintain their unique value.
- 5.18 Ancient and veteran trees are those which, because of their age, size and condition, are of exceptional biodiversity, cultural or heritage value. Some of these are recorded on the Woodland Trust’s Ancient Tree Inventory. <https://ati.woodlandtrust.org.uk/>
- 5.19 There are a number of ancient and veteran trees on land owned or managed by the council. We recognise their importance and will seek to manage them sensitively and positively in accordance with best practice to maintain their unique value.

Biosecurity / pest and epidemic management

- 5.20 The term biosecurity refers to precautions that aim to prevent the introduction or spread of harmful non-native organisms such as pathogens, pests and other invasive species.
- 5.21 There are increasing threats to trees and woodlands from the introduction of new pests and diseases. As a responsible landowner we will follow best practice, guidance and advice published by organisations such as Defra, the Forestry Commission and the Arboricultural Association. The most up to date advice in relation to trees is contained in Arboricultural Association Guidance Note 2: Application of Biosecurity in Arboriculture.
- 5.22 We will report any notifiable tree pests and diseases to the Forestry Commission through their online reporting tool, TreeAlert.
<https://www.forestresearch.gov.uk/tools-and-resources/fthr/tree-alert/>

Ash dieback

- 5.23 Ash dieback is caused by a fungal pathogen affecting ash trees. It spreads through fungal spores that can travel large distances and once trees become infected, they can rapidly decline and die. Symptoms often include blackened or shrivelled branch tips, wilted black leaves, brown veins on the leaves, diamond shaped lesions on the stem and general dieback throughout the tree canopy.
- 5.24 There is no cure for the disease. There is good evidence that a proportion of Ash trees (around 5%) have a genetic resistance to it and it is also possible that some trees with lower infection rates can recover to good health. Site conditions and local tree cover also play a role in the extent to which trees are affected. Research suggests that whilst the possibility of 100% mortality in natural forests within 30 years can’t be ruled out, mortality between 50% and 75% in the general population may be more likely.

- 5.25 There are no restrictions on the movement of ash timber, branches or leaves, but a plant health order made in 2012 prohibits all imports of ash seeds, plants and trees into Great Britain, and all inland movements within Great Britain of the same material.
- 5.26 The presence of ash dieback, and particularly in its early stages, does not mean that a tree poses an immediate risk of harm or that it should necessarily be pruned or felled. Each situation needs to be assessed on its merits, taking account of the health & condition, location and importance of the tree/s in question and the level of any risk.
- 5.27 Forestry Commission advice is that with the exceptions of felling for public safety or timber production there should be a general presumption against felling living ash trees.
- 5.28 Ash is a widespread species with high landscape and biodiversity value, and it is therefore important to retain trees where possible. This allows individuals which survive exposure to the fungus to form the basis of a more disease - tolerant population in the future. It reduces the impacts of the disease on other species that depend on ash, and particularly dead-wood invertebrates. It also helps to slow down the pace of landscape change, allowing for the planting and establishment of replacement trees.
- 5.29 As ash is a very common tree (3rd most common tree in England), pruning or felling all affected trees would place a substantial and unnecessary financial burden on the council. A targeted approach is therefore required based on the proportionate management of risks and benefits.
- 5.30 Our approach to ash dieback will therefore be to retain trees where possible. Pruning or felling of trees will only be undertaken where they pose an unacceptable risk of harm to people or risk of damage to property, or as part of woodland management operations. We will not remove dead or diseased trees where risks are assessed as being tolerable. We will not fell or prune trees purely for aesthetic purposes unless there are clear benefits which would justify the costs.

Service requests for tree works.

- 5.31 All public enquiries regarding trees on council land will be directed to our webpage and Customer Services on 03001312131
- 5.32 We receive many thousands of enquiries relating to trees, including complaints about tree related issues and requests for tree work. It is important that individual cases are dealt with consistently and fairly and that balanced decisions are taken having regard to:
- any adverse effects the trees may have
 - the contribution they make to the amenity of local communities and the wider environment
 - their health, condition and sustainability in that location
 - the practicality of any remedial action and whether it conforms to good Arboricultural practice
 - the resources available to the council and its priorities for allocating them.
- 5.33 We have limited resources to manage our trees therefore priority will always be given to essential works to manage risk and to abate legal nuisance. We will not therefore undertake works to trees that in our judgement are not necessary, or contrary to good arboricultural practice, or works that, even if desirable, we can't afford to do within our resource limits.

- 5.34 Requests for works of that nature, or which would conflict with the principles of this Policy, will be not supported. The customer will be advised of the reasons for the decision not to action the request. Should the customer not be satisfied they can appeal the decision. The case will be reviewed by appropriately qualified and experienced staff and the customer will be informed of their decision.
- 5.35 There will be circumstances in which works are proposed that we would consider to be desirable but non-essential, and that are in line with good arboricultural or forestry practice, but which we can't allocate resources to. We can't authorise members of the public or their agents to undertake work on council land due to health and safety, insurance and other considerations (equality).
- 5.36 The following section outlines our policies in relation to common tree management issues and damage caused by trees. They will inform our response to service requests and other enquiries received.

6 COMMON MANAGEMENT ISSUES

Overhanging branches

- 6.1 There is no legal obligation on a landowner to prune back overhanging branches. Neighbours have a right under Common Law to prune roots and branches back to the boundary line unless in a Conservation Area or for a tree protected by a Tree Preservation Order (TPO). Protected trees will require a Conservation Area notice or TPO application prior to such works.
- We will not normally prune the branches of trees that overhang neighbouring properties unless they:
- are dead or damaged and present an unacceptable risk of harm:
 - are causing or likely to cause an actionable nuisance through risk of damage to the property or otherwise causing substantial interference with its use and enjoyment
- 6.2 Pruning overhanging branches is likely to have only temporary and often short-lived effects. Heavy pruning is contrary to good arboricultural practice and can lead to vigorous regrowth which is likely to require repeated costly work in future.
- 6.3 In circumstances where we do consider it appropriate to prune overhanging branches to prevent or remedy an actionable nuisance, we will do so in accordance with good arboricultural practice, and we will only do what is necessary to mitigate the nuisance.
- 6.4 We will consider undertaking works that may address this issue where they would form part of the longer-term sustainable management of our trees. This may include pruning or removing diseased, poorly formed or leaning trees growing close to a boundary with potential to cause a legal nuisance in the near future. Works of this nature will generally be given a low priority (Priority 3) and will be subject to the availability of resources.
- 6.5 We will also have regard to this issue when carrying out programmed woodland management operations such as routine thinning. This will be subject to the work programme and the availability of resources. Only work that is in accordance with good woodland management practice will be undertaken.
- 6.6 Landowners have a Common Law entitlement to cut overhanging vegetation back to, but not beyond, their boundaries. Where trees are protected by Tree Preservation Orders permission will be required before undertaking such work. Where trees are located with a Conservation Area the council must be notified of the work in advance (see Section 13).

- 6.7 All works undertaken by other parties should be carried out in accordance with good arboricultural practice. If the neighbouring landowner is unable to carry out the work themselves it will normally be expected that they employ a suitably qualified arborist, at their own expense, to undertake the works on their behalf.

Obstruction

- 6.8 Where necessary, we will prune trees and other vegetation to remove obstructions to roads, footways, public rights of way, signs, streetlights, traffic signals, and sightlines. Standard clearances are set out in the table below.

Clearance height	Location
5.2m	Roads
3.0m	Cycle paths, multi-user routes
3.7m	Bridleways (horse clearance)
2.5m	Footways, public footpaths.

- 6.9 Wherever possible pruning will be done in a manner that maintains the health and natural form of the tree. In the case of rural hedgerows, trimming will generally be undertaken using a tractor mounted flail as part of seasonal cyclical maintenance.

Shading and loss of light

- 6.10 We will not prune or remove our trees to improve light levels at neighbouring properties. Pruning for this purpose is rarely effective or beneficial without the work being excessive. Its effects are often temporary and short lived. Heavy pruning is contrary to good arboricultural practice and can lead to vigorous regrowth which can exacerbate the problem and is likely to require repeated costly work in future.
- 6.11 We will consider undertaking work where in our judgement the amount of shade cast is exceptional and overbearing and particularly where it effects elderly, infirm or disabled persons who spend a significant amount of time within the area affected. We will consider the value of the tree/s to the locality and the wider community. We will only do works that are consistent with good arboricultural practice and that can improve the situation sustainably without compromising the health and amenity value of the tree/s. Works of this nature will generally be given a low priority (Priority 3) and will be subject to the availability of resources.

Loss of view

- 6.12 We will not prune or fell trees to restore or improve private views or views of businesses or commercial signs or advertising. Trees will only be pruned or removed to restore or improve important public views, or where there is potential to bring about significant public benefit and/or enhance the local landscape or townscape. Historical records may be used to determine the level of management required. Pruning will only be undertaken if it is in accordance with good arboricultural practice and given a low priority (priority 3) unless externally funded.

Trees affecting reception (television / satellite) or solar panels

- 6.13 We will not prune or fell trees to allow or improve television reception. In most cases the problem can be resolved by relocating the aerial or satellite dish or alternatively using a Booster. Residents are advised to contact their satellite or TV provider for specialist advice. These measures provide better long-term solutions than pruning.

- 6.14 We will not prune or fell trees to improve light available to solar panels. Whilst we recognise the benefits of renewable energy sources, trees also play an important role in mitigating climate change as well as providing other environmental benefits. In the case of medium and larger scale developments the location and layout of solar panels should respond to the presence of existing trees as a constraint and allow for their future growth potential.
- 6.15 In both cases the effects of pruning are generally temporary and short-lived. Heavy pruning and topping are contrary to good arboricultural practice. They can also lead to vigorous regrowth which can exacerbate the problem and require repeated costly work in future.

Overhead cables / telephone wires

- 6.16 Utility companies have certain legal rights to carry out works to public or privately owned trees to maintain clearances between trees and their apparatus to ensure continuity of supply and to deal with any health and safety issues. They will therefore normally be expected to undertake any works needed to trees affecting their services. The relevant service provider should normally be contacted in the first instance to report any issues with trees rather than the council.
- 6.17 Where works by utility companies are needed, they will be required to consult with us, and we will seek to achieve the most appropriate forms of intervention having regard to tree health, visual amenity and the effect on local tree cover (see also Section 12).
- 6.18 The council will not normally prune or fell trees to prevent interference with overhead communications cables, unless 24-hour care call services to residential homes are in operation.
- 6.19 Problems caused by branches interfering with privately owned telephone wires can usually be eliminated through appropriate pruning, and tree removal would not usually be considered.

Minor / seasonal nuisances

- 6.20 We will not fell or prune trees solely to alleviate problems caused by natural or seasonal phenomena. It is anticipated that residents will give consideration to the foreseeable minor inconveniences when moving into an area where trees form part of the local and broader landscape. There are a variety of potential nuisances associated with trees, many of which are commonplace, relatively minor, and considered to be acceptable consequences of living near trees. This includes for example:
- falling leaves, twigs, sap, blossom, fruit, nuts, bird and insect droppings
 - insects associated with trees (spiders, wasps, flies etc)
 - suckers or germinating seedlings in gardens
 - leaves falling into gutters, drains or onto flat roofs
 - the build-up of algae on fences, paths or other structures.
- 6.21 These types of nuisances are not regarded in Law as ‘legal or actionable nuisances’ that place an obligation on a tree owner to take remedial action. The law regards them as ‘inconveniences’ which should normally be dealt with by individual landowners as part of routine property maintenance.

6.22 Clearing of leaves from gutters and pathways and weeding of seedlings are considered to be normal seasonal maintenance which property owners are expected to carry out. Falling leaves, sap, blossom, fruit, nuts, bird and insect droppings are not readily controllable by pruning and cleaning of affected surfaces can be considered to be routine maintenance. We will not therefore undertake tree pruning or removals to seek to alleviate the effects of these common types of nuisances.

6.23 With regards to trees or other plants that are known to bear poisonous fruit or foliage (such as laburnum or yew), we will not prune or remove trees without sufficient justification there is an unacceptable risk of harm. For example, in some cases where unsupervised young children are likely to be exposed to berries or foliage that will make them ill if eaten, we will consider appropriate management options to reduce the associated risks.

Large trees

6.24 Concern is often expressed that trees or woodlands are ‘too tall’, ‘unmanaged’ or ‘overgrown’ and requests are sometimes made that they should have their height reduced. In most circumstances the normal management of trees is to allow them to grow to their natural size and form without intervention.

6.25 Crown reducing the size of a tree by a substantial amount is undesirable in most cases as it can introduce disease and decay into the upper parts of the canopy, results in physiological harm to the detriment of the health and vitality of the tree while increasing the risk of branch failures in the longer term and thereby increasing rather than reducing the risk of harm.

6.26 We will not prune or fell a tree simply because it is considered to be ‘too big’, for its surroundings. Being large does not in itself make a tree an unacceptable risk. In assessing risks posed by trees we will take into account the relationship of trees with their surroundings as well as their health, condition and future growth potential. These factors, taken together, will determine whether or not trees are suitable for long term retention or require any management. We understand that these factors are not always obvious to residents who may be anxious about the size and proximity of trees. Where the level of risk needs detailed analysis, we will use VALID's Tree Risk App to assess it and share those findings.

“Dangerous” trees

6.27 We will review all reports of “dangerous” trees based on the information received at the time and take action that is necessary. A site assessment or emergency call out will only be undertaken if the information provided indicates that the tree/s pose an unacceptable or immediate risk of harm or damage to property. This may include reports of storm damage, signs of breakage, structural defects, dead/diseased or damaged trees, or hazardous obstructions.

6.28 Call-out assessments will not be undertaken in response to more general concerns such as the ‘tree is too big / moving in the wind / taller than the house’.

Personal Medical Complaint

6.29 We will not normally prune or fell a tree where a request has been made to do so because of a personal medical complaint. We will only consider carrying out works where it can be clearly established that the presence of a tree is causing a significant detriment to the health of a resident, and there is reasonable scope for mitigation consistent with good arboricultural practice. Request for work of this nature will be reviewed on a case-by-case basis, considering any supporting information provided.

Effects of trees on horses and other livestock

- 6.30 We will not normally prune or remove trees to remove effects on grazing animals on adjacent land as it is generally considered to be the landowner's responsibility to manage their land and livestock appropriately.
- 6.31 The leaves, twigs, bark, seeds or seedlings of some trees can be toxic to horses and other livestock in some circumstances. Atypical Myopathy, otherwise known as 'Sycamore poisoning' or 'seasonal pasture myopathy' is a notable condition which can be fatal to horses. It is associated with them eating sycamore seeds, leaves and seedlings that contain a toxin called Hypoglycin-A (HGA).
- 6.32 We will follow the guidance published in the joint policy statement issued by the Arboricultural Association and British Horse Society. The guidance is summarised in the following paragraphs.
- 6.33 Felling of trees is not recommended as an appropriate first course of action as it offers no guarantee of prevention and can result in the unnecessary loss of trees. It can also result in a mass increase of seedlings in the place of trees that have been removed, with the possibility of seeds continuing to blow in and establish from trees on nearby sites several 100's of metres away.
- 6.34 It is advised that graziers should ensure that pasture conditions are adequate and appropriate for the number of horses, so they are less likely to consume sycamore seeds, seedlings or leaves. This may include, for example, ensuring pasture is not overstocked and that good management practices are in place such as regular weed control, and/or reducing exposure to the seeds, seedlings or leaves by providing supplementary forage away from the trees or by stabling overnight.
- 6.35 It is also strongly advised to undertake an HGA test to determine the toxicity of sycamore plant material found on site and the potential risk to horses: interpretation of HGA test results will range from a 'below limit of detection' through to a 'high rating' which can then inform the need for further action. In the latter case, for example, horses may need to be removed from the field where the submitted plant material was collected. Alternatively, where a 'below limit of detection' result is given and therefore no evidence of HGA, there may be no significant risk and therefore no action required. Further details on testing can be obtained from the Royal Veterinary College, www.rvc.ac.uk
- 6.36 Further information can be found on the websites of the Arboricultural Association and British Horse Society: www.trees.org.uk and www.bhs.org.uk
- 6.37 Similar issues can arise from horses consuming plant material from other tree species such as oak, horse chestnut or yew. Horse owners are advised to contact their vet if they are concerned about their horse's health.
- 6.38 Tree pruning or removal will not normally be considered as an appropriate solution unless, in exceptional cases, there is sufficient justification for taking action. This will be assessed on a case-by-case basis.

7 DAMAGE CAUSED BY TREES

- 7.1 Occasionally trees can cause damage to property or there is concern about potential future damage. Where damage is alleged, we will assess the situation and determine what action, if any, we consider appropriate.
- 7.2 Where a tree is implicated in damage, pruning or removal will not always be the most appropriate solution and alternative forms of mitigation will need to be fully explored.

7.3 In deciding on a course of action we will take into account the asset value of the tree/s using the 'Capital Asset Valuation for Amenity Trees' (CAVAT) method. This will provide a value expressed in monetary terms which will influence how retention or removal is balanced against the costs of alternative measures. More information on CAVAT can be found on the London Tree Officer's Association website:
<https://www.ltoa.org.uk/resources/cavat>

7.4 CAVAT valuations will be used as part of subsidence claims where appropriate.

7.5 CAVAT will be utilised as part of the planning process where applicable to aid highlighting the monetary value associated with tree loss and replacement.

Root invasion in gardens

7.6 We will not normally fell or prune trees to prevent roots spreading into neighbouring gardens. Tree roots in gardens are a natural and common occurrence. Landowners have a Common Law right to cut them back to their boundary, providing that this would not lead to the death or instability of the tree and providing that the tree in question is not protected by a Tree Preservation Order (TPO) or situated within a Conservation Area where consent will need to be sought and granted.

7.7 The owner of a tree is not obliged to take preventive or remedial action to control the growth of tree roots unless it is considered necessary to abate a legal nuisance. Normally the extent of nuisance would have to result in unreasonable interference with use of land sufficient to give rise to an action for damages, such as causing structural damage to a building.

7.8 This excludes the lesser forms of nuisance that can be addressed as part of general property maintenance. A neighbouring landowner can be reasonably expected to undertake minor works such as dealing with surface rooting or sucker growth in lawns, shrub or flower beds etc.

Damage to boundary walls and fences

7.9 It is often possible to rebuild or repair walls and fences to take account of adjacent trees. This can be achieved in a number of ways - for example by installing a section of railing, using bridging lintels around the base of a tree, or using ground anchors to strengthen a retaining wall. In many cases it is more appropriate to repair, rebuilt or modify boundary features than to remove a tree. Each case will need to be assessed on its merits and may require guidance from a structural engineer.

7.10 Removing trees may be appropriate in some circumstances, for example:

- where trees are below 7.5cm diameter at 1.5metres
- where trees were planted or self-sown after the wall or fence was constructed and are in an unsuitable / unsustainable location
- where the structure is irreplaceable or of exceptional importance, for example a retaining wall or wall of historical interest.

7.11 In the case of walls of historical or listed interest, mature trees themselves have historic interest and often make an important contribution the significance or setting of heritage assets. A balanced view will be taken in consultation with specialist officers (conservation, structural engineer etc.) having taken to the relative importance of the structure and the tree and the potential for mitigation measures that allow for the retention of both.

Damage to paths, driveways and patios

- 7.12 It is normally possible to build or repair paths, driveways or patios to take account of adjacent trees and their roots. Often surface displacement, cracking or other damage is caused where construction methods and choice of materials have not considered future tree growth. This commonly involves the use of shallow sub-bases and a lack of strength or flexibility in the final surface. Ground compaction impedes natural air and water movement below the surface and encourages shallower and larger tree roots to develop that will often exert enough pressure to displace surface materials.
- 7.13 Damage can also be caused by normal wear and tear and the result of seasonal ground movement such as frost heave, drying shrinkage of underlying clay, vehicle loading, surface weathering, excess moisture, inadequate construction methods etc.
- 7.14 The solution in most cases is to repair or replace the surfacing on a deeper or reinforced sub-base, for example, using a loose granular, interlocking stone fill that allows natural aeration and drainage (preferably gravel with no fines) and/ or use of a geo textile membrane that can contain the sub-base materials and reinforce the final surface. This can be often combined with supervised, careful localised root pruning beforehand, to remove existing/ problematic surface roots and thereby reduce the likelihood of damage in future.
- 7.15 We will only remove trees in exceptional cases where they are considered to be unsuitably located and unsustainable in their immediate surroundings. This may include, for example, self-sown or unsuitably large tree species that are likely to cause excessive, recurring damage to the property despite appropriate design and construction methods being adopted and where no reasonable alternative solution is available.

