



## Agenda

**Meeting held in private:** Environment Directorate - Corporate Director and Executive Member - Highways and Transportation

**To:** Councillor Keane Duncan.

**Date:** Wednesday, 30 April 2025

**Time:** 9.30 am

**Venue:** Microsoft Teams

### Business

#### Items for Corporate Director decision

1. Review of Fees and Charges 2025-26 for Highways and Infrastructure - updated to include revised fees for Traffic Regulation Orders (*Pages 3 - 14*)

Barry Khan  
Assistant Chief Executive  
(Legal and Democratic Services)

County Hall  
Northallerton

10 April 2025

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## North Yorkshire Council

### Environment Executive Members

30 April 2025

#### Review of Fees and Charges 2025-26 for Highways and Infrastructure - updated to include revised fees for Traffic Regulation Orders

#### Report of the Assistant Director – Highways and Infrastructure

##### **1.0 PURPOSE OF REPORT**

- 1.1 To seek approval from the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, to increase fees and charges for the financial year 2025/26, in line with a recent review, which was consistent with the Corporate Fees and Charges Strategy.

##### **2.0 BACKGROUND**

- 2.1 A report was presented to the 28 February 2025 meeting of the Environment Corporate Director and Environment Executive Member. Following publication of the report it was identified that some fees had not been updated correctly in the appendix to that report, specifically in relation to the fees associated with Temporary Traffic Regulation orders (TTROs) and fees associated with the supply and filling of grit bins. These have been amended in this report to reflect the revised costs for 2025/26. These revised costs will come in force following the approval of this report.

##### **3.0 METHODOLOGY**

- 3.1 The report presented 28 February 2025 outlined that in previous years, fees and charges have been reviewed in line with the Corporate Fees and Charges Strategy and fees and charges set out in Appendix A have had a minimum flat rate 3.2% uplift to account for the effects of inflation. Fees and charges associated with grit bins have been increased in this manner.
- 3.2 In circumstances where a greater increase is necessary, e.g. due to historic under-recovery of costs against service provision or because of higher industry or input costs, an enhanced approach towards charging for services the Council provides has been adopted. Fees and charges associated with TROs have been increased in this manner.

##### **4.0 ALTERNATIVE OPTIONS CONSIDERED**

- 4.1 The Corporate Fees and Charges Strategy requires full cost recovery, which for 2025/26, has been set at a minimum 3.2 % uplift. Where a different approach is proposed, it is set out separately in this report and its Appendix A. No other alternatives have been considered.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The Corporate Fees and Charges Strategy establishes a requirement to review fees and charges within Directorates on an annual basis, in order to help raise income and lower the burden to Council Taxpayers and ensure that the fee charged for a council service is reflective of the Council's costs of provision.
- 5.2 The proposed schedule attached as Appendix A outlines fees and charges associated with Temporary Traffic Regulation Orders and the supply and refilling of grit bins.
- 5.3 Specifically in relation to the proposed fee increases for Temporary Traffic Regulation Orders (TTROs), the expectation is that this will result in an additional £110K income per annum.

## **6.0 LEGAL IMPLICATIONS**

- 6.1 The methodology adopted for increasing fees and charges is consistent with the Corporate Fees and Charges Strategy, which indicates that the Fees and Charging Policy applies to services where there is a legal power to charge for the service and discretionary services.
- 6.2 Section 93 of the Local Government Act 2003 and Section 3 of the Localism Act 2011 give local authorities power to charge for discretionary services. Discretionary services are those services that a local authority is not required to provide but may do so voluntarily.
- 6.3 The charging powers do not apply where there is a power to charge for a particular service elsewhere in other legislation, or where other legislation expressly excludes an authority from charging.

## **7.0 EQUALITIES IMPLICATIONS**

- 7.1 No equalities implications are considered to arise because of the proposed changes to the fees and charges set out in Appendix A. Any increase is reflective of the cost of delivering the service and/or in line with the Consumer Price Index inflation rate. All the rates have previously been benchmarked against comparator authorities. An Equalities Impact Assessment screening form has been completed, which is attached as Appendix B.

## **8.0 CLIMATE CHANGE IMPLICATIONS**

- 8.1 No climate change impact is considered to arise as a result of the proposed fees and charges, see Appendix C for further details.

## **9.0 REASONS FOR RECOMMENDATIONS**

- 9.1 To ensure that the fee charged for a council service is reflective of the Council's costs of provision.

## **10.0 RECOMMENDATION**

- 10.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, notes the increase in fees and charges already approved by Full Council and approves the introduction a revised set of fees and charges as set out in Appendix A for TTROs and the supply and filling of grit bins.

**APPENDICES:**

Appendix A: Proposed Fees and Charges Schedule 2025/26 for Highways and Infrastructure

Appendix B: Initial Equality Impact Assessment Screening Form

Appendix C: Climate Change Impact Assessment

**BACKGROUND DOCUMENTS:** None

Barrie Mason  
Assistant Director – Highways and Infrastructure  
County Hall  
Northallerton  
24 April 2025

Report Author – Allan McVeigh  
Presenter of Report – Allan McVeigh

<b>Title</b>	<b>Current price</b>	<b>Proposed New Price</b>	<b>Increase Description</b>
Temporary Traffic Regulation Orders 18-month closure - (plus advertising costs)	£525.93	£650.00	Alignment with wider industry costs
Temporary Traffic Regulation Orders 5 day closure	£393.86	£500.00	Alignment with wider industry costs
Temporary Traffic Regulation Orders Emergency closure	£393.86	£500.00	Alignment with wider industry costs
Temporary Traffic Regulation Orders Event closure - for a new event	£393.86	£500.00	Alignment with wider industry costs
Temporary Traffic Regulation Orders Recurring event (plus advertising at cost)	£197.52	£250.00	Alignment with wider industry costs
Purchase of grit bin by parish councils	£50	£51.60	
Annual charge for up to two refills of grit bins purchased by parish councils	£75	£77.40	

<b>Initial equality impact assessment screening form</b>			
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.			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways and Infrastructure		
<b>Proposal being screened</b>	Fees and Charges 2025/26 review		
<b>Officer(s) carrying out screening</b>	Allan McVeigh		
<b>What are you proposing to do?</b>	Review fees and charges for Highways and Infrastructure in time for 2025/26 financial year		
<b>Why are you proposing this? What are the desired outcomes?</b>	Corporate requirement to review fees and charges on an annual basis, in order to ensure full cost recovery		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>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.</b>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Are from the Armed Forces Community		No	
<b>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.</b>	No		

<b>