Damage to public footpaths and other infrastructure

- 7.16 Tree roots can on occasion damage surfacing this will often involve minor localised repairs and may on rare occasions require root pruning of adjacent trees.
- 7.17 In some situations and where appropriate, it may also involve alternative design and construction methods that aim to accommodate trees more effectively and to provide more durable and sustainable solutions. For example, use of flexible surfacing, geotextile membranes, alternative materials and reprofiling of levels close to trees. It may also involve increasing the space around trees by modifying path layouts or increasing openings around tree pits in hard surfaced areas. Appropriate remedial options will be considered in each case with a view to repairing or improving the surfacing and taking reasonable care to minimise damage to trees.
- 7.18 Removal of trees will only be considered where there is an unacceptable risk to public safety which cannot be otherwise mitigated.

Damage to drains or water pipes

- 7.19 Trees generally do not cause damage to drainage systems that are well maintained and in serviceable condition. There is no evidence to suggest that tree roots actively penetrate or break into otherwise intact pipes or drains that are adequately sealed. However, fibrous roots will commonly exploit defects in older pipework that has deteriorated over time such as cracks, broken seals, joints or other openings which can then result in a blockage or leakage.
- 7.20 In these situations, the owner of the drain should have it cleared, repaired, lined or replaced at their own expense and, if necessary, prune any nearby roots directly interfering with the pipe work. We will not normally consider tree removal in these circumstances.
- 7.21 There may be situations where a tree is unsuitably located directly on top of, or sufficiently close to, an existing service that the expansion of its root plate is causing direct physical

damage or displacement of the pipe work. Cases such as this will be assessed on an individual basis with consideration given to options for remedial works taking into account potential costs, the amenity and asset value of the trees and their future sustainability in that location.

Installation of dropped kerbs and drives

7.22 The installation of dropped kerbs and drives crossing verges and pavements can cause damage to the roots of nearby trees, or in some cases require their removal. If you need to drive over the pavement or verge to park on your property, you need to apply for a licence to have a properly constructed crossing. You also need to apply if you are wanting to extend an existing crossing.

7.23 Each case will be considered on an individual basis. An assessment will be undertaken in liaison with T&W Officers to consider the potential impact on any nearby trees and where appropriate, recommend suitable design options and tree protection requirements. Proposals that would require the removal of, or significant damage to trees of value to the locality will not be supported.

Tree related subsidence and other structural damage

7.24 Although trees are commonly implicated as being a cause of damage to property, there are also many other possible causes of structural failure. This may include for example:

- inadequate or shallow foundations
- differential foundation depths between buildings, extensions or conservatories
- structural design faults
- major works or internal alterations to adjacent properties
- deterioration of building materials such as wall ties, brickwork or lintels
- changes in site drainage / seepage from broken / poorly maintained water pipes
- unstable or made ground, landslip
- vibration damage from busy traffic

7.25 The United Kingdom has a distinctive approach to clay-related subsidence compared with many other countries. Although ground movement associated with clay soils occurs globally, the UK is unusual in having a specific, well-developed industry devoted to its assessment and management. In many nations, minor cracking or seasonal movement is regarded as a normal characteristic of buildings, and properties with such issues typically change ownership without difficulty. This is partly because subsidence insurance is not mandatory in many jurisdictions and, as a result, its impact on property values is significantly less pronounced. Historically, the UK held a similarly relaxed view prior to the introduction of dedicated subsidence insurance products in the 1970s. In numerous countries, such insurance is unavailable, while in others it is offered only as an optional add-on.

7.26 Most buildings undergo seasonal movement, leading to cracks that may open and close throughout the year. Public understanding of this natural behaviour is often limited, and there can be a low tolerance for any visible cracking or structural movement. This may prompt unnecessary insurance claims and lengthy investigations, during which property transactions may become difficult to progress. Information relating to any subsidence case should be disclosed to relevant parties during the sale process, as it may influence marketability, valuation, and transaction timescales.

7.27 Most trees do not cause this type of damage and the likelihood of it occurring is therefore not reasonably foreseeable or inevitable simply because a tree is close to a building.

7.28 Tree related subsidence can generally only occur where trees and buildings are located on shrinkable clay soils as this is the only soil type that will shrink or swell, depending on its

moisture content. Naturally there are seasonal and cyclical changes in soil volume between summer and winter due to changes in seasonal rainfall and temperature.

- 7.29 Trees and other types of vegetation can increase the amount of soil drying and ground shrinkage during the summer months when they are in full leaf and actively growing. This is normally only a problem when the amount of water use exceeds the water being replaced by seasonal rainfall and a significant soil water deficit occurs, for example in prolonged periods of drought.
- 7.30 The amount of drying shrinkage and fluctuation in soil volumes is normally greatest nearest the surface and diminishes with depth, therefore modern building foundations are typically placed deep enough to where conditions are more stable. In extreme cases or where properties are built on shallow foundations, the building may be unable withstand the extent of seasonal movement which then results in structural damage.
- 7.31 The damage can be temporary or seasonal with signs of recovery through the winter months when nearby trees become inactive, before initiating a further cycle of damage the following summer. It can also sometimes be progressive and become worse over time. For example, where young trees increase their annual water demand as they grow each year and where there are successive dry summers or low annual rainfall.
- 7.32 The removal of trees that are significantly older than a nearby building can also cause damage via ‘heave’ as the soil progressively rehydrates each year and increases in volume. The expansion may cause upward movement of the foundations and cause visible cracking in the building, often being more pronounced adjacent to where the nearest trees were removed.
- 7.33 Due to the many possible causes of structural damage and the potential for a combination of interacting factors, tree removal may not always be the correct or most appropriate solution. It is therefore essential that professional, technical investigations are undertaken to carefully evaluate the most likely cause/s of damage before determining the most appropriate solution. For example, engineering solutions such as structural repairs or underpinning may be more appropriate than removing trees, or in some cases may need to be combined with works to trees.

Providing technical evidence of tree related damage

- 7.34 Where there is insufficient evidence, or no clear and unambiguous correlation between the reported damage and the effects of the tree(s), it will be necessary to provide professional technical evidence in support of any claims for damages/repairs or requests to undertake works to trees. This must be sufficient to identify the most likely cause/s of damage and enable appropriate remedial options to be evaluated. Technical evidence should normally include the following.
- Structural Engineer’s report providing a comprehensive assessment of the nature, extent and type of damage that has occurred.
 - Crack and/or level monitoring records as appropriate for at least 1 year to clearly show patterns of cyclical movement that corresponds with seasonal root activity from nearby trees.
 - An evaluation of the potential causes of structural movement, the mode of damage, and possible remedial options.
 - The Category of Damage as per Building Research Establishment (BRE) classifications.
 - An Arboricultural report to assess all relevant trees and vegetation within the theoretical ‘zone of influence’ of any reported damage.
 - Formal identification of live roots of the same family or species found below the level of the foundation.

- Geo-technical survey indicating location of trial pits/boreholes, soil profiles; moisture contents; evidence of desiccated shrinkable clay soil; This must also include a control trial hole that is remote from the influence of nearby implicated trees.
- Details of foundation design, depth below ground level and whether the building was constructed before or after the tree/s was planted.
- Other evidence may be required in some circumstances, such as a drain survey, or other types structural assessments where appropriate, e.g. contour / distortion survey.
- Photographic evidence of any visible damage believed to have been caused by implicated trees.

7.35 Tree removal or other associated works will not normally be considered without sufficient evidence to show that the tree/s in question are a significant contributory factor in the reported damage and their removal is necessary to enable effective repairs to be carried out.

7.36 In some situations we will remove or prune trees where we consider that:

- there are clear visible signs of direct damage caused by the tree(s) in question which cannot reasonably be remedied by other means:
- the tree/s is not suitable for continued or long-term retention with regard to its location, the species of tree/s, its potential mature size and growth characteristics:
- it is highly likely the implicated trees will cause continuing or recurring damage irrespective of alternative remedial works.

7.37 We will not normally consider removal of trees where design or building methods failed to take into account trees present at the time of construction in line with the relevant regulations and industry standards.

7.38 Alternative options for remedial works and tree management will be considered in each specific case before determining further action.

7.39 In some cases where trees are removed, replacement planting may be undertaken with alternative, more suitable tree species that are less likely to cause similar damage.

Damage from falling trees and branches

7.40 Where trees owned by the council, or their branches, cause damage by falling, the council will normally only be liable if this was reasonably foreseeable and reasonably preventable. This would not be the case, for example, where an otherwise healthy tree or branch failed in severe weather.

7.41 Claims relating to damage, or harm will be determined by insurers on a case-by-case basis.

Insurance claims

7.42 If you have suffered damage or injury where you believe we are liable, you can report it, and we will investigate the incident. You can do this online through our website www.northyorks.gov.uk/your-council/get-touch/contact-us

8 ANTI-SOCIAL BEHAVIOUR

Trees

8.1 If a council owned tree / woodland is the focus of activities leading to antisocial behaviour, options to reduce the problem will be considered in consultation with appropriate council services.

8.2 We will determine the nature and extent of any action to be taken on a case by-case basis. Works that would have a negative impact in the health or amenity value of trees will only be

considered in exceptional circumstances where the benefit would clearly outweigh the harm.

Vandalism and damage to council owned trees

- 8.3 Vandalism to trees can have a significant negative impact on the local community as well as significant cost implications. It commonly includes damage to young, newly planted trees, unauthorised, inappropriate works to established trees, or deliberate physical damage, poisoning, or removal of trees without permission.
- 8.4 In some cases, damage to trees can be accidental, as in the case of vehicle accidents, however where it is deliberate it constitutes criminal damage to council property.
- 8.5 We will investigate any reports of vandalism or damage to trees within our ownership and seek to undertake appropriate remedial works wherever possible. This may include pruning or removing excessively damaged trees, replacement of trees or other measures as appropriate, having particular regard to public safety.
- 8.6 Where possible we will take legal action against the person(s) causing the damage. Serious acts of vandalism to trees or other unauthorised works will be reported to the police for further investigation.
- 8.7 Where appropriate we will seek compensation that is proportionate to the level of damage caused. We will calculate the asset value of the trees in question using the 'Capital Asset Valuation for Amenity Trees' (CAVAT) method. This will provide an asset value expressed in monetary terms which will be used to assess the level of harm, and the level of compensation required. More information on CAVAT can be found on the London Tree Officer's Association website: <https://www.ltoa.org.uk/resources/cavat>.
- 8.8 Rope swings, other structures or fixings such as signs, bird boxes, tree houses and other such items should not be attached to council owned trees without permission. Where found, these will normally be removed for general health and safety reasons.

High Hedges

- 8.9 The council has the power, under the Anti-social Behaviour Act 2003 and the High Hedges Regulations 2005, to deal with complaints about high hedges which affect residential properties. The legislation only applies to hedges of over 2m in height, made up of a line of 2 or more trees or shrubs of mostly evergreen or semi-evergreen species that form a barrier to light or access. It does not cover individual trees, even if they are multi-stemmed.
- 8.10 Householders wishing to make a complaint need to submit a planning enforcement complaint form to the council. They will need to demonstrate that all reasonable attempts have been taken to resolve the dispute before involving us. We will not normally accept an application where there is no substantiated evidence that the negotiation process has been pursued. A fee is payable for this service, to be paid by the complainant.
- 8.11 Our role is not to mediate or negotiate between the complainant and the hedge owner but to adjudicate on whether, in the words of the Act 'the hedge is adversely affecting the complainant's reasonable enjoyment of their property'. In doing so, we must take account of all relevant factors and must strike a balance between the competing interests of the complainant and hedge owner, as well as the hedge owners' amenity and that of the wider community.
- 8.12 Any complaints relating to hedges owned by the council will be dealt with impartially. Complaints will be handled by a team which is not responsible for maintaining the hedge.

8.13 If we consider that the circumstances justify it, a formal ‘remedial notice’ will be issued to the hedge owner, which will set out what they must do to the hedge to remedy the problem and to prevent it recurring. It’s an offence to fail to do what a remedial notice requires. Such an offence is punishable with a fine of up to £1,000, and the council also can enter the land and carry out the required work where it considers it appropriate.

8.14 More information can be found on the council and Government websites.
<https://www.gov.uk/government/publications/high-hedges-complaining-to-the-council/high-hedges-complaining-to-the-council>

9 TREES ON PRIVATE LAND PRESENTING RISKS TO THE PUBLIC

Trees affecting the highway

- 9.1 If a privately owned tree is causing;
- a danger to a highway including a Public Right of Way
 - an obstruction to a highway including a Public Right of Way
 - impairing visibility at a road junction, to a traffic signal, streetlight or street sign, or
 - damage to a pavement; we will,

use powers which exist under the Highways Act to require that the owner makes safe / removes the obstruction. If they do not, the council has the powers to undertake the work and recharge the owner which then becomes part of a Local Land Charge.

Other potentially hazardous trees on private land

9.2 We have powers under the Local Government (Miscellaneous Provisions) Act 1976, Section 23, to deal with trees in private ownership that are dangerous. This legislation only allows us to become involved when trees pose an imminent threat to people or property. It does not empower us to get involved in private disputes between neighbours.

- 9.3 These powers are discretionary and would only be considered where:
- there is a high probability of the tree causing significant damage or injury, and
 - the tree’s owner has been made aware of the risk and is unable or unwilling to mitigate the risk or ownership cannot be established.

9.4 We can serve notice on a tree owner to carry out specified safety works within a period of not less than 21 days. Where the specified safety works are not carried out, we do have powers to enter the land, carry out the works and reclaim from the land owner any reasonable costs incurred.

- 9.5 Where it is considered appropriate, we will undertake one of the following actions depending on the level of risk and the site location and conditions:
- secure the affected area to prevent public access and notify the tree owner of the risk posed and action to be taken
 - undertake work from a position within council owned / managed land where safe to do so
 - as a last resort, enter the property and carry out remedial works to remove the risk.

10. TREE PRUNING ADVICE

10.1 All forms of pruning results in a level of wounding to the tree, excessive pruning as a consequence result in excessive wounding. Practices which were once thought of as commonplace are now known to cause levels of wounding that trees, typically, are unable to recover from. Past acceptable works included the topping and lopping of trees along with crown thinning and crown cleaning, it is now well documented that these types of works are detrimental to tree health and offer little if any benefit to persons or property nearby.

- 10.2 There has been a British Standard for tree works recommendations (BS3998) since 1966, which was amended in 1989 and later in 2010. Additionally, the European Union with professional input from the British tree industry has produced a tree pruning standard since 2021, amended in 2024 and considered to be industry standard not only in the EU but also the UK and is supported by the Arboricultural Association.
- 10.3 The over-riding lesson learned from over seventy years of research into tree pruning is that less is best. Trees are highly dynamic and have the ability to adapt to ongoing changes around them, large canopy loss results in an accelerated period of regrowth, whereby the tree quickly replaces lost canopy, to the point it attains its previous shape and then de-accelerates the growth, meaning costly reduction works offer only short term outcomes and require repeated future works, with an ongoing expense both monetarily and to the tree.
- 10.4 If you have trees you would like to be pruned, take the time to find a reputable Arborist who can offer advice that is in line with modern industry practices and also has the competence to carry out any works without posing an additional risk to themselves or others. Alternatively access websites, such as the Arboricultural Association which offers advice on pruning and list approved tree care specialists, see www.trees.org.co.uk.
- 10.5 As a Local Authority we will only approve tree works that are in line with modern arboricultural practices and/or can be referenced through current standards. Where it cannot be shown that recommendations are not a detriment to the tree, in question, they will not be supported.
- 10.6 Current standards relating to tree work, in the UK are;
- BS3998:2010 Tree Work – Recommendations
 - European Arboricultural Standards 2022-2025

11. TREE PLANTING

- 11.1 As part of the management of the council's tree resource we need to plant new trees and woodlands to replace those that are lost and to increase tree cover in our urban and rural landscapes for the benefits that brings to the amenity of local communities and to the ecological and climate resilience of our environment.
- 11.2 NYC is a partner in the White Rose Forest (WRF) - the Community Forest for North and West Yorkshire. It is a partnership of local and combined authorities, national park authorities and national landscape organisations, Department for Environment, Food & Rural Affairs (Defra) organisations, alongside national, regional and local charities, businesses and community enterprises.
- 11.3 The WRF is not a single 'forest', but the network of all trees, woods and forests across North and West Yorkshire, including trees in gardens and on residential streets, in town and city centres, along transport routes, in parks and green spaces, by rivers, canals and lakes, on farmland and in the countryside.
- 11.4 Through this partnership and our own policies we will seek to increase urban and rural tree cover by planting trees and creating woodlands on our own land and we will work with others to support and encourage planting by other parties.
- 11.5 In choosing sites for urban tree planting we will seek to prioritise those which deliver the greatest benefits and particularly areas where tree cover is currently deficient or of poor quality or affected by diseases like Ash Dieback.

Species selection

- 11.6 We will seek to plant ‘the right tree in the right place’ having regard to site conditions, context, and the long-term growth potential and form of the species.
- 11.7 In selecting and locating trees we will have regard to the ultimate size, spread and growth characteristics of the species to ensure they will remain compatible with their surroundings. We will take into account factors such as the shedding of honeydew, production of fruit or berries, creation of heavy shade or development of pendulous branches which may make some species inappropriate in some locations.
- 11.8 Consideration will be given to physical and environmental factors to ensure that new trees are suited to the planting site. This will include an assessment of ground conditions, soil type, exposure, climatic conditions, drainage and pollutants and the requirements and tolerances of the tree species.
- 11.9 We will avoid planting single species monocultures to reduce the risks from harmful, pests and diseases and increase the resilience and sustainability of new tree planting schemes.
- 11.10 We will plant species native to the County and characteristic of the area wherever this is appropriate for the benefits they bring to biodiversity and nature recovery. This will be particularly the case when planting in rural situations, the countryside on the edge of towns and villages, and in natural greenspace, wildlife and green infrastructure corridors within urban areas. Native species or their ornamental cultivars will also be planted in more formal urban spaces where appropriate.
- 11.11 We will plant selected non-native trees in urban situations where they are appropriate either because of their aesthetic qualities as specimen trees or because their growth characteristics and other adaptations make them more suited to urban environments; for example, a compact form or tolerance of dry or wet conditions, shallow soils, air pollution, road salt etc.
- 11.12 When restocking woodlands following felling operations or storm damage, we will use natural regeneration where appropriate.
- 11.13 Where trees are removed, we will aim to plant replacement trees at or near the original location, provided it is appropriate to do so and subject to available resources.

Specification and aftercare

- 11.14 Tree planting will be undertaken in accordance with good practice and with reference to British Standard 8545: 2014 Trees - From Nursery to Independence in the Landscape - Recommendations.

12 TREES AND DEVELOPMENT

Planning applications

- 12.1 The Town and Country Planning Act 1990 highlights that trees are a material consideration, even if not protected by a formal TPO, while the impact of a development on trees is a relevant factor that councils must consider, potentially leading to refusal if trees with high amenity value are threatened. All applications are considered under the Avoid, Mitigate and Replace principle.
- 12.2 The arboricultural team are consultees to the planning department working alongside planning officers on all aspects of the development management from householder, major to master planning.

- 12.3 Applications will be considered in line with BS5837:2012, its successor, and evolving best practice though this may include deviations from the noted standard.
- 12.4 Where development includes trees on or adjacent to the site there will be a requirement for the following in line with BS5837:2012 or its replacement:
- Tree survey (sec 4.4) - what trees, where and dimensions
 - Arboricultural Impact Assessment (AIA sec 5.4) - a challenge to the design by the arboricultural specialist who will endeavour to remove obvious conflicts including, for example, removing all built form within root protection areas. Applications should include a Constraints Plan to highlight the areas that cannot be part of the proposed built form proposals. This would include root protection area, access and internal highway/footway network, attention features, drainage etc.
 - Arboricultural Method Statement (AMS sec 6.1) - tree protection measures including specialist elements to address challenges that could not be designed out as part of the AIA and have *overriding planning justification* (planning officer guidance).
- 12.5 Planning applications will be considered on the pretext that in the most part trees are retained given the value they add to considered development proposals. The arboricultural team will, at the basic assessment level, consider the following:
- No loss of healthy trees unless there is an overriding planning justification
 - Default position is that no works will be supported within the root protection areas of retained trees unless there is an overriding planning justification
 - Retain trees to consider future growth reducing conflict over the long term with residents by providing space to grow
 - New streets should be tree-lined, and developments should incorporate additional planting with adequate long-term maintenance arrangements.
 - Development resulting in loss/deterioration of ancient woodland or ancient/veteran trees should be will not be supported unless wholly exceptional reasons and compensatory strategies exist.
- 12.6 Planning applications will be expected to consider the challenges associated with climate change including foundation design. A structural engineers' considerations will be required where structures, including garages and outbuildings, are located close to trees. Subsidence and movement are often cited as justifications for the felling of trees, when engineered considerations would have avoided such problems. Where new structures are considered near to existing trees there will be a requirement to demonstrate that the maturing trees and structures can co-exist over the coming decades as a result of suitable foundation design.
- 12.7 Master planning is an evolving area of the arboricultural team. The arboricultural team are consulted and input to the process to secure the high-quality existing trees along wider landscape features. As part of the master planning considerations site constraints plans are to be published which will include trees to be retained. In order to aid the future design, retained trees will be considered to have indicative root protection areas in line with BS3998:2012 (or its updated equivalent).
- 12.8 New tree planting, as part of large development proposals, is a live challenge. In line with emerging landscape design guide the arboricultural team will support and advise on the planting of highways trees in line with the principles highlighted in line with NPPF paragraph 136.
- 12.9 The arboricultural team will continue to work closely with planning and landscape teams to develop measures that protect, support, and secure the long-term viability of landscape schemes delivered through development proposals. This collaborative approach will help ensure that newly planted trees establish successfully and have the necessary resources to

grow into the mature specimens envisaged during the planning process. All new tree planting will be required to incorporate soil volumes appropriate to the selected species at maturity, ensuring healthy growth and resilience over the long term.

- 12.10 Green and blue infrastructure solutions, below-ground cellular confinement systems, and root-barrier technologies will become required elements of schemes where tree planting is constrained by built form or impermeable surfacing. These measures will help ensure that planting proposals remain viable and that trees can establish and develop without conflict with surrounding hard infrastructure.

13. TREE PRESERVATION ORDERS (TPO) AND TREES IN CONSERVATION AREAS

Overview

- 13.1 In England Local Planning Authorities have the power to protect trees by making a Tree Preservation Order (TPO) if they consider it to be expedient in the interest of amenity. They also have a duty to make TPOs as they consider necessary in connection with the grant of planning permissions. Trees are also protected if they are in a conservation area (see below).
- 13.2 A TPO is a legal document made, administered and enforced by the local planning authority. It protects specified trees, groups of trees or woodlands and prohibits cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of trees (including cutting roots) without our written consent.
- 13.3 A TPO can protect anything from a single tree to all trees within a defined group or woodland. As many of these are woodlands or groups, the number of trees protected by them is much greater.
- 13.4 When you are buying a property, the presence of a TPO should be revealed by the search of the local land charges register.
- 13.5 Anyone who contravenes an Order by damaging or carrying out work on a tree protected by an Order without getting permission from the council, or who carries out such work to a tree in a Conservation Area without giving prior written notice to the council, is guilty of an offence and may be fined.
- 13.6 More information on Tree Preservation Orders and trees in conservation areas can be found on the Government website: [Tree Preservation Orders and trees in conservation areas - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/topics/tree-preservation-orders).

Serving new TPOs

- 13.7 We will serve new TPOs where it considered expedient in the interest of amenity and typically:
- Where there is a potential threat to a tree or trees. The threat may not be imminent and could be unknown to the council though reasonably predictable in the future.
 - In response to requests from members of the public and local councillors
 - As part of the council's review of existing TPO
 - Where it appears necessary in connection with a grant of planning permission or a notification of works in a Conservation Area
 - As a result of tree surveys or assessments by members of the Tree and Woodland Team
 - To secure replanting of trees or to protect newly planted trees on development sites.

- 13.8 When deciding whether an order is appropriate, we will take into account the amenity value of trees, their potential life expectancy and the circumstances which might make it expedient to make an Order as part of a TPO assessment.
- 13.9 We will not normally place TPO's on trees within the ownership of the council or management responsibility as they are already under its control and subject to a professional standard of assessment, maintenance and decision making. There will be some exceptions where, for example, trees overhang private land or are located on adopted highways or open spaces and could potentially be affected by other landowners wishing to undertake works such as pruning under Common Law rights.
- 13.10 We may review existing TPO's at any time to assess whether it remains appropriate to protect the trees in the present circumstances, or to update any changes arising since the Order was originally made. Where necessary we will either vary or revoke or make a new replacement order to reflect any changes.

Works on Protected Trees

- 13.11 A landowner is responsible for the management of trees within their ownership, not the council. The role of the Local Planning Authority (LPA) is purely regulatory in determining whether to grant or refuse permission to undertake works to trees or, where appropriate, apply conditions to define the nature and extent of the work that is permitted.
- 13.12 If you intend to carry out any work to protected trees, you must apply for consent from the LPA prior to any pruning on site. If you do not own the tree, you must also obtain the owner's permission before carrying out the work. Consent is not required:
- to remove dead branches from a tree (though retention of deadwood is encouraged where safe to do so due to the ecological value)
 - where the tree is dead (though you are required to give five working days' notice before any works are carried out) and are advised to collate and retain evidence to show the tree has died
 - where works are urgently necessary to remove an *immediate* risk of serious harm (in this case you should notify us as soon as practicable after the works become necessary and provide evidence to support the alleged imminent risk)
 - to carry out the minimum work that is necessary to prevent or abate an actionable nuisance
 - works to provide clearances over the highway or footway or posing justified risk under the Highways Act 1980 are exempt
 - where full planning permission has been granted and approved tree works necessary to implement that planning approval
 - to carry out works to hedges.

Note - It is common for the enforcement section to be contacted during works that have not gone through the TPO process. Works that are exempt under the regulations, as noted above, may not be evident to others and it is recommended that evidence is collated prior to any action to provide evidence that supports the outcomes. Claiming to have removed a "dead" tree without evidence to back up this statement can be problematic.

- 13.13 Applications should be made using the standard 'Tree Works' application form. Information on how to do so can be found on the council's website via Public Access. In many cases the tree contractor will complete this process on behalf of their client.
- 13.14 Prior to applying for works it is recommended that residents contact a minimum of three local tree surgeons/arborists for advice. Many will complete the application form on the householder's behalf in line with the and specify pruning in line with BS3998:2010/European Arboricultural Standards 2022-2025. Applications should include a

technical assessment where typical tree features e.g. cavities, are put forward as justification for the proposed works.

- 13.15 Once an application has been submitted, we may either grant subject to conditions or refuse with reasons. If a technical report has been submitted with the TPO application the main/pertinent points will be addressed as part of officer comments.
- 13.16 We will normally grant consent (with or without conditions) where the proposed work is deemed to be in line with good arboricultural practice and is not likely to have a negative impact on the long-term health and amenity value of the tree/s in question. Applications will normally be refused if proposed works are inappropriate, unnecessary and / or contrary to good arboricultural practice. Examples of poor practice not routinely supported include:
- Technically unjustified loss of healthy trees
 - Technically unjustified crown reduction (lopping, topping, pollarding)
 - Crown thinning (outdated form of pruning no longer supported)
- 13.17 Applicants may also be required to provide independent technical reports to substantiate proposals to fell or prune trees that are claimed to be hazardous or to be causing structural damage to properties.

If you have seen felling or pruning work being carried out on a protected tree that you believe may be illegal you can report it through the council's website or contact planningenforcement@northyorks.gov.uk

Works to trees in Conservation Areas

- 13.19 If a tree(s) within a Conservation Area has a stem diameter greater than 75mm (3") measured 1.5m from the ground level, you are required to give us six weeks' notice of any tree works that you are proposing. This enables us to assess the proposed works, and if the works are not considered to be in line with best practice and would be to the detriment of the local amenity, serve a TPO. If no decision is received within six weeks, then the works can go ahead.
- 13.18 If you wish to do works to a tree in a conservation area, you will need to notify us by using the standard Tree Works' application form. Information on how to do so can be found on the council's website via Public Access.
- 13.19 Conservation Area notices are served on the planning department giving 6 weeks' notice with only three options available to the planning authority. The three options are:
- make a Tree Preservation Order if justified in the interests of amenity, preferably within 6 weeks of the date of the notice.
 - decide not to make an Order and inform the person who gave notice that the work can go ahead, exactly as specified on the Notice; or
 - decide not to make an Order and allow the 6-week notice period to end, after which the proposed work may be done within 2 years of the date of the notice.
- 13.20 Conservation area notices cannot be:
- Be withdrawn
 - Be amended
 - Refused
 - Include conditions
 - Include replacement planting

Information on exceptions to the need to notify can be found on the Government website: [Tree Preservation Orders and trees in conservation areas - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Development by the council

- 13.21 When carrying out development on its NYC owned or managed land, that may affect trees, the department responsible for the work will engage with the council's arboricultural team at an early stage in the process to ensure that effects on trees are fully considered and that good arboricultural practices are adopted. We will follow the guidance contained in:
- British Standard 5837: 2012 Trees in relation to design, demolition & construction – recommendations (or its updated equivalent).
 - Streetworks Volume 4 issue 3 2026 - Guidance for the planning, installation and maintenance of utility apparatus in proximity to trees (2026).

Trees & Utilities

- 13.22 Trees can easily be damaged by the installation or maintenance of utility apparatus either above or below ground. This often includes root severance or pruning of tree branches to maintain clearances from essential utility services.
- 13.23 Many service providers such as water, gas, electricity, telecommunications have statutory powers under Acts of parliament to undertake works to trees where it is necessary for the installation or maintenance of their apparatus.
- 13.24 The council will seek to co-operate with utility providers and will be guided by best practice as outlined in the Streetworks volume 4, issue 3 - Guidance for the planning, installation and maintenance of utility apparatus in proximity to trees (2026) and Trees and Telecommunications (2022) produced by the Association of Tree Officers.

14 OTHER FACTORS CONSTRAINING TREE WORKS**Forestry Commission (FC) Felling Licences**

- 14.1 In the UK the felling of trees is a legally controlled activity under the Forestry Act 1967 (as amended). A felling licence is normally required from the Forestry Commission if you wish to fell more than five cubic metres of timber per calendar quarter. More details can be found on the Forestry Commission website:
<https://www.gov.uk/guidance/apply-online-for-a-felling-licence>
 or you can contact the Yorkshire and Northeast Area Office on 0300 067 4900
 email: yne@forestrycommission.gov.uk

Hedgerow Regulations 1997

- 14.2 Under the Hedgerow Regulations 1997 it is against the law to remove most countryside hedgerows without the permission of the local planning authority. These Regulations do not apply to garden hedges and do not apply to works required for carrying out development for which planning permission has been granted.
- 14.3 To get permission to remove a countryside hedgerow, you must write to your local authority planning department. The way in which the Regulations apply to individual hedges can be quite complex. It is therefore advisable to speak to planning officers before you formally seek permission to remove a hedge. On receipt of a notice to remove a hedge the authority will assess it against criteria set out in the Regulations to discover whether it qualifies as an 'important' hedge.
- 14.4 To qualify as 'important', the hedgerow must be at least 30 years old and at least 20m long (although shorter hedges can be included if linked to other hedgerows) and meet at least one of eight criteria relating to the hedgerow's archaeological, historical, wildlife or landscape value. If the authority decides to prohibit the removal of an 'important' hedgerow, it must let you know within 6 weeks. If you remove a hedgerow without permission, irrespective of whether it would be considered to be an important hedge, you may face an unlimited fine. You may also have to replace the hedgerow.

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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	Parks and Countryside Service		
Proposal being screened	Tree and Woodland Policy		
Officer(s) carrying out screening	Helen Arnold – Tree and Woodlands Manager Jon Clubb – Policy & Strategy Lead		
What are you proposing to do?	Adopt a new Tree and Woodland Policy for NYC		
Why are you proposing this? What are the desired outcomes?	North Yorkshire Council has a legal duty and powers to manage the risk and to protect trees on the land that we manage. This should be reasonable and proportionate to balance the many benefits that trees and woodlands bring. Therefore, developing a county wide approach to policy is crucial to this undertaking and provides Officers, elected Members and all other stakeholders with clarity on how this will be managed		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The team are already in place, this policy will combine knowledge and experience to develop a robust policy framework for the county.		
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		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.	The policy will be county wide. It will have a positive impact on the environment, wellbeing, biodiversity and the preservation of the landscape.			
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.	The policy will provide clarity for all stakeholders.			
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:	
Reason for decision	There will be no adverse equality impacts.			
Signed (Assistant Director or equivalent)	Karl Battersby			
Date	15/04/2026			

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision-making process and should be written in Plain English.

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

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

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Title of proposal	Tree and Woodland Policy
Brief description of proposal	Proposals for the development and adoption of a Tree and Woodland Policy for North Yorkshire Council (NYC). This will draw on best practice in the sector to ensure consistent, safe, and the sustainable management of trees across the county.
Directorate	Environment
Service area	Parks & Countryside
Lead officer	Helen Arnold - Tree & Woodlands Manager
Names and roles of other people involved in carrying out the impact assessment	Jon Clubb – Policy & Strategy Lead
Date impact assessment started	31 March 2026

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

The option to not develop a new policy and to retain legacy policy and guidance in relation to tree management was considered. It is recommended that this option is rejected as the opportunity and benefits of a harmonised approach for the whole of North Yorkshire would be missed.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

Adopting the tree and woodland policy gives rise to no additional financial commitments for the Council, rather, it provides a framework for the delivery of the service.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		X			
	Emissions from construction		X			
	Emissions from running of buildings		X			
	Emissions from data storage		X			
	Other		X			
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X				
<p>Reduce water consumption</p>		X				

How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise pollution (including air, land, water, light and noise)	X			<ul style="list-style-type: none"> • Improving air quality by filtering airborne dust & pollutants and helping reduce the formation of smog and ozone. 		The policy aims to protect trees from unnecessary intervention which will contribute positively to all thematic areas.
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	X			<ul style="list-style-type: none"> • Reduce temperature extremes by providing shade in hot weather and shelter in cold weather. 		
Enhance conservation and wildlife	X			<ul style="list-style-type: none"> • Contributing to biodiversity and providing habitat for a wide range of other species. 		
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape	X			<ul style="list-style-type: none"> • Providing natural forms that soften the hard lines of buildings in urban areas • Bringing character and local distinctiveness to landscapes and townscapes contributing to the setting of historic buildings and streetscapes • Providing screening of eyesores and privacy in residential areas 		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
				<ul style="list-style-type: none"> • Providing amenity value & seasonal interest through their foliage, flowers, fruits and autumn colours 		
<p>Other (please state below)</p>		<p>X</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

Assessment and management of trees will have regard to a wide range of good practice environmental standards including, but not limited to:

- British Standard 3998: 2010 Tree Work – recommendations.
- European Arboricultural Standards 2022-2025.
- British Standard 5837: 2012 Trees in relation to design, demolition & construction – recommendations (anticipated update 2026).
- British Standard 8545: 2014 Trees – from nursery to independence in the landscape – recommendations.
- ISO31000 (2018) – Risk Management guidelines.
- HSE SIM – Management of the Risk from falling trees 2007.
- National Tree Safety Group - Common sense risk management of trees, second edition 2024.
- VALID Tree Risk-Benefit Assessment.
- Streetworks Volume 4 issue 3 2026 - Guidance for the planning, installation and maintenance of utility apparatus in proximity to trees (2008).
- Government Circular ROADS no. 52/75.
- Well Managed Highway Infrastructure (October 2016) – A code of Practice.
- Tree Species Selection for Green Infrastructure: A guide for Specifiers 2018.
- Technical Publications produced by professional bodies such as the National Tree Safety Group, Forestry Commission, Arboricultural Association, International Society of Arboriculture, Institute of Chartered Foresters, European Arboricultural Council, Trees & Design Action Group.

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The tree and woodland policy provide a clear framework for service delivery while delivering significant climate change and environmental benefits. Trees help mitigate climate change by absorbing carbon, improving air quality, and regulating local temperatures through shading and shelter. The policy supports biodiversity, strengthens habitats, and improves resilience to climate impacts such as surface water runoff and flooding. Trees also enhance landscape character, urban environments, historic settings, privacy, and amenity value, with management guided by recognised environmental best practice.

Sign off section

This climate change impact assessment was completed by:

Name	Jonathan Clubb
Job title	Policy & Strategy Lead
Service area	Parks & Countryside
Directorate	Environment
Signature	
Completion date	31 March 2026

Authorised by relevant Assistant Director (signature): Karl Battersby

Date: 15/04/2026

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North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny

29 April 2026

Climate Change Delivery Pathway Performance Report

Report of the Corporate Director - Environment

1.0	PURPOSE OF REPORT
1.1	To provide members of the committee with 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 outlining progress on the Climate Change Delivery Pathway.
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 22 October 2025.
3.2	The report takes a narrative form outlining key progress areas 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. Both the Strategy and the Delivery Pathway are linked in the background papers at the end of this report for reference.
3.3	The last six months have seen a raft of external policies and strategies from Government, consultation plans in development from the York and North Yorkshire Combined Authority (YNYCA) and NYC internal strategies and plans in development phase or coming to fruition. All of these will have high impact on issues in the CCDP over the coming months and years and present an opportunity for NYC to take climate responsible actions.
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. Consequently, the report takes a narrative highlights approach.

4.2 GOVERNANCE AND PERFORMANCE

- 4.2.1 The 'in house' performance dashboard to improve the efficacy of reporting progress is still in development. An example of the dashboard approach is included (Appendix A). It is anticipated the dashboard and associated emissions overviews, will be completed by June 2026. The dashboard will aim to provide automated tracking of emissions from:
- NYC fleet
 - NYC 'grey fleet' business mileage
 - NYC Property
 - Additional information is being prepared to include school transport and North Yorkshire Highways fleet
 - Key Performance Indicators from local and national data sets
 - Narrative updates on activities
- 4.2.2 The Government have published a new 'Local Outcomes Framework' in February 2026. This is an outcomes-based performance measurement requirement, against key national priorities. A number of the metrics will support the CCDP monitoring. These include Energy Performance Certificates, air pollution, various waste and recycling indicators, areas in positive conservation management and various transport related metrics. There is also a 'placeholder' for climate change mitigation whereby the defined metric is not yet determined.
- 4.2.3 The 2025 'Carbon Disclosure Project' results were announced, and NYC achieved a grade A, which is an improvement on the grade B achieved in 2024.
- 4.2.4 The YNYCA revised strategic approach to climate change has been approved for public consultation. The 'Strategy for a Sustainable Future' will be available for comment between 15 April and 10 June. (The weblink is indicated as a background paper at the end of this report.) The document outlines the ambitions and identifies the high impact sector plans to reach the overall aim to deliver a 'step change in climate action'. It has been co-developed with partner organisations including NYC, and the Task and Finish Group has been co-chaired by Cllr David Hugill (Climate Change Champion) with representation from the Exec member for Managing our Environment. Officers are currently developing a response to the document which will include briefings for Members and Directorates across all services.
- 4.2.5 Officers have responded to various policy consultations over the period. This included a joint response with the Yorkshire and Humber Climate Commission to the new 'Regional Energy Strategic Plan' (RESP) Methodology and made submissions to the 'transitional RESP' which focuses on near term energy demands. The RESPs are part of a significant key Government approach to delivering a 'joined up' energy plan to accelerate progress to national net zero ambitions. Officers also provided a consultation response to the YNYCA Retrofit Strategy consultation draft.
- 4.2.6 Climate change awareness for NYC staff continues with the inclusion of a climate change section in the mandatory NYC new induction training pack.
- 4.2.7 The Climate Change Impact Assessments are being refreshed to include reference to our Biodiversity Duty and to support the Local Nature Recovery Strategy implementation.

5.0 MITIGATION

5.1 The Built Environment:

5.1.1 NYC Housing Service continue to deliver retrofit across North Yorkshire. With all the past and current programmes, the issue of local supplier and contractor availability in this fast-moving market is a challenge. The Retrofit Strategy references this and seeks a skills development and pipeline approach to supporting local businesses to gain vital skills in this area:

- The Social Housing Decarbonisation Fund 2.2 is on track to deliver 134 retrofit homes by its close 31 March 2026.
- Social Housing Decarbonisation Fund Wave 3 is halfway through a two-year phased approach. Several practical delivery issues have been encountered which are being addressed and NYC is keen to demonstrate delivery confidence before seeking future growth funding for a third year.
- Warm Homes Local Grant scheme has identified 139 properties that qualify for the support and installation is underway.

5.1.2 The YNYCA Retrofit Strategy public consultation period is now closed. Comments are being reviewed, and it is anticipated that it will be presented for adoption by the YNYCA in Autumn 2026.

5.1.3 NYC has delivered the Shared Prosperity Fund Business Sustainability Programme for York and North Yorkshire on behalf of the YNYCA which concluded on 31 March 2026. This has provided grant support for 25 North Yorkshire based businesses and social enterprises to reduce their carbon emissions through a range of energy efficiency, low carbon heating and renewable energy installations.

5.1.4 The NYC Housing service are working on a proposal for a 'Solar Together' programme, with funding from the Beyond Carbon Pump Priming Fund. Solar Together is a group buying scheme that allows residents to achieve competitive prices on solar panels and battery storage through a reverse auction funding mechanism. It targets the 'able to pay' market and is directed at residents who do not qualify for government-funded schemes such as the Warm Homes Local Grant. It is anticipated to be launched by Autumn 2026.

5.2 TRANSPORT

5.2.1 Increase walking and cycling. NYC submitted its Capability Ratings in September 2025. These ratings, which range from Level 0 to Level 4 (with Level 4 representing the highest level of capability), play a crucial role in determining future active travel funding allocations. This funding will form part of a broader integrated and consolidated local transport settlement running through to 2029/30. To support the Council's ambition to progress from Level 1 to Level 2, NYC provided a substantial and comprehensive evidence base. The assessment ultimately resulted in the authority being scored Level 1, along with 42 other UK local authorities, and the depth and quality of the submission provide a strong platform for future progression. We have the full support of the YNYCA Active Travel Commissioner to increase this score over the coming years. This work also places the YNYCA in a positive position for the next reassessment (expected in around two years) when responsibility for the Capability Ratings return will transfer to them. The process has additionally strengthened internal understanding of the capability expectations and has highlighted key areas for continued development and improvement.

5.2.2 Consolidated Active Travel Fund (CATF). NYC received a total allocation of £1,256,601 from the CATF, comprising £872,999 in capital and £383,602 in revenue funding. Using this allocation, officers submitted four capital schemes, all of which have now successfully passed through the Active Travel England assurance process. These schemes were:

- Bawtry Road underpass, Selby
The scheme will upgrade the existing underpass beneath Bawtry Road (A1041) in Selby to create an accessible walking, wheeling, and cycling route. This will remove the current barrier caused by steep, narrow steps and indirect routes, improving east/west movement across a road carrying over 12,000 vehicles daily. By making the route step-free, the project will enhance safety, reduce journey times, and provide an inclusive link between residential areas, transport hubs, and leisure destinations. The location already sees around 656 pedestrians and 83 cyclists per day, with the nearest alternative crossing 240m away, highlighting strong demand. The improved underpass will also connect directly to a priority LCWIP corridor and ongoing TCF works, strengthening wider active travel networks.
- Austwick to Clapham bridleway
Public Bridleway No. 52 is a key off-road cycling link between Austwick and Clapham, providing a safer alternative to the high speed A65 and forming part of wider low traffic routes between Settle and Ingleton. It also connects to Clapham station and supports National Cycle Network Route 68, the Pennine Cycleway, and the Way of the Roses. However, its deteriorating aggregate surface deters use. This scheme will resurface the route with Flexipave, improve entrances, and add signage and markings. The project supports the Yorkshire Dales National Park Authority's Active Travel Plan and is backed by the Walk, Wheel, Cycle Trust.
- Bridleway connection from Hornbeam Park Avenue to Fulwith Mill Lane and Oatlands
The scheme will upgrade two remaining sections of the bridleway from Hornbeam Park to Oatlands and from the Allotments to Hookstone Road, building on the well-received FlexiPave improvements completed in the central section. The unmade areas are currently uneven and difficult to use, especially in wet conditions. Extending FlexiPave will provide a durable, permeable, low maintenance surface suitable for walking, cycling, and horse riding. Creating a continuous all-weather route will improve access to schools, the railway station, and the college, support recreation, and enhance connectivity for users of all ages and abilities.
- West House Gardens Birstwith footway construction
The developer of the West House Garden site went into liquidation before completing a Section 278 agreement, leaving no funding to deliver the missing 60 metre footway link. Although the new homes are now occupied, residents cannot safely walk to Birstwith village or reach Birstwith Primary School. The only option is a steep, grassy verge that becomes muddy and hazardous. The scheme will deliver a new footway to provide a safe, accessible route for all users. The West House Gardens Birstwith footway scheme has now been completed, whilst the other three schemes above are all progressing through the design stages. All will be delivered by March 2028.

5.2.3 Active Travel Fund tranche 5 (ATF5). The ATF5 allocation to NYC was £369,709 which was received in 2025. This has provided funding to seven schemes, all of which have passed the Active Travel England assurance process. The seven schemes will all be delivered by March 2027. Those schemes were:

- 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 x 4

- 5.2.4 Mayoral Active Travel Fund (MATF). The MATF is a £4 million programme designed to make it easier and safer to walk, wheel, and cycle across York and North Yorkshire, supporting healthier communities, sustainable travel, and local connectivity. The MATF includes a Public Sector element worth £2.4 million, aimed specifically at public bodies such as Local Authorities, National Park Authorities, the Canal & River Trust, and other similar statutory organisations. Eligible public bodies were invited to submit bids for projects seeking £100,000 to £500,000 per scheme, with all proposals requiring 10% match funding. The YNYCA expect to announce the successful schemes in April/May 2026. If successful, all schemes must be delivered by January 2028. NYC submitted four projects:
- Skipton Canal Towpath Upgrade
This scheme is part of a key LCWIP corridor (Skipton town centre to Snaygill) and will deliver 600m of towpath improvements. Improvements include a wider sealed surface between Pinder bridge and south of the hospital near Keighley Road, improving accessibility and connectivity to key amenities. The proposed scheme cost is £554k.
 - Minor Scheme Package
A package of minor improvements that will increase the uptake of active travel in various settlements in North Yorkshire. Proposed scheme cost £458k.
 - ANPR School Street Support
To fund the delivery of ANPR cameras at school street locations within North Yorkshire. Proposed scheme cost £264k.
 - Skipton Accessibility Package
A package of accessibility improvements for pedestrians in and around Skipton High Street such as improved crossing points on key desire lines including tactiles, widened traffic islands and dropped kerbs. Proposed scheme costs £220k.
- 5.2.5 Mayoral Active Travel Fund Community Pot. The community element is a £1 million Open Fund designed to support projects that encourage more walking, wheeling, and cycling across York and North Yorkshire. It is open to community organisations, charities, businesses, and other non-profit groups, who can apply for £5,000 to £100,000 for both capital and revenue projects. NYC officers are supporting numerous community organisations with proposals. Successful schemes must be delivered by January 2028.
- 5.2.6 In Skipton circa £7m of DfT Transforming Cities funding was utilised to deliver 1.4km of accessible public footpath linking Skipton railway station and bus station and then into the town to create improved pedestrian links to key sites for education learning and leisure including new canal tow path to Craven Auction Mart, College Campus and Craven Leisure Centre and new connections to Airville Park, wildflower meadow and allotments. The scheme also saw the installation of new pedestrian bridge at Gallows Bridge improving accessibility to the Bus Station.
- 5.2.7 NYC has accepted 'Bikeability' grant for 2026/27 from Active Travel England. This will enable up to 3204 level 1 and 2 Bikeability places with provision for SEND and inclusion funding. The remainder of the funding required to deliver the training will be sought from cost recovery from schools and from NYC additional contribution.
- 5.2.8 Increase access to alternative fuels. Work is underway to find a provider to support with replacing charging units and taking over the operation of existing units across North Yorkshire. Staff charging at County Hall and other sites is now in place allowing potentially greater utilisation of the infrastructure and to bring in some income to support the running of the charging points. Work on the Local Electric Vehicle Infrastructure (LEVI) programme to expand the EVCP network aimed at residential use in North Yorkshire is delayed but work to resolve this and bring forward a plan for priority delivery remains ongoing.

- 5.2.9 Low carbon travel choices. The Bus Service Improvement Plan (BSIP) is now the responsibility of YNYCA to cover both North Yorkshire and York. Consultants have recently been appointed to draft a new joint BSIP and to develop a plan in conjunction with NYC and CYC, which is due to seek approval from YNYCA in July 2026. The continuation of the £1 young person fare cap beyond 01 April 2026 is currently under consideration by the YNYCA. A verbal update will be given at the meeting.
- 5.2.10 Local Transport Plan. The YNYCA Local Transport Plan (LTP) is currently being developed, being led by the CA but in close partnership with York and North Yorkshire councils. The Local Transport Plan is a statutory document, which local transport authorities in England are required to develop and then keep up to date. The LTP for York and North Yorkshire will set out the mayor's vision for transport and will explain in how the YNYCA and partner councils will work towards achieving that vision. The YNY LTP is being developed at pace, so will be a relatively high-level strategy, with greater detail to follow in subsequent linked plans and policies. It is anticipated that a draft version of the LTP will be ready for consideration by the YNYCA and councils in May 2026. Further to that, the LTP will be subject to extensive stakeholder and public consideration through a statutory consultation, which will run over the summer. It is anticipated that the LTP will be adopted by the YNYCA later in 2026.
- 5.2.11 Air Quality Work is currently underway to draft North Yorkshire Council's Air Quality Strategy. In collaboration with colleagues in Environmental Health, the Public Health team have started gathering information and bringing relevant partners together to work on the development of the strategy. This will be a strategic document which will highlight air quality work undertaken by the Council and how this work will develop going forward to deliver on our ambitions. There are many service areas in the Council working on air quality, both indoor and outdoor including planning, housing, NYC properties, environmental health, active travel and EV infrastructure. The strategy will provide the overarching vision for improved air quality in the county through a set of goals/ambitions. It is hoped that the strategy will be adopted by the Council in 2027.
- 5.3 Waste and Circular Economy
- 5.3.1 Following the successful implementation of Simpler Recycling in Malton in 2025, the next locality to receive twin bin recycling bins will be Richmondshire in late 2026.
- 5.3.2 A route optimisation exercise is underway to create new routes, making sure vehicles and crews are deployed in the most robust and efficient way across the whole county. This work to model the rounds will be complete by the end of 2026.
- 5.3.3 A new waste strategy and infrastructure options appraisal exercise is currently being procured. This will establish council priorities, targets and milestones, and evaluate the processing capacity and capability needed to maximise the recovery of recyclable material. Draft reports will be complete by the end of 2026.
- 5.3.4 Food Waste and food production decarbonisation are themes in the NYC Food for the Future in North Yorkshire Framework for Action, published in November 2025. This identifies activities to tackle food waste in food production and consumption, including opportunities for waste recovery such as in anaerobic digestion. The document is included as a reference paper at the end of this report.

- 5.3.5 The Government's Circular Economy Taskforce as convened in 2024 and has been preparing a Circular Economy Strategy for England. The Circular Economy Growth Plan and associated 'roadmaps' for high priority sectors including agri-food, the built environment, chemicals and plastics, transport, and electronics, is now anticipated to be launched in 2026. It is also referenced in the Government's Environmental Improvement Plan. (Link below in background papers)
- 5.4 Renewable Energy Transition
- 5.4.1 Government policy regarding renewable energy transition has taken a strong step forward in recent months with the publication of transformational policy and operational documents which will drive the investment decisions of Government and Distribution Network Operators for many years.
- The Local Power Plan by Great British Energy (GBE), with a vision that by 2030, every community in the UK will have the opportunity to benefit from and own a local energy project. The LPP link is available in the background papers.
 - National Energy Systems Operator bringing forward the RESP and the tRESP. (4.2.5)
- 5.4.2 It is vital that NYC is aware of and responding to these policies and initiatives to ensure that our businesses and communities can benefit from and take advantage of the move towards energy independence and locally owned renewable energy. Officers have responded to the RESP consultation as outlined above and continue to work closely with partners to ensure NY is able to respond to future consultations.
- 5.4.3 NYC has continued to raise the matter of smart meter availability in rural locations of our geography. Unless residents, businesses and communities can access smart meters, they are not able to achieve the benefits of the renewable energy transition.
- 5.4.4 NYC Officers are working closely with the YNYCA to deliver the Energy Generation Accelerator Programme (EGAP). This is a two year programme which aims to identify and address the challenges of renewable energy and heat generation alongside developing and investable pipeline of projects with local authorities, and communities. This includes work packages to identify renewable energy opportunities across the geography, feasibility studies and community engagement. All the activities will also identify opportunities for introduction and scaling up community energy projects.
- 5.4.5 The Strategic Energy Partnership team, working to deliver on the Local Net Zero Accelerator (LNZA) Programme, continues to explore, alongside the YNYCA and City of York Council, how a partnership approach to achieving the region's net zero targets might be implemented. A market engagement webinar showcased the regional opportunity to the private sector, community groups, educational institutes and interested individuals with valuable insights gained during this exercise. The team continues to develop and explore net zero projects and assess the likely co-benefits these may have for our communities. The programme has onboarded a consortium of consultants who are now working with the project team to illustrate the full opportunity the region has to offer before the programme closes in August 2026.
- 5.4.6 NYC continues to benefit from our involvement with the LNZA programme through workshops and engagement with other authorities progressing with their own net zero targets, continuing to utilise opportunities to learn and share outputs.

5.5 Agricultural Emissions

- 5.5.1 Through the UK Shared Prosperity Fund Business Sustainability Programme, 16 farms in North Yorkshire have received grant support towards their decarbonisation action plans. The majority have installed large scale solar PV arrays with battery storage to support dairy and arable production facilities.
- 5.5.2 The YNYCA, through the Carbon Negative Challenge Fund, has been able to support regenerative farming projects such as Pasture for Life, which seeks to demonstrate how low-input pasture-based farming can support rural economies, regenerate landscapes, and enrich food systems
- 5.5.3 YNYCA has been working with key partners, including the Local Nature Recovery Strategy (LNRS) team at NYC, to consider opportunities to support farmers and land managers transition land management practices to more sustainable approaches. This has been supported by our work through a Defra Pathfinder where we have explored ways of working collaboratively with Defra and its Arm-Length Bodies on shared priorities, relating to rural growth including potential coherent place-based farm advice supporting delivery of the LNRS.
- 5.5.4 The YNYCA Mayor led the renewal of Grow Yorkshire partnership and its development into a Food, Farming and Rural Affairs Expert Advisory Panel that will advise the YNYCA on effectively delivering for the farming sector and rural communities, including ensuring they can be sustainable and effectively participate in the region's energy transition.

6.0 ADAPTATION

- 6.1 The Climate Change Adaptation Study has now been completed. As previously reported NYC officers have worked with the YNYCA, City of York and protected landscapes to undertake a comprehensive Climate Risk and Vulnerability assessment, leading to an Adaptation Plan. This includes:
- A climate change risk and opportunity assessment for the City of York and North Yorkshire council jurisdictions, including constituent protected landscape authorities.
 - An assessment of climate change-related vulnerabilities within the region.
 - Development of Rapid Adaptation Pathways (RAPs).
 - A cost-benefit analysis to understand the costs of action relative to inaction.
- 6.1.1 The climate change risk and opportunity assessment evaluated 134 climate change impacts for the region, considering both 21 positive (opportunities) and 113 negative (risks) effects. These were categorised into four sectors that broadly correspond with the sectors highlighted in the national climate risk assessment:
1. natural environment (including farming, fishing and forestry),
 2. infrastructure,
 3. health and built environment
 4. business and industry.
- 6.1.2 Cross-cutting impact, including international dimensions, were identified where possible.
- 6.1.3 Officers are reviewing the findings and over the forthcoming months will prepare briefing and workshop sessions for Members and Officers to translate the results into service recommendations.

- 6.2 NYC, City of York and the YNYCA have been accepted onto the EU 'Pathways to Resilience' programme. Although this doesn't come with financial support, it will enable full access to the programme's structured methodology, learning environment and expert support. This is an opportunity to benefit from the collective expertise of the Pathways2Resilience consortium, engage with a strong community of European regions, and continue advancing climate resilience ambitions within a recognised European framework.
- 6.3 The Harbours and Coastal Infrastructure team continue to seek funding for various coastal protection initiatives including:
- to support the Northeast Coastal Monitoring Programme which will support provision of data to underpin re-evaluation of risks under future change.
 - A pilot project to develop nature-based solutions project to manage erosion pressures. Design options will include environmentally sustainable, nature-based solutions that make use of vegetative materials to support long term resilience. These approaches not only help manage coastal change but also provide wider environmental benefits, including carbon capture, Biodiversity Net Gain and ecological enhancement.

7.0 SUPPORTING NATURE

- 7.1 The Government's Environmental Improvement Plan (EIP25) was published in December 2025. It sets out the government vision and ten goals to 'improve the natural environment and everyone's enjoyment of it and to restoring nature by creating a network of bigger, better and more resilient habitats to help nature thrive'.
- 7.2 The North Yorkshire & York Local Nature Recovery Strategy (LNRS) was published on 18th February having been approved by Executive on 20th January 2026. The project team has been establishing the governance for the transition into delivery. NYC will remain as the responsible authority (RA) accountable to Defra, while the North Yorkshire & York Local Nature Partnership (LNP) will take on an oversight role in the leading and convening of the LNRS delivery partnership, embedding the LNRS into local decision making and help facilitate project development.
- 7.3 The Tree and Woodland Policy will be presented to Executive for adoption in June 2026. This has followed extensive consultation with Members and services across the Council.
- 7.4 The NYC has a statutory duty to consider what actions are taken to conserve and enhance biodiversity. As the 'biodiversity duty' sits across all Directorates an Officer workshop was recently convened to support cross Directorate working in this area and a report is currently being prepared.

8.0 NORTH YORKSHIRE COUNCIL NET ZERO PROGRESS

- 8.1 Members will recall that NYC reports annual carbon emissions in the autumn (Q2 period) for the preceding financial year and last reported at the 22nd October 2025 committee, in the form of Scope 1,2 and 3 emissions. The actions taken on Property, Fleet and Grey Fleet will directly contribute to decreasing our measured emissions, although a 'time lag' will apply.
- 8.2 Corporate Property Decarbonisation
- 8.2.1 The Corporate Property Strategy was adopted in October. It includes a core principle of 'Sustainability and Carbon Reduction' which seeks to support the Council's Climate Change Strategy in becoming net zero in our operational emissions by 2030 or as near to that date as possible. The link to the full document is included in the background papers below.

- 8.2.2 Decarbonisation audits, funded through the internal Beyond Carbon (BC) budget, are underway for priority high energy use property including Harrogate Convention Centre, Scarborough Spa, Alpamare and County Hall. Additional BC budget has been made available for the library service and priority schools' property, particularly those utilising heating oil. The audits will enable NYC to bid for future decarbonisation and renewable energy related schemes, including supporting community energy projects and enable NYC to bid for future funding related to the Local Power Plan and GBE as previously outlined.
- 8.2.3 The Mayoral Renewables Fund has been utilised to implement solar PV on three leisure facilities (reported in October update) with an estimated 70tCO₂e savings per annum and a reduction in energy costs. In addition, NYC was successful in bidding for 'supplementary' Mayoral Renewables Funding to implement solar PV on the new build Whitby Maritime Hub. Approximately £480,000 in grant support was secured.
- 8.2.4 The Public Sector Decarbonisation Fund (now ceased) project at Nidderdale Pool is also now completed. This has installed Air Source Heat Pump for the heating and pool plant, alongside the installation of solar PV.
- 8.2.5 Through the EGAP programme (5.4.3), NYC is progressing with feasibility studies for solar car ports, solar PV and wind energy generation on closed land fill sites, to support future business case development.
- 8.3 Corporate Fleet Decarbonisation
The Fleet Decarbonisation study has concluded, and the report presented to the Beyond Carbon Board. It provides a series of recommendations to take forward options to decarbonise the fleet of approximately 824 vehicles. These range from vehicles which could be transitioned at the next replacement cycle to Battery Electric, with a financial saving on the 'total cost of ownership' to the larger scale HGV vehicles where the market for alternative low carbon fuel and vehicle supply is immature. There are also key interdependencies and constraints linked to the provision of EV Charging Points across the Council estate. The Transport Transformation Board will consider the recommendations of the report.
- 8.4 Grey Fleet
The corporate transformation programme is reaching conclusion. It has identified opportunities for services with high mileage users to better use the Council's EV pool car fleet in the first instance, and to create a communications package to ensure all Officers are able to seek alternatives to private car use mileage in 'everyday' service delivery, such as utilising the Council's 'Liftshare' platform. This work package also reports to the Transport Transformation Board.
- 8.5 Procurement and Commissioning
The Procurement Service are developing the Council's approach to supporting local food and drink suppliers for catering contracts. Several 'Meet the Buyer' events have been held to encourage local food producers to engage.

9.0 CONSULTATION

- 9.1 Consultation with the Beyond Carbon Board regarding the delivery of the CCDP 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.

12.2 To support the Council's climate change work, the Beyond Carbon Board has access to reserve funding to fund projects that will 'pump prime' operational decarbonisation. To date, £1,135,514 has been allocated to projects, leaving £139,486 uncommitted at this stage. It is anticipated this will be used to support ongoing operational emission reductions, such as fleet decarbonisation opportunities.

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. Of note in this report is the Local Power Plan which seeks to bring opportunities for energy cost reduction to every community and the Climate Adaptation study which identifies the impact of the changing climate on the most vulnerable in our society. An Equalities Impact Assessment screening assessment has been carried out (Appendix B).

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: Performance Dashboard progress

Appendix B: EIA Screening

Background papers:

NYC Climate Change Strategy: <https://www.northyorks.gov.uk/sites/default/files/2024-04/Climate%20Change%20Strategy%202023%20to%202030%20-%20accessible.pdf>

NYC Climate Change Delivery Pathway:

<https://edemocracy.northyorks.gov.uk/documents/s37991/Appendix%20A%20-%20North%20Yorkshire%20Council%20Climate%20Change%20Strategy%20Delivery%20Pathway.pdf>

York and North Yorkshire Strategy for a Sustainable Future Consultation Draft report: [20260327 - Report - YNY Strategy for a Sustainable Future.pdf](#)

Food for the future North Yorkshire: A Framework for Action: [Food-for-the-Future-in-North-Yorkshire-multi-page-Oct-25.pdf](#)

North Yorkshire Council Corporate Property Strategy : [NYC Accessible template A4](#)

Local Power Plan: [Local Power Plan | Great British Energy](#)

Environmental Improvement Plan 2025 [Environmental Improvement Plan 2025](#)

Karl Battersby, Corporate Director – Environment
County Hall
Northallerton
10 April 2026

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

Performance Monitoring of Climate Change Strategy

Progress update

NYC's Data and insight team have been progressing the development of a Power BI data analytics and visualisation tool for tracking progress on the Climate Change Strategy delivery pathways. Interfacing directly with council systems, the tool is being designed to pull data regularly and automatically on scope 1,2, and 3 emissions from activities like fleet use, staff travel and energy consumption. A prototype has now been part developed for the NYC Fleet system which enables trend analysis of mileage by financial year, mileage analysis by make and model of vehicle and a detailed view of journeys by duration and mileage. This should be completed by the end of June 2026. Under development is presentation of the mileage by directorate and service, showing mileage by fuel type and direct conversion into CO2 emissions.

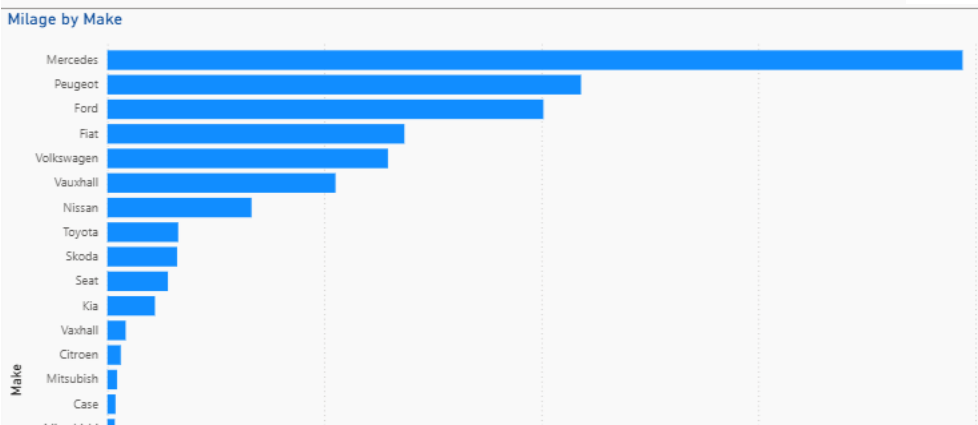
Through this quarter, development will also be progressed on Grey Fleet and Property dashboards. The Grey Fleet will follow a similar format to Fleet and allow comparable reporting capability. The Property dashboard will show energy usage by NYC properties.

A system is also being created to hold corporate and directorate action plans so that this data can be pulled into a dashboard. This dashboard will support easier monitoring of RAG status and progress against delivery pathway action plans KPI's which address key 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. Streamlining and automating some data collection processes will reduce outdated manual processes and deliver beneficial efficiencies in Officer time for the Climate Change team.

The project remains on track to deliver the benefits of significantly enhancing monitoring, achieving quarterly reporting capability and improving the accessibility of data. Through visual and customisable reports, it will enable a clearer presentation of trends and trajectories whilst also allowing aggregation of directorate-level data to a corporate view. The dashboards will also support executive reporting and FOI responding.

Below are screenshots to show example dashboard functionality taken from the Fleet prototype which is in development:

Trip Id	Reg	Make	Model	Duration	Milage	CostCentre	Journey Date
2988599	BG68HJD	Nissan	Micra	02:31:39	14.76	6757	10 July 2025
2988598	BG68HJD	Nissan	Micra	02:31:39	0.16	6757	10 July 2025
2988596	BG68HJD	Nissan	Micra	02:31:39	0.13	6757	10 July 2025
2988595	BG68HJD	Nissan	Micra	02:31:39	14.05	6757	10 July 2025
2988594	BG68HJD	Nissan	Micra	02:31:39	11.10	6757	10 July 2025
2988591	BG68HJD	Nissan	Micra	02:31:39	13.99	6757	10 July 2025
2988576	ET15NDX	Mercedes	Sprinter	09:31:36	26.87	6757	10 July 2025
2988575	ET15NDX	Mercedes	Sprinter	09:31:36	0.01	6757	10 July 2025
2988574	ET15NDX	Mercedes	Sprinter	09:31:36	0.03	6757	10 July 2025
2988573	ET15NDX	Mercedes	Sprinter	09:31:36	1.97	6757	10 July 2025
2988572	ET15NDX	Mercedes	Sprinter	09:31:36	2.18	6757	10 July 2025
2988571	ET15NDX	Mercedes	Sprinter	09:31:36	3.15	6757	10 July 2025
2988570	ET15NDX	Mercedes	Sprinter	09:31:36	1.63	6757	10 July 2025
2988569	ET15NDX	Mercedes	Sprinter	09:31:36	10.13	6757	10 July 2025
2988568	ET15NDX	Mercedes	Sprinter	09:31:36	18.67	6757	10 July 2025
2988544	ET15NDY	Mercedes	Sprinter	04:29:40	20.95	11189	10 July 2025
2988543	ET15NDY	Mercedes	Sprinter	04:29:40	25.23	11189	10 July 2025
2988542	ET15NDY	Mercedes	Sprinter	04:29:40	0.06	11189	10 July 2025
2988541	ET15NDY	Mercedes	Sprinter	04:29:40	0.02	11189	10 July 2025
2988540	ET15NDY	Mercedes	Sprinter	04:29:40	0.71	11189	10 July 2025
2988539	ET15NDY	Mercedes	Sprinter	04:29:40	5.58	11189	10 July 2025
2988538	ET15NDY	Mercedes	Sprinter	04:29:40	0.04	11189	10 July 2025
2988537	ET15NDY	Mercedes	Sprinter	04:29:40	5.46	11189	10 July 2025
2988536	ET15NDY	Mercedes	Sprinter	04:29:40	5.09	11189	10 July 2025
2988535	ET15NDY	Mercedes	Sprinter	04:29:40	20.17	11189	10 July 2025
2988534	ET15NDY	Mercedes	Sprinter	04:29:40	0.76	11189	10 July 2025
2988533	ET15NDY	Mercedes	Sprinter	04:29:40	1.16	11189	10 July 2025
2988532	ET15NDY	Mercedes	Sprinter	04:29:40	18.80	11189	10 July 2025
2988531	ET15NDY	Mercedes	Sprinter	04:29:40	0.01	11189	10 July 2025
2985507	HX688ZC	Peugeot	Boxer	02:27:54	9.09	11177	10 July 2025
2985506	HX688ZC	Peugeot	Boxer	02:27:54	0.76	11177	10 July 2025



Above: Detailed view of journeys by duration and mileage
 Above: Trend analysis of mileage by financial year
 Above: Mileage analysis by make and model

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		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <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? <p>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.</p>			
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		

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 type="checkbox"/>
Reason for decision	No adverse impacts are anticipated.			
Signed (Assistant Director or equivalent)	Michael Leah			
Date	10 April 2026			

NORTH YORKSHIRE COUNCIL

TRANSPORT, ECONOMY, ENVIRONMENT AND ENTERPRISE OVERVIEW AND SCRUTINY COMMITTEE

29 APRIL 2026

Annual Report of the Climate Change Member Champion Councillor David Hugill

1. **Purpose of Report**

To provide an update of the activities relating to the role of Climate Change Member Champion during 2025/26.

2. **Introduction**

“Championing mitigation of climate change is not purely about the planet, but about the people, their health, wellbeing, ability to work and play. It’s about social justice and “levelling up”, not just across the country but across society. We know climate impacts on different sectors of the population in different ways.”

3. **Celebrating Wonderful Initiatives**

In my report last year, I highlighted a project in Ripon that focussed on water management, lighting and sustainable travel. This year I would like to take you 3500 miles west to the State of Vermont, USA. This is an area I have visited to meet a farmer group called the ‘Carbon Farmers of America’. That was some years ago, but Vermont is still at the forefront of the climate agenda as the home of founder members of the American Solar Grazing Association. This organisation has 900 members across 45 states. They have a vision of keeping farmland in production, providing a sustainable future for farmers and helping solar companies to be productive community members and good stewards of the land.

In North Yorkshire, we are seeing very limited ambition from developers in how they will manage grass growth under solar panels. Excessive growth will be controlled by the use of Glyphosate. I feel that management in a more sustainable way, using grazing livestock to control sward height, can create valuable habitat for threatened pollinators and birds.

Moving back to Ripon and a speaking engagement at the Climate Fair organised by Ripon Together at the racecourse. This inspired me to explore Water Harvesting on my own farm. With the help of a 40% grant from ‘Farming in Protective Landscape’, I have just taken delivery of storage tanks with a capacity of 50,000 litre, which will take all the water from my poultry unit. Once it has undergone filtration and UV treatment, the water will be used for livestock and cleaning equipment. According to a report by the Chartered Institute of Water and Environmental Management, water use in UK can contribute to around 5% of UK greenhouse gas emissions.

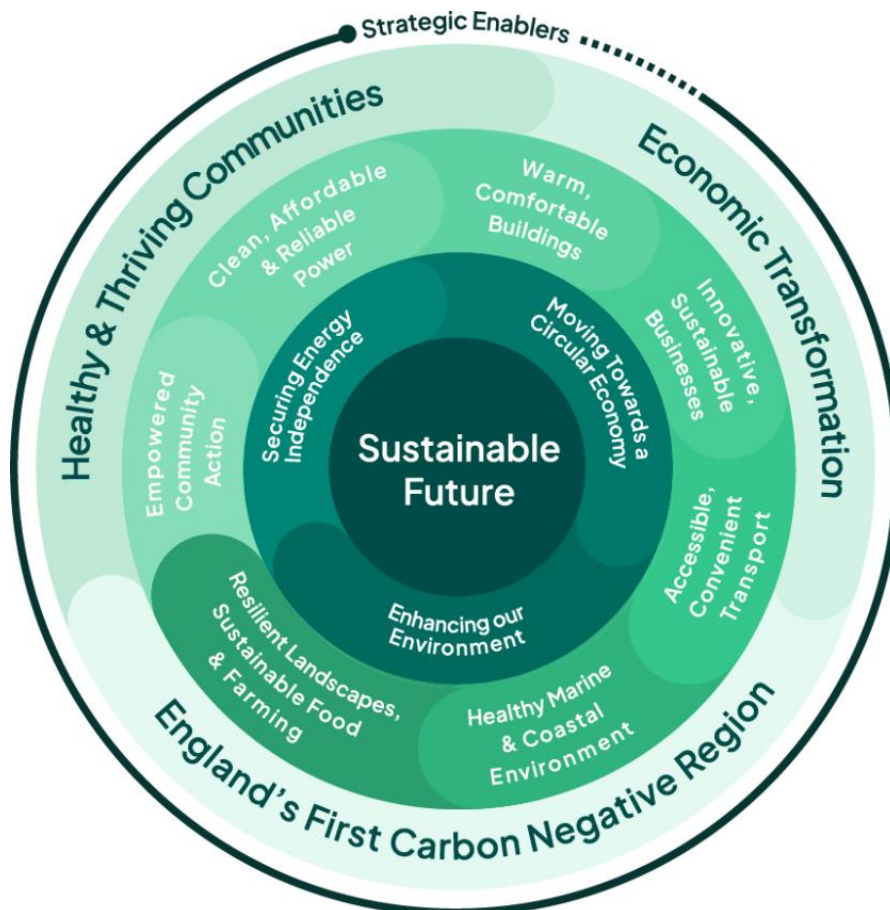
4. **York and North Yorkshire Combined Authority Strategy for a Sustainable Future**

Formerly called the 'Route Map to Carbon Negative', this sets out an ambitious pathway to achieve energy resilience, as well as improving the regions environment and move to a circular economy. Together with the City of York Council's Executive Member for Environment and Climate Emergency, I have chaired a Task and Finish group giving the plan a refresh. It is deeply satisfying to watch the draft strategy go through the levels of governance at the Combined Authority in recent weeks and see it now launched as a public consultation, running until the 10th of June.

The public consultation can be completed at [Strategy for a Sustainable Future | Public Consultation > York and North Yorkshire Combined Authority](#)

I would encourage all committee members to take part in the consultation and to publicise the strategy in their networks.

A communications pack is also available by email to energy@yorknorthyorks-ca.gov.uk



5. Influencing and networking

I have attended a variety of events and conferences over the last 12 months. The highlights include:

- **NYC Environment Team away day**

It was a privilege to be invited to this day held at the Castle Howard Arboretum. The highlight for me was going out into the field as part of the team to remove hedge guards from hedges planted around eight years ago. The key aim was removing plastic from the countryside.

- **Local Climate Action Events**

The Ripon Climate Fair was a well-attended event as was the Ryedale Environment Groups 'Restoring Nature Conference'. It was good to see a number of NYC Members in attendance at both events.

- **Groundswell Festival**

My annual pilgrimage to Groundswell is always inspiring and look forward to this year's renewal.

- **Nuffield Farming Conference**

Possibly the highlight of the year was a trip to the Nuffield Farming Conference. On a wintery November 2025 evening in Aberdeen, I was presented with an award to recognise 25 years of involvement with Nuffield, the catalyst to my involvement in Climate Change. The following morning saw a fascinating presentation from a returning scholar on converting food waste to fertiliser. The vector in this instance was the Black Soldier Fly that has been gaining attention because of its hyperaccumulation of protein and fats via consumption of renewable substrates. There is a growing network of insect farms worldwide and the presenter was keen to work with UK policy makers. I have joined the Nuffield Insect Group which includes an insect farmer in North Yorkshire.

- **Food for the Future Event, Northallerton**

This was organised by the Public Health team at NYC. The event attracted a number of local food producers and was a useful networking opportunity. The Yorkshire Grain Alliance and their vision for the Yorkshire food system was really inspiring.

- **Drax Power Station**

A visit to Drax Power Station with the York and North Yorkshire Combined Authority Climate Change Team gave me a chance to view the plant, but more importantly learn about the supply chain relationship with Canada and the USA.

- **Yorkshire Farming Conference**

I represented the Council at this event held at the Great Yorkshire Showground in February 2026.

- **Hedge Planting Day**

Later in February I hosted a volunteer event with Stokesley Climate Action Group and my Co-Chair from the Strategy for a Sustainable Future Task & Finish group on my farm. We planted around 2000 hedge plants, plus a row of

agroforestry, in what was a stimulating and thought-provoking day. Not only was it great to see another hedge taking shape, but to witness conversations from people passionate about saving the planet.

- **Community Energy in Harrogate and Knaresborough**

Community Energy has a major role to play in the energy transition and Zero Carbon Harrogate is keen to get involved. I recently took part in a meeting with the consultants who have been providing technical assistance to develop the first stage of a project. This project has received funding from the Community Wealth Building Fund, part of the Shared Prosperity Fund.

6. North York Moors and Vales Environmental Farmers Group (NYMV)

At the time of my appointment as Climate Change Member Champion, I pledged to use my farming connections to get our farmland delivering more in terms of nature and carbon sequestration. Working with the Environmental Farmers Group, who work with clusters of farms around river catchments, I co-chair a group setting up a cluster in the North of the county. We have received funding from the 'Farming in Protected Landscapes' and now have employed a part-time officer. The membership of the group is restricted to those farming within the North York Moors National Park, Ryedale and the Vales of Mowbray and York. NYMV has set an ambitious target of bringing 20,000ha into the cluster. The team have already had one enquiry of a "natural capital trade" from the private sector and we are working hard on farmer recruitment to reach our target.

7. Waste Strategy

Council approved an ambitious plan to harmonise kerbside recycling and residual waste collection. Early results have been encouraging. The refresh of the councils Waste Strategy has started and look forward to following its progress.

8. Fracking and Fossil Fuels

The Burniston 'proppant' squeeze planning application was due to be heard on 24th April. Regardless of the decision made on the day, climate action groups remain concerned at how the Council is dealing with the climate emergency declared in July 2022. Fossil Free North Yorkshire have continued to contact me regarding the investments in fossil fuel companies by North Yorkshire Pension Fund. NY Climate Coalition goes further in naming a bank which invests heavily in the fossil fuel industry and suggests a less well known bank which we should be using for our day-to-day banking.

9. Local Plan

Plan making is moving at pace with some ambitious targets to reach. While consultations will always attract plenty of comments of what a development should look like in terms of carbon footprint, we mustn't lose sight of the carbon footprint of the construction phase. A net zero construction policy should be considered. Experience in Cornwall and Central Lincs has shown that working this way does not extend build times.

10. Conclusion

While this is snapshot of the many components of mitigating climate change, there are many other strands that I will be watching closely in the next year. These include:

- Procurement,
- Moorland management to prevent wildfire,
- UN Sustainable Development Goals,
- Carbon Literacy,
- EV charging,
- Development of an Air Quality Strategy
- The reporting of data to show the actions we are taking to combat this climate emergency.

11. Equalities

The Climate Change Strategy has 'Equality of Opportunity' as one of its key principles. Many of the actions taken over the last 12 months have supported this. Through the delivery of community climate action, countryside access and housing upgrade programmes, many organisations supporting vulnerable people in our society have been helped to reduce carbon emissions and to improve access to nature.

12. Recommendation

That Members note the report.

Report Author: Councillor David Hugill, Climate Change Member Champion
Hutton Rudby & Osmotherley division

Email: cllr.david.hugill2@northyorks.gov.uk

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North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

29 April 2026

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 subject	Committee resolution or issue raised	Status / Update
28 January 2026	NY Highways Annual Report	<ul style="list-style-type: none"> • Email to all Councillors regarding "missing" highways assets which may have been overlooked in their divisions. • Share gully blockage data, including figures for 2025/26 if available. • Share the 'Snow Code' with Councillors • Share web link to view locations of grit bins • Provide clarity/further info on the process for the adoption of Highways 	To be followed up when the 2025/26 NY Highways Annual Report is considered by TEEE O&S later in 2026.

		<ul style="list-style-type: none"> Request to receive information on the amount of money spent so far this winter on snow and ice clearing – and include comparison in 2025/26 annual report and going forwards to allow comparison Continue to publicise the Community Gritting Partnerships 	
28 January 2026	Allerton Waste Recovery Park (AWRP) 2024/25 Performance Update	For the diffusion tube readings in nearby Marton cum Grafton to be shared with committee members once 12 months data is gathered	To be followed up when the 2025/26 AWRP performance update is considered by TEEE O&S later in 2026.
22 October 2025	Climate Change Delivery Pathway Performance Report	To request a briefing note to update the committee on Peat Restoration	Collated information and sent to TEEE O&S members.
4 September 2025	Plan for the provision of Public Conveniences	For a working group to be formed to review the Public Conveniences service	The final report of the Working Group is to be considered at the Executive meeting on 21 April 2026.
11 July 2025	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.
24 April 2025	Climate Change Delivery Pathway Performance	Recommend that officers explore the viability of providing carbon literacy training for elected members.	TEEE O&S Committee Members were provided with information and dates for Carbon Literacy Training taking place in January 2026. Two committee members took up the opportunity of a fully funded place on the course. Further dates and opportunities will be sent on to Cllrs as they arise.
24 April 2025	33 – Climate Change Delivery Pathway Performance	Request for Allerton Waste Recovery Park decarbonisation feasibility study report	Officers sent out a summary of the report to TEEE O&S members.
30 Jan 2025	Notice of Motion on Active Travel	<p>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</p> <p>2. How to feed into new York and North Yorkshire Local Transport Plan.</p>	Last task group meeting held in March 2026, with an update received on the development of the Council Plan and the references to Active Travel and the growing role of the York and North Yorkshire Combined Authority in this area of work.

30 Jan 2025	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 work is underway with partners to design a new partnership structure.</p> <p>As a result of this, the next update on the water quality motion has been deferred to a future 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
21 April 2026

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 29 April 2026	Highways Maintenance Capital Funding 2026/27 to 2029/30	To provide members with an update on the allocation of Highway Maintenance and Highway Improvement Capital funding to North Yorkshire Council from the York and North Yorkshire Combined Authority – Barrie Mason, Assistant Director (Highways and Infrastructure)	N/A
	2-year review of Water Quality Motion Request to defer - March 2026	To undertake a two-year review of the Water Quality Motion approved by Full Council in November 2023 – Shaun Berry, Head of Sustainability and Environment	N/A
	Corporate Performance Update	<i>(Deferred from January TEEE O&S)</i> To review a summary of the thematic performance data that forms part of the quarterly reports to the Executive and to consider whether there are any lines of enquiry arising from the information provided to follow up on.	N/A
	Tree and Woodland Policy	To consider the proposed new Tree and Woodland Policy - Helen Arnold, Tree & Woodlands Manager and Jon Clubb, Policy and Strategy Lead, Parks and Grounds.	Executive 16/06/2026
	Climate Change Strategy Progress Report	Biannual update of the Climate Change Delivery Pathway Performance Report – Jos Holmes, Climate Change Strategy Manager	N/A
	Annual Report of the Member Champion for Climate Change	Report of Councillor David Hugill	Full Council May 2026

May/June 2026 (To be arranged)	Informal Session via Teams Work Programme	To agree priorities for the year ahead.	
Monday 6 July 2026	NY Highways Annual Report 2025-26	To review the performance of NY Highways over the 2025/26 reporting year - Nigel Smith, Head of Highways Operations	N/A
	Urban Gull Strategy	To seek approval of a North Yorkshire Council Regulatory Services Urban Gull Strategy - Dean Richardson, Head of Regulatory Services	Executive 04/08/2026
	Section 19 Flooding Investigation Reports Process Evaluation	Following a scrutiny topic referral form, to consider a review of the process of conducting investigations into flooding events under section 19 of the Flood and Water Management Act (2010) – Meirion Jones, LLFA Team Leader	N/A
	York and North Yorkshire Draft Local Transport Plan (TBC)	To consider the draft Local Transport Plan for York and North Yorkshire – YNYCA and Louise Neale, Transport Planning Team Leader	Full Council
Wednesday 21 October 2026	Waste Strategy development (to include Allerton Waste Recovery Park Annual Report 2025/26)		TBC
	Climate Change Strategy Progress Report	Biannual update of the Climate Change Delivery Pathway Performance Report – Jos Holmes, Climate Change Strategy Manager	
Wednesday 20 January 2027			
Wednesday 21 April 2027	Climate Change Strategy Progress Report	Biannual update of the Climate Change Delivery Pathway Performance Report – Jos Holmes, Climate Change Strategy Manager	

<p>Items to be allocated</p>	<p>Assets / Property Maintenance (falls under Corp & Part O&S Committee) Public Rights of Way Attendance of water companies operating in North Yorkshire and regulator – To be held as a single item 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 Litter bins Update on Vertical Farms / Land around Allerton Park Lane Rental Scheme Implementation & Streetworks Permit Scheme (6/12 months following its implementation in May 2026) Flood Risk Management Strategy progress report Scrutiny Board referral – Digital Switchover (delayed to end of January 2027) Annual Parking Report (set out in the Parking Principles) Waste Strategy development Air Quality Strategy development (2027) Road Casualties Report TCF Projects Lessons Learned Review Smart Meter functionality in rural areas Overnight Visitor Levy The Pedestrian Pound report Active Travel – scheme delivery and future plans – links to Combined Authority York and North Yorkshire Local Transport Plan development Harbours Strategy Progress</p> <p>It is planned to hold a Work Programming session in May/June 2026 to scope out the priorities for the 2026/27 municipal year.</p>
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Executive Performance Report

Quarter 3 2025-26 for TEEE O&S Committee

Report produced by Strategy and Performance

Page 117

OFFICIAL

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Executive summary

Introduction

Welcome to the quarter three performance report for the period 1 October to 31 December 2025.

This has been organised by setting out the Council Plan ambitions that sit under the remit of the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee: 'Thriving and Empowered Communities' and 'Sustainable and Connected Places'.

The report also includes the following appendices:

- Appendix A: Appendix of KPI's

Thriving Places and Empowered Communities

Going Well

Culture Service

Inevitably over the winter months the appetite to travel and engage in cultural activities can dampen; however there has been a significant growth in the outreach and livestream work of the Culture service; increasing from 8,640 to 21,566 participants this quarter. This remains a relatively new service which is growing and developing and therefore seasonal trends are hard to establish; however, this return bodes well for the future of the activity and is potentially an area that could continue to grow over coming months and years.

City centre vacancy rates

Vacancy rates are still below national average; the data regarding Scarborough is skewed due to the Brunswick Centre redevelopment and this obviously impacts on the initial optics of the data return. By removing the Brunswick Centre from the calculations Scarborough, whilst still high, would fall from 18.6% to 15.8% vacant.

Sustainable and connected Places

Going Well

Bin collections remained resilient during challenging winter weather conditions.

Despite a week of heavy snow, ice and frost in November, most scheduled collections were made on time. Limited disruption occurred in a small number of the county's more rural and coastal areas, with Richmond (Upper Swaledale), Scarborough and parts of Northallerton most affected due to prolonged icy conditions. Where collections were delayed, they were completed as soon as it was safe to do so, with all missed rounds successfully recovered within the following days.

Percentage of waste arising to landfill.

3% of waste was sent to landfill during Q2 2025/26, which is a decrease of 0.6% when compared to Q2 2024/25 and a significant decrease of 18.1 percentage points compared to Q1 2025/26 which was 21.1%. Following the planned maintenance outage in Q1, availability of the Energy from Waste plant at AWRP averaged over 90% during Q2 with almost 94% of Contract Waste being diverted away from landfill.

Street Lighting Case Management Streetlighting

Defects repaired within 7 days has maintained its level at 97.4%, continuing to exceed the target of 92%. This is for North Yorkshire Highways (NYH) to attend faults on behalf of NYC.



Thriving Places and Empowered Communities

Support thriving places and empowered communities that live, work and visit and do business in North Yorkshire

Economic Development, Regeneration and Tourism

Economic Development

Inclusive Employment Trailblazer

In Q3 consultants 'People Savi' of Filey, were successfully appointed to deliver elements of Business North Yorkshire employer engagement and support project. People Savi delivered sectorial focused workshops in early November exploring business needs and expectations, explored opportunities, shared insights and started the process of co-designing practical solutions for inclusive employment.

The 5 sector-focused inclusive employment groups were:

- Agri-Food/Agri-Tech.
- Construction/Engineering/Manufacturing.
- Digital/Cyber and AI.
- Health.
- Visitor Economy.

These sessions will form the basis of the next phases of work which will include sector specific best practice guides, and case studies from businesses with strong examples and working practices.

The Inclusive Employment Conference is scheduled for March 2026.

Business Engagement

Over 125 business engagement visits were completed during Q3, providing insight into current trading conditions. Anecdotal feedback indicates that overall business confidence remains low, with established businesses showing resilience but adopting a cautious approach. Smaller businesses appear more vulnerable, with some closing or scaling back operations, resulting in redundancies. Exporting businesses are also facing significant challenges, including trade issues with the EU and US and increased administrative burdens, with some avoiding export markets entirely.

Business North Yorkshire – Business Engagement

Three new tenants were welcomed to our Business Centres during Q3 and 10 events including breakfast briefings, coffee mornings and lunch and learn events, were held providing information and networking opportunities to 175 people including both tenants and the wider business community. Two Business North Yorkshire Newsletters were issued in Q3 (October and November) to just under 4,300 business each time. The 'click through rate' remains steady which demonstrates positive interaction by the recipients and our content, and the rates are good in comparison to local government averages.

Tourism

In October, Restaurant Weeks in Harrogate and Selby, Tadcaster and Sherburn-in-Elmet were successfully delivered. In Harrogate, 28 businesses took part with 30 offers, and in the Selby area, 13 businesses took part with a total of 18 offers.

The tourism service also launched an autumn/ winter marketing campaign called "Come On In" encouraging off-peak visits. This campaign included 10 partners. A Christmas campaign was also launched – with the launch video receiving just under 250K views on YouTube.

In November, the first meeting of the Visit North Yorkshire Advisory Group was hosted. The tourism service also co-hosted a Nordics familiarisation visit alongside VisitEngland and Make it York as part of Travel Trade activity including visits to Castle Howard and Malton. The service also attended the Steve Reed Tourism Group Travel Roadshow to connect with group travel and coach operators.

Key Economic Development, Regeneration and Tourism Statistics.

Visit North Yorkshire Data

During Q3 (Oct – Dec 2025) 331,097 sessions were recorded on the Visit North Yorkshire website. Average hotel occupancy in the three-month period of September and November 2025 was 80.7%, this is slightly below the average for the same three-month period in 2024 (82.2%).

Footfall Data

Footfall and dwell time data has not been included in Q3 reporting due to some ongoing queries with the data that need to be fully understood before publishing.

Vacancy Rate (Town Centre) (All Vacancy Rate)

GB All vacancy rate: 13.4%

North & East							
	Last Audited:	Vacancy Rate - Latest	Difference from GB Average	Vacancy Rate - 6 months prior	Vacancy Rate - 12 months prior	Vacancy Rate - 36 months prior	Over Time
Scarborough	Jul-25	18.6%	5.2%	18.6%	20.0%	16.6%	
Whitby	Dec-25	7.6%	-5.8%	6.7%	6.7%	6.4%	
Malton	Jun-25	17.1%	3.7%	17.1%	13.7%	11.0%	
Richmond	May-25	9.0%	-4.4%	9.0%	11.6%	10.3%	
Northallerton	Sep-25	6.4%	-7.0%	6.0%	7.2%	10.4%	
Thirsk	Feb-25	8.6%	-5.0%	8.6%	11.8%	6.5%	

South & West							
	Last Audited:	Vacancy Rate - Latest	Difference from GB Average	Vacancy Rate - 6 months prior	Vacancy Rate - 12 months prior	Vacancy Rate - 36 months prior	Over Time
Harrogate	Dec-25	11.4%	-2.0%	11.3%	11.5%	11.9%	
Skipton	Oct-25	7.3%	-6.1%	6.8%	7.9%	7.9%	
Knaresborough	May-25	8.0%	-5.4%	8.0%	9.1%	9.1%	
Selby	May-25	7.8%	-5.6%	7.8%	6.8%	5.9%	
Ripon	Feb-25	12.8%	-0.6%	12.8%	14.2%	11.2%	

All towns had a lower vacancy rate than the Great Britain average, except Scarborough and Malton – this was the case for the previous KPI return. Vacancy in most town centres has either increased marginally or remained the same in recent months.

With specific reference to Scarborough there are three points that need to be considered:

1. High Street Vacancy rate is only at 15.8% once Brunswick is removed
2. Non-Highstreet vacancies are a genuine challenge due to the volume of commercial properties away from the main shopping area. These present a major opportunity to increase the number of dwellings.
3. The Highstreet alone (removing Brunswick) has seen a fall in vacancy rates, from 18.9% in 2024 and now 15.8% in 2025. This shows progress in the right direction, and we know where the issues are, and are proactively addressing them.

Please note these figures without the Brunswick Centre included are different to the figures shown in the table above which covers the wider Scarborough town centre.

Officers are aware of the higher vacancy rate figure in Malton and are reviewing this along with local partners and stakeholders to understand the potential reasons and seek possible solutions.



Sustainable and Connected Places

Develop more sustainable and connected places across North Yorkshire

Environment Services and Climate change

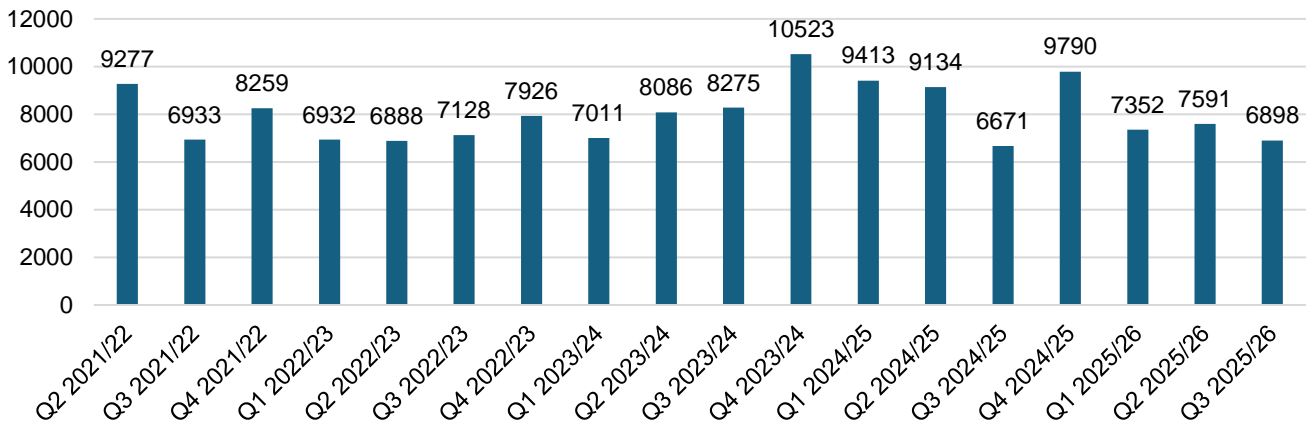
Highways

Highways Operations

Customer Service Requests

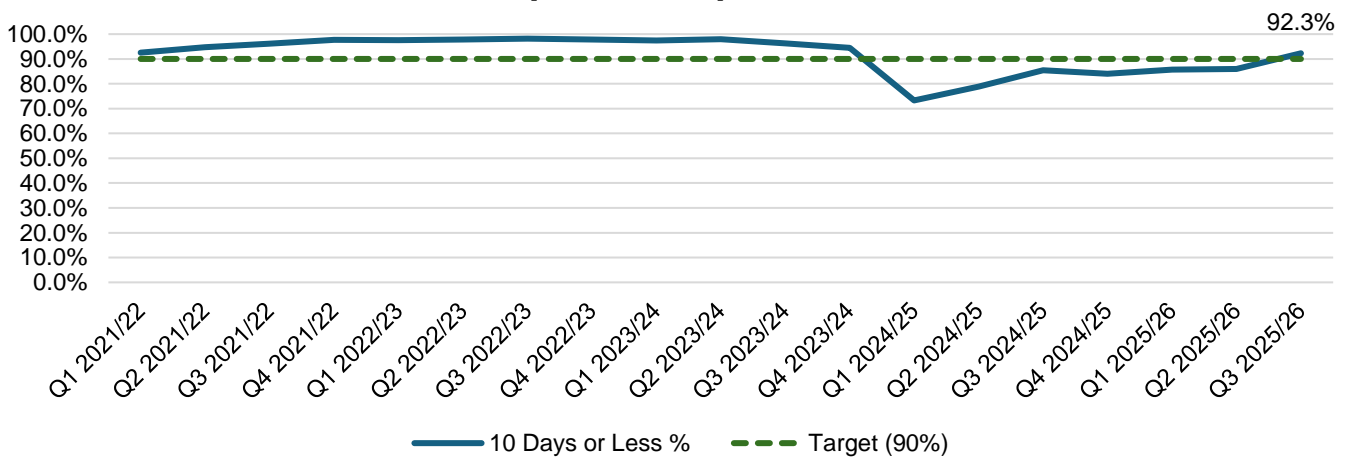
The overall number of requests has decreased in Quarter 3 compared to Q2 by 693. There are types of requests that have been increasing throughout the year, for example there were 1039 'Gully Blocked/Standing Water' requests in Q3 alone, compared to 361 in Q1 and 748 in Q2. Conversely for 'Overgrown Vegetation' requests there has been an expected decrease due to seasonal changes; for both Q1 and Q2 combined there were 2122 requests, but in Q3 that number has decreased to 540. Q3 has seen an increase in 'Winter Service Operations' requests, the requests for Q1 and Q2 totalled 71 times, whereas in Q3 this number has increased to 263 – the requests are categorised by "Gritting" and "Grit/Salt bin". Please note Customer Service Requests relate to both Highways Operations and Network Strategy.

Customer Service Requests



Customer service requests responded to within timescale has shown an improvement in quarter 3 to 92.3%, compared to 86% in Q2.

Customer Service Requests Responded to Within Timescale



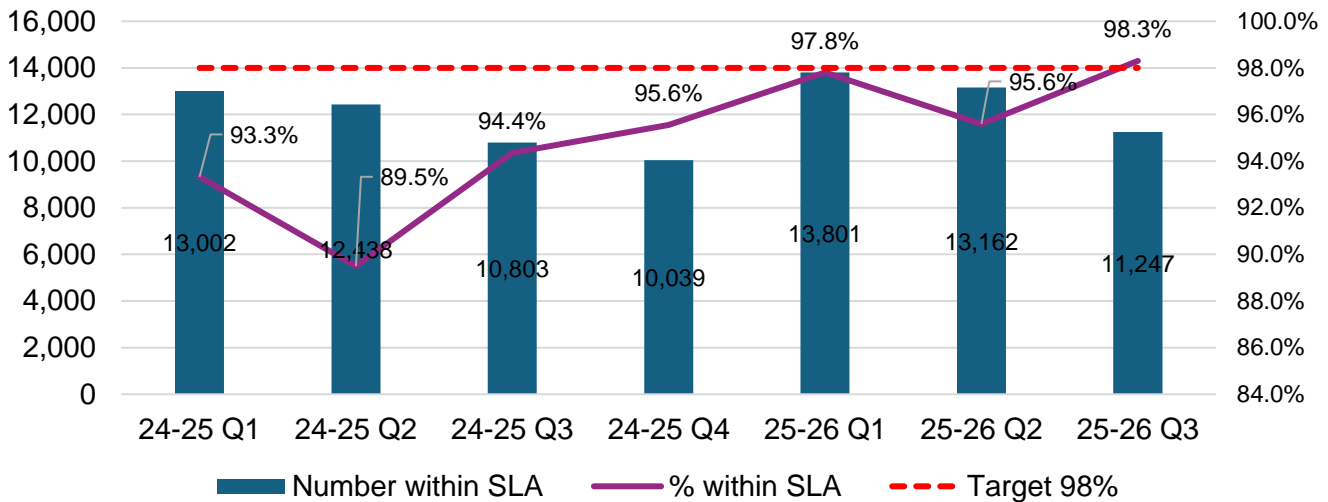
Highways Inspections (including footways) carried out within timescale.

Target 98%

The graph below shows 11,247 inspections undertaken within timescale compared to 10,803 during the same period last year, showing an increase in compliance with the inspection schedule.

Performance has improved in Q3 to 98.3%, exceeding the target of 98%. The number of inspections performed is also following a pattern seen since Q1 24/25 in that the number decreases through the year, possibly due to a deterioration in good weather and daylight.

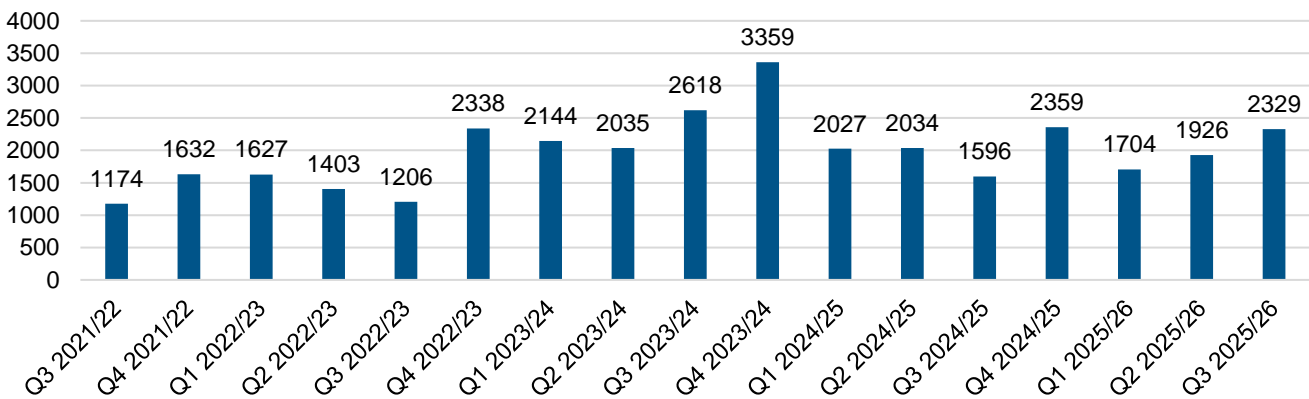
Highways Inspections (inc footways) within SLA



Highways Dangerous defects

There is an increase in the number of highways dangerous defects being reported, with 2329 defects being classed as dangerous in Q3 and therefore needing to be repaired within 2 hours.

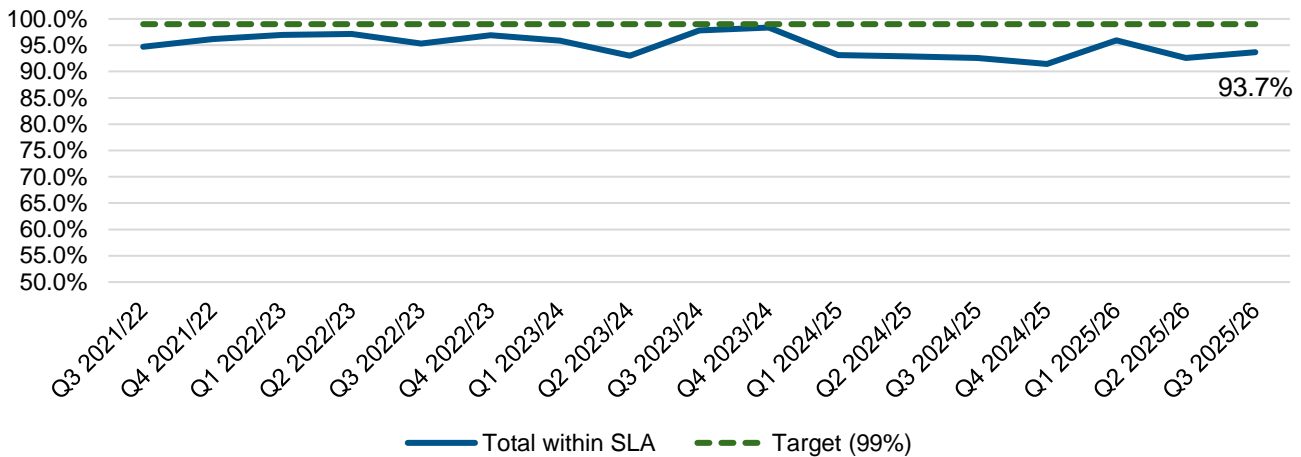
Highway Dangerous Defects



Highways Dangerous defects made safe within 2 hours.

The target for the percentage of repairs to be undertaken within this two-hour period is 99%. Defects made safe on time increased to 93.7% from 92.6% in Q2. This figure includes several defects made safe directly by highway officers (which will not be reported in NYH figures). Following Q2s decrease due to a sub-contractor’s performance, there has been a recovery in the affected Highways Officers area which is a factor in the increase. Each area is continuing to be monitored to ensure high-performance levels are maintained.

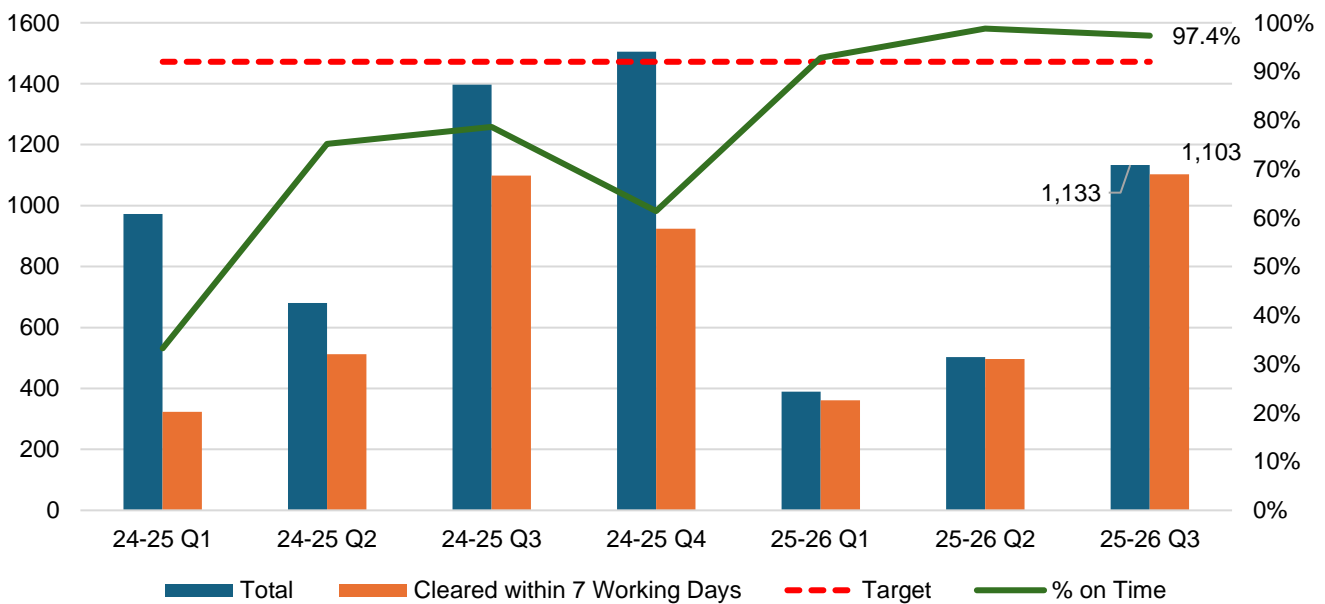
Highway Dangerous Defects Made Safe Within 2 Hours



Street Lighting Case Management

Streetlighting defects repaired within 7 days has maintained its level at 97.4%, continuing to exceed the target of 92%. This is for NYH to attend faults on behalf of NYC.

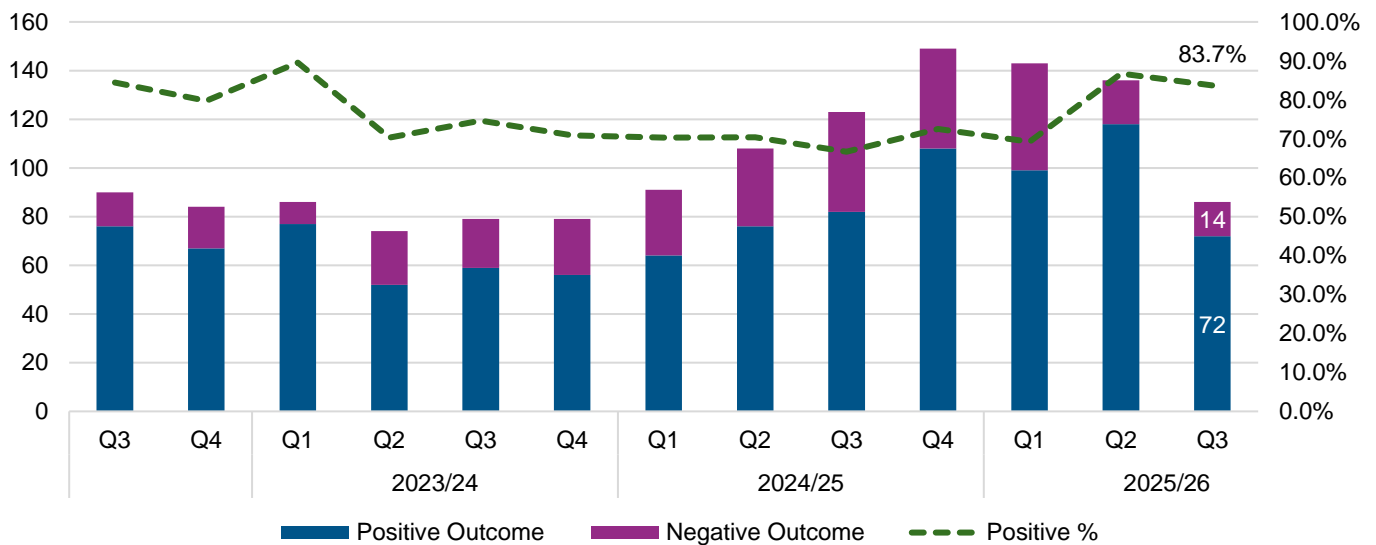
Streetlighting Cleared Cases



Highways Successful Insurance Repudiation Rate on Closed Cases

In Quarter 3, 83.7% of claims had a positive outcome. This is above the target of 80%. However, this is a reduction on the Q2 figure of 86.8%, which was the highest positive rate for two years. There were 86 closed cases within Q3 which is the lowest level since Q4 24/25 closed with 82 cases. There has been changes made to the way the data is recorded, and all closed cases now require officers to include the reason for which a negative outcome was reached.

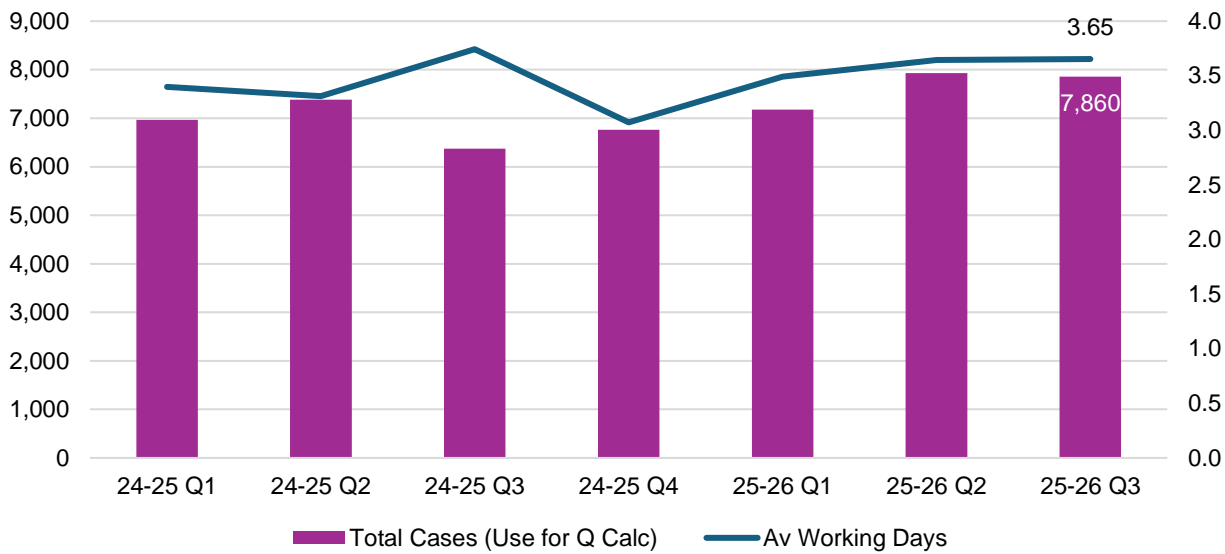
Claim Outcomes



Average Length of Road Works On-Site Occupancy

The average length of road work on site occupancy for quarter 3 stayed at 3.65, as it was in Q2. Total cases decreased slightly from 7,928 to 7,860.

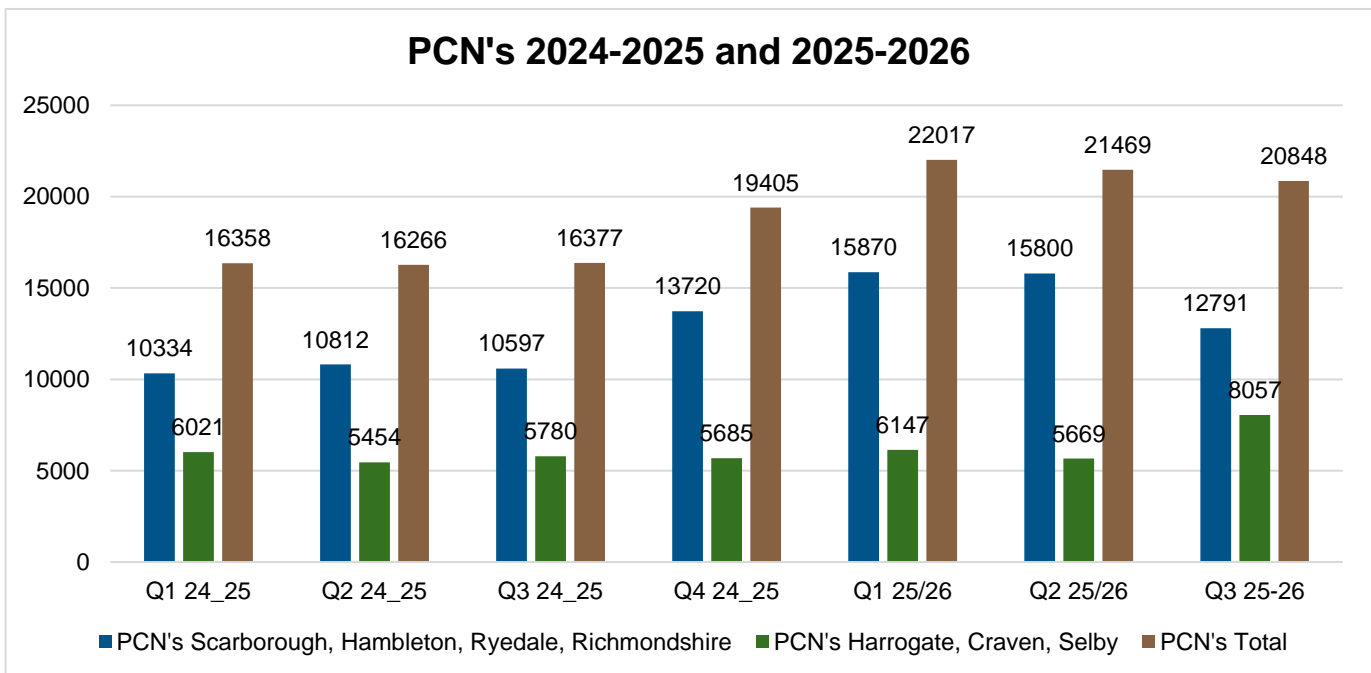
Occupancy Days



Parking

PCN (Penalty Charge Notices)

The graph below illustrates a significant increase in Penalty Charge Notices (PCNs) across the county. Harrogate, Craven, and Selby recorded a 39% rise (an additional 2,277 PCNs) compared to the same quarter last year, marking the highest quarterly figure since records began in 2023. Similarly, Scarborough, Hambleton, Ryedale, and Richmondshire experienced a 20.7% increase (2,194 PCNs) over the same period, despite being slightly lower than previous quarters this year.



Three primary factors have contributed to this improvement in performance:

- 1. Service Restructure:** The Parking Service underwent a comprehensive restructure, redefining managerial, supervisory, and Civil Enforcement Officer roles. This realignment improved communication channels and created a more cohesive operational framework. Additionally, legacy rota systems previously fragmented under district models were reviewed and balanced, ensuring continuity and efficiency across the region.
- 2. Strategic Recruitment:** Recruitment has been critical in supporting the new operational model. To meet both public and Council expectations for Civil Parking Enforcement, workforce numbers have increased to 50% of the new model requirements, with a full review scheduled for the end of the 2026/27 financial year. While still in the early stages, initial results indicate positive progress.
- 3. Enhanced Management Practices:** Strong leadership has played a pivotal role in driving performance improvements. Beyond the benefits of the restructure, the parking management team has optimised patrol and shift patterns and strengthened administrative processes, including permits, appeals, FOIs, complaints, and financial management. Given that the service generates approximately £25.5 million (gross) in revenue with a relatively lean team, these enhancements have been instrumental in achieving operational success.

Regulation

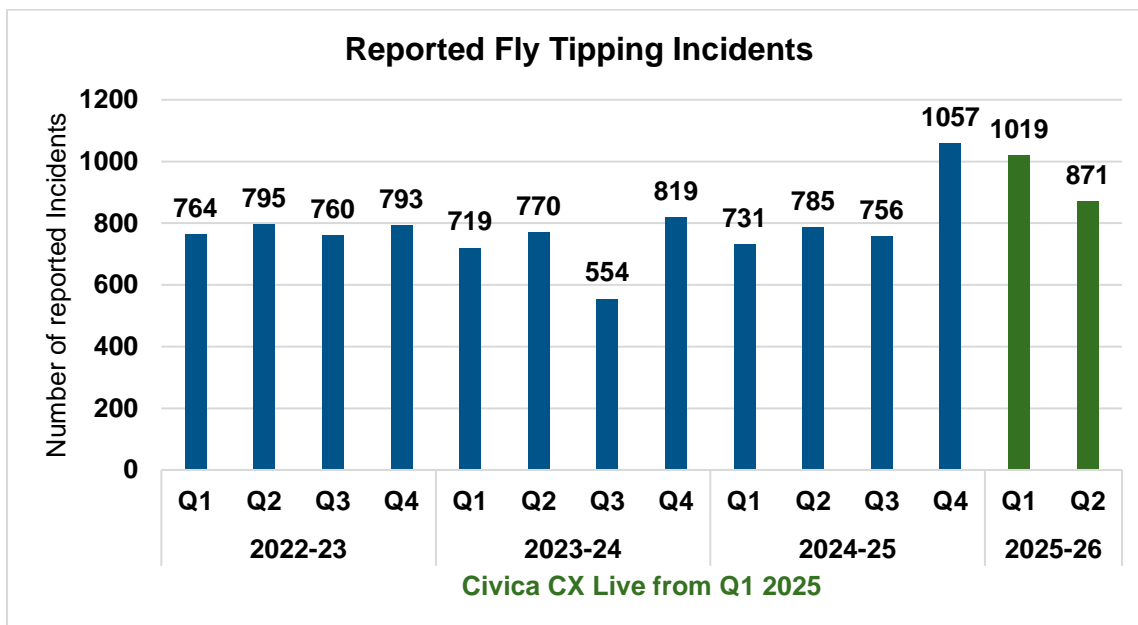
Fly Tipping

Further to the Q2 report, this dataset represents the first set of fly-tipping figures captured using the new Civica CX system, which reports one quarter in arrears.

For Q2, **871 fly-tipping incidents** were recorded. While this is lower than the previous two quarters, it remains higher than figures reported in the same period over the past two years. This variance may be attributed to the enhanced robustness of the Civica system, or it could reflect transitional challenges as the service continues to adapt and train staff on the system's capabilities.

Moving forward, there will be an increased focus on fully understanding the system and monitoring incident trends. A further update will be provided in Quarter 4.

Note: Now reporting one quarter in arrears due to Civica CX reporting cycles



Missed Bin Collections

Overall Performance

In Q2, it was reported that the number of missed bins remained higher than the previous year, primarily due to transitional challenges. At that time, it was anticipated that Q3 would see a significant reduction as improvement measures took effect.

This prediction has materialised. During Q3, the number of missed bins decreased by 45%, equating to 3,028 fewer missed collections. A total of 3,678 missed bins were reported this quarter, representing 0.17% of all collections.

While this marks a substantial improvement, it is important to note that Q3 still reflects the highest missed bin figure for this period over the past three years. Work is ongoing to reduce the number of missed bins across all localities, with particular attention on Harrogate, which has historically experienced a disproportionately high number relative to its size. Recent improvements in Harrogate have been a major contributor to the overall reduction in missed collections. Efforts are continuing to ensure these gains are sustained and embedded as a permanent trend.

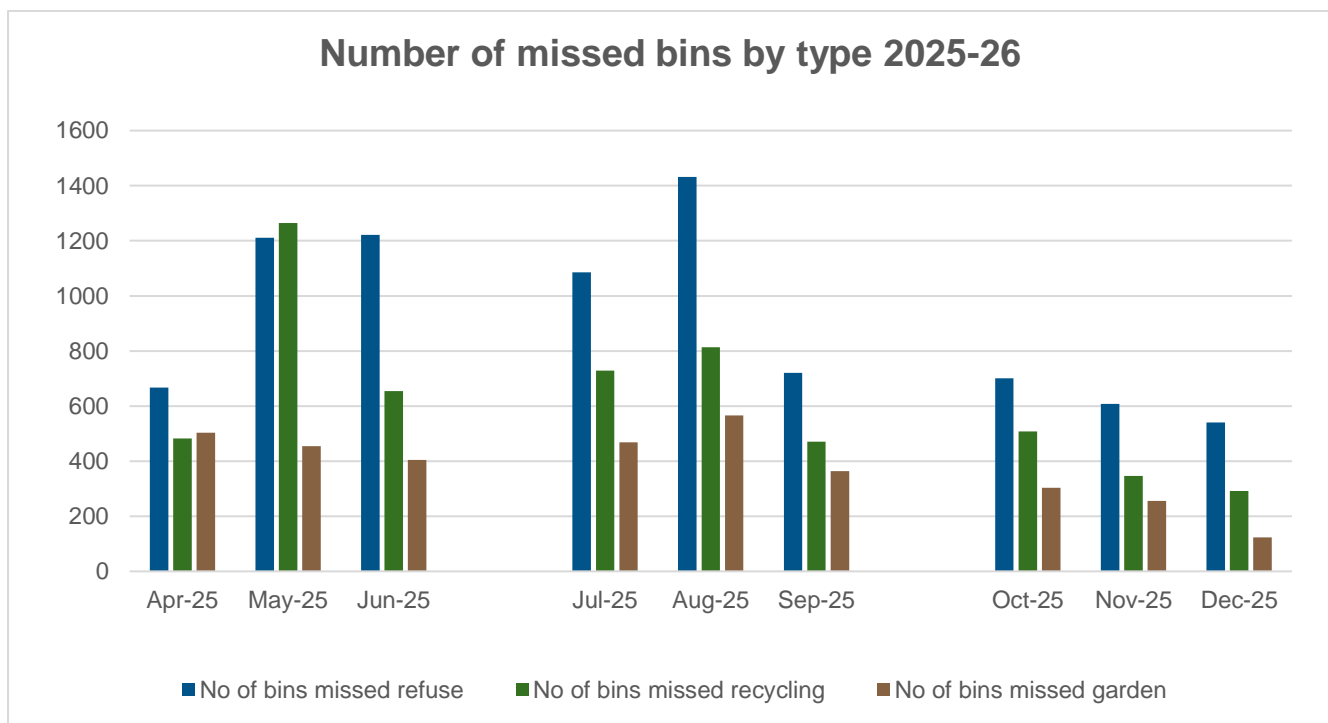
Bin collections remained resilient during challenging winter weather conditions.

Despite a week of heavy snow, ice and frost in November, most scheduled collections were made on time despite the challenging conditions. Areas that were impacted the most were Richmond in Upper Swaledale. The scheduled collections for Wednesday 19th November could not be completed and were instead collected on Tuesday 25th November, as the area did not fully thaw until the following week. These missed bins typically generate very few complaints, as residents understand the challenges, and based on past experience, know that collections will return as soon as conditions are safe.

In Northallerton, the rural round was unable to collect on Wednesday 19th November, however returned just three days later Saturday 22nd November. A small number of villages, including Kilburn, Linton-on-Ouse, Coxwold and Beningbrough, experienced partial missed collections due to ice on the 19th and 20th. Most of these were completed by Friday 21 November, with one or two remaining areas collected on Saturday 22 November.

Missed bins by type – Refuse, Recycling and Garden waste

The totals for missed bins by type in Q3 were: Refuse 1,849, Recycling 1,146 and Garden 683. The season ended for garden bin collections on 4th December and will re-start at the beginning of March 2026.



Get your garden waste license

Residents who live in North Yorkshire, can now pay for a garden waste licence for the 2026 season. A licence costs £52 for garden waste collections between March and early December. [Visit the garden waste page](#) for more information.

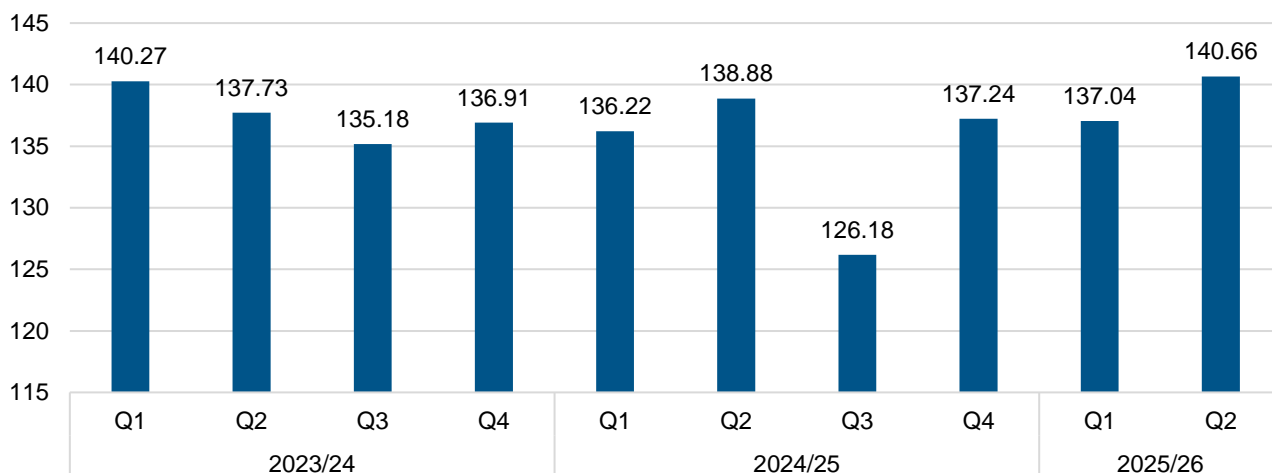
Waste

Reported one quarter in arrears

Residual household waste per household (Kg/household)

Household residual waste per household has increased compared to Q2 24/25 by 1.78kg per household. Both kerbside collected, and residual tonnage delivered to the household waste recycling centres (HWRC's) has increased.

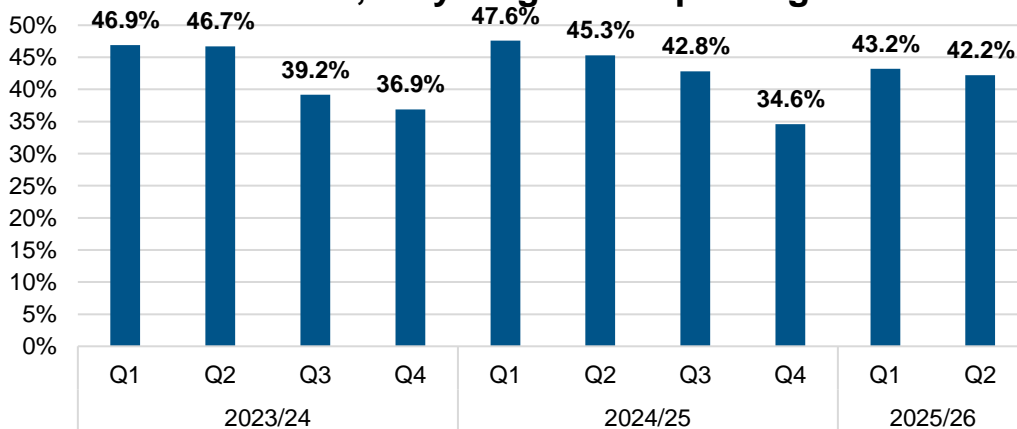
Residual household waste per household (Kg / household)



Percentage of Household waste recycled/sent for reuse, recycling or composting

Recycling, reuse and composting performance has decreased compared to Q2 24/25, due mainly to a reduction in composting tonnages. Recycling performance at the kerbside and HWRCs has increased in Q2 25/26, an increase of 240t at kerbside, and 350t at HWRCs (excluding inert and plasterboard as not classed as household wastes), compared to Q2 24/25. Following a hot summer with high average temperatures and little rain until September 202, this impacted on composting tonnages.

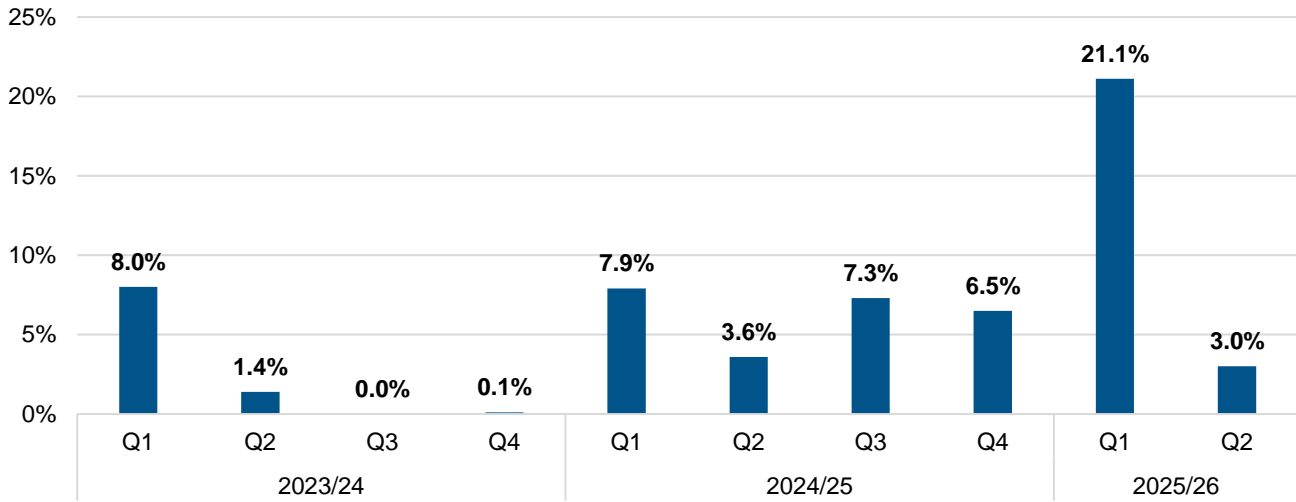
% of Household waste recycled / sent for reuse, recycling or composting



Percentage of waste arising to landfill

3% of waste was landfilled during Q2 2025/26, which is a decrease of 0.6% when compared to Q2 2024/25. Following the planned maintenance outage in Q1, availability of the Energy from Waste plant at AWRP averaged over 90% during Q2 with almost 94% of Contract Waste being diverted away from landfill.

% of waste arising to landfill



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Executive Performance Report Appendix

Quarter 3 2025-26 for TEEE O&S

Report produced by Strategy and Performance



Introduction



The appendix has been organised by the two Council Plan themes that sit under the remit of the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee: ‘Thriving Places and Empowered Communities’ and ‘Sustainable and Connected Places’.



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Thriving Places and Empowered Communities	Page 3
Sustainable and Connected Places	Page 6

RAG – An indication of the level of performance an indicator is currently achieving in relation to a set target or national benchmarking level for that indicator. While the RAG rating is linked to the two “Improvement since last” markers, it is a standalone measure, measured by performance to either the target or benchmarking.




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-  **Green** - Current performance is on or exceeding target, whether in relation to target or national benchmarking
-  **Amber** - Current performance is below expected standards, whether in relation to target or national benchmarking

-  **Red** - Current performance is significantly below expected standards, whether in relation to target or national benchmarking.
-  **Contextual** - These measures present a rounded view of information relevant to the service area although performance may not be within the control of the Council.

-  **Baseline** - Indicates performance is currently being tracked to inform the benchmarking / target setting process.
-  **In Development** - The KPI has been agreed, but data collection is needed to inform performance levels.

“DoT” – Current **Direction of Travel** when compared to the last annual or quarterly figures. This is a measure of how the indicator is moving over two periods – Annual and Quarterly. Key:

-  **Direction of travel is positive** compared to the year-end or last quarter figures
-  **Direction of Travel is negative** compared to the year-end or last quarter figures
-  **Performance is static to last** year’s outturn or last quarter’s figures
- N/A** **Data either at a yearly or** quarterly level not available

Thriving Places and Empowered Communities

- Support thriving places and empowered communities that live, work, visit and do business in North Yorkshire.





Graphs not included for this priority as only part falls under TEEE O&S remit.

THRIVING AND EMPOWERED COMMUNITIES – CORPORATE LEVEL KPI								
KPI Code	Primary Indicator	Latest Data	Previous Data	Benchmarking / Target	RAG	DoT		Notes
						Quarter	Year	
Quarterly								
CD31	Museum, Gallery and Cultural Venue visitor numbers	Q3: 66,519	2025/26 Q2: 83,746 Q1: 78,549 24/25 Q4 52,075 Q3 62,687 Q2 87,634 Q1 85,828					A dip in attendance figures over the winter months is expected; however performance is ahead of the same period last year.
CD31A	Outreach, livestream and community project engagement numbers	Q3: 21,566	2025/26 Q2: 8,640 Q1: 9,035 24/25 Q4: 7,437 Q3: 2,620 Q2: 1,974 Q1: 1,623					Outreach performance continues to grow and this highlights the benefits of having a wide variety of opportunities to engage with the arts given footfall figures typically fall in this quarter.
CD33	Cultural experiences rated as 'Very Good' or 'Excellent'.	Q3: 94.00%	2025/26 Q2: 94.73% Q1: 89.49% 24/25 Q4 92.00% Q3 93.38% Q2 97.5% Q1 98.10%	Internal target 80%				Satisfaction remains positive with a very minimal reduction compared to Q2.

North Yorkshire Council Executive Performance Report Appendix Quarter 3 2025-26

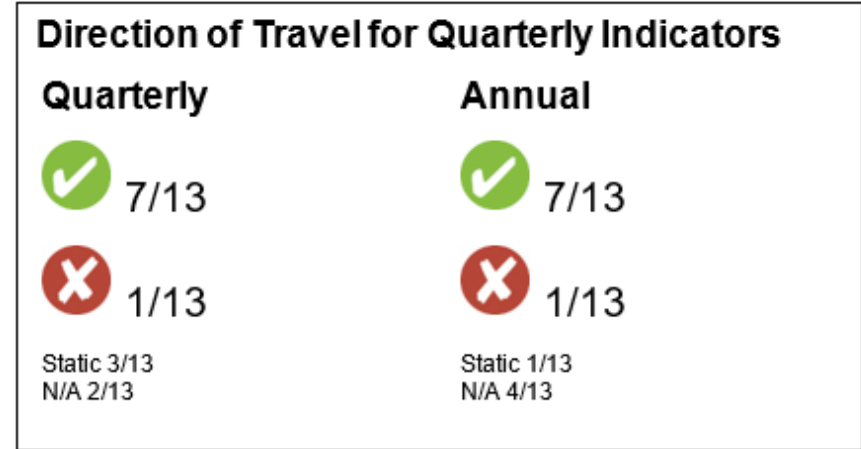
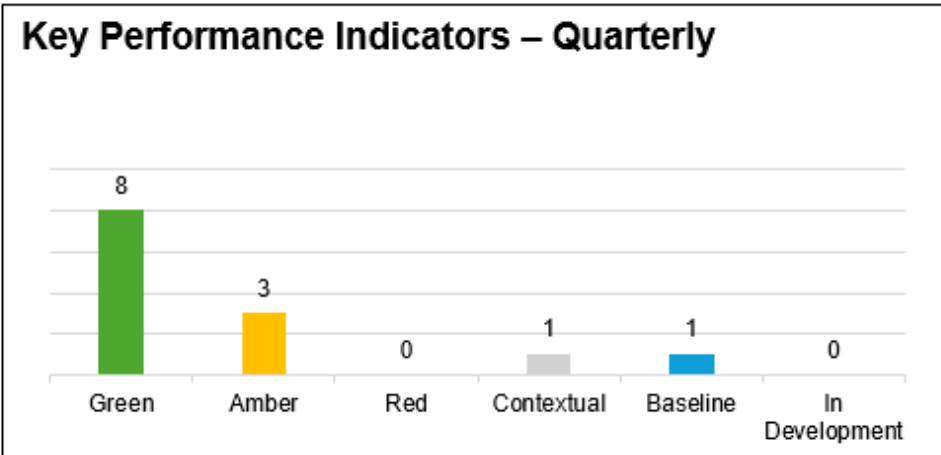
CD34	Cultural experiences' value for money rated as 'Very Good' or 'Excellent'	Q3: 88.13%	2025/26 Q2: 90.10% Q1: 90.48% 24/25 Q4 91.00% Q3 98.94% Q2 99.00% Q1 93.39%	Internal target 80%				There is minimal change in the rating of the experiences as 'value for money' and whilst lower than 32 in 2024/25 performance is still ahead of target. Again work to understand the nuance of the satisfaction returns is underway.
CD44	Footfall and dwell time in towns	Awaiting data				N/A	N/A	Performance in some areas is improved and others have seen decreases. Full details of principle towns is within the narrative report.
CD45	Hotel occupancy and Average Revenue per Room	Q3: Nov: 75.9% Oct: 81.5% Sept: 84.8%	24/25 Nov: 75.4% Oct:84.6% Sept:86.5%					This data is only just available for regular reporting and therefore longer term trends and analysis is limited. Performance is comparable to last year with some minor changes especially across October.
CD46	Short-term letting occupancy and average daily rate	Data unavailable				N/A	N/A	
CD16	Trading standards: % of high-risk inspections undertaken	Q3 68%	25/26 Q1 15% Q2 36% 24/25 Q4 98% Q3 66% Q2 40% Q1 30%	The high-risk inspection profile (target) is as follows: Q1 - 15% Q2 - 40% Q3 - 75% Q4 - 100%		N/A		Slightly below Q3 target of 75%, but ahead of Q3 2024/25
Annual								
CD26	GVA per head of population	2023: 31,778	2022: 28,942			N/A	N/A	
CD27	New Businesses starts	Q1: 755	24/25 548 Dec - Feb				N/A	
CD28	% Businesses survival rate (3 year)	52%	24/25 50% Q4				N/A	

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CD30	Scarborough Open Air Theatre No. of shows	2024/25 18 shows	2023/24: 18 shows 2022/ 23: 18 shows			N/A		The 2024/25 seasons closed in late summer and was clearly a success. Average numbers per show had increased to 6,478 (the highest since the venue reopened in 2010).
CD30a	Scarborough Open Air Theatre Number of attendances (based on ticket sales numbers)	24/25 116,606	2023/24: Tickets sold– 104,381 2022/23: Tickets sold - 90,196			N/A		

Sustainable and Connected Places

- Develop more sustainable and connected places across North Yorkshire.


















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SUSTAINABLE AND CONNECTED – CORPORATE LEVEL KPI













KPI Code	Primary Indicator	Latest Data	Previous Data	Benchmarking / Target	RAG	DoT		Notes
						Quarter	Year	
Quarterly								
EN1	Residual household waste per household (Kg/ household)	Q2 140.66	25/26 Q1 138.24 24/25 Q4 135.25kg Q3 126.18kg Q2 142.38kg	National Benchmarking Average:131.12kg Minimum: 81.70kg Maximum: 187.41kg				Reported a quarter in arrears due to national reporting arrangements- reported to Waste Data Flow (Defra).
EN2	% of Household waste recycled/ sent for reuse, recycling or composting	Q2 42.2%	25/26 Q1 43.2% 24/25 Q4 35.5% Q3 42.8% Q2 43.9%	National Benchmarking Average:40.9% Minimum: 13.7% Maximum: 67.6%				Reported a quarter in arrears due to national reporting arrangements- reported to Waste Data Flow (Defra).

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EN3	% of waste arising to landfill	Q2 3%	25/26 Q1 21.1% 24/25 Q4 6.5% Q3 7.3% Q2 3.6%	National Benchmarking Average: 2.1% Minimum: 0% Maximum: 44.3%				Reported a quarter in arrears due to national reporting arrangements- reported to Waste Data Flow (Defra).
EN4	Number of missed bins	Q3 3,678 (0.17%)	25/26 Q2 6,706 (0.30%) Q1 6,863 (0.32%) 24/25 Q4: 3,665 (0.19%) Q3: 1,060 (0.06%) *not including Scarborough locality.					See narrative in sustainable and connected section of main report.
EN5	Number of fly tipping incidents reported to Regulatory Services per quarter	Q2 871	25/26 Q1:1,019 24/25 Q4:1057 Q3:756 Q2:785	Statutory report to Defra				Reported one quarter in arrears. Introduction of Civic CX Q1 2025.
EN10	Highways Customer Service requests responded to within timescale (10 days or less)	Q3 – 92.3%	Q2 86% Q1 85.7% 24/25 Q4 84.1% Q3 85.4%	Target 90%				Please note the changes to previous Quarterly report figures, this is the result of a revised formula calculating the requests cleared; this is more accurate and will be used going forward.
EN11	Highways inspections carried out within timescale including footways	Q3 98.3%	Q2 95.6% Q1 97.8% 24/25 Q4 95.6% Q3 94.4%	Target 98%				











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EN12	Highways dangerous defects made safe within 2 hours	Q3 93.7%	Q2 92.6% Q1 95.9% 24/25 Data unavailable	Target 99%			N/A	
EN13	Average length of road works on-site occupancy	Q3 3.65	Q2 3.65 Q1 3.49 24/25 Q4 3.1 Q3 3.7			N/A	N/A	
EN14	Streetlight defects repaired within 7 days	Q3 97.4%	Q2 98.8% Q1 92.8% 24/25 Data unavailable	Target 92%			N/A	Please note the changes to previous Quarterly report figures, this is the result of a revised formula calculating the requests cleared; this is more accurate and will be used going forward.
EN15	Highways successful insurance repudiation rate on closed cases	Q3 83.7%	Q2 86.8% Q1 69.2% 24/25 Q4 72.5% Q3 66%	Target 80%				
EN17	Public Rights of Way Network condition (PRoW): % of network passable	Q3 89.9%	25/26 Q2 89.97% Q1 90.33% 24/25 Q4 90.5% Q3 90.7% Q2 90.84%					
RE14	Broadband Coverage across North Yorkshire (including full-fibre, superfast and gigabit)	Superfast (>=30 Mbps) 95.89% Full Fibre 82.38% Gigabit 82.76% (October 18th 2025)	Superfast (>=30 Mbps) 95.75% Full Fibre 79.43% Gigabit 79.87% (June14th 2025)	England Superfast 30 Mbps and faster 98.5%. Full Fibre- Fibre to the premises 78% (June14th 2025)		N/A	N/A	

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Annual								
EN6	National Highways Transportation Survey: satisfaction with the condition of highways	2024 21 (2 nd quartile/28)	29 (2023 – 1 st quartile/40) 34 (2022 – 2 nd quartile/40)	The score of 21 places us in quartile 2 of 28 *similar authorities.		N/A		
EN7	% of principal A roads where maintenance should be considered	2.8% (2023/24 survey)	2.8% (2021/22 survey) 2.6% (2022/23 survey)			N/A		
EN8	% of Non- principal B and C roads where maintenance should be considered (NI 130-2)	4% 2023/24 survey)	3% 2021/22 survey) 3% (2022/ 23 survey)			N/A		
EN9	% of lesser used roads where maintenance should be considered	14% (2023/24 survey)	24/25 12% (2022/23 survey) 14% (2021/22 survey)	Local indicator and not directly comparable.		N/A		
EN8	Scope 1, 2, 3 emissions	24/25 Scope 1: 14,820.23 (tCO2e) Scope 2: 7,611.08 (tCO2e) Scope 3: 8,319.69 (tCO2e)	23/24 Scope 1: 14,676.47 (tCO2e) Scope 2: 6,571.64 (tCO2e) Scope 3: 7,758.15 (tCO2e)			N/A		<p>Across all scopes, NYC's emissions for FY24/25 were 30,751 tCO2e, an increase of 6% from FY23/24.</p> <p>Comparisons of emissions between years should be made cautiously and reported increases should be caveated with the fact that ongoing service convergence following local government reorganisation resulted in data gaps and challenges for FY23/24 emission calculations.</p> <p>Improvements in the quality and availability of electricity usage data across the Council's estate is contributing to the increase in scope 2 emissions, as more NYC properties and assets are now being included in the emissions data for FY24/25 than was possible in FY23/24.</p>

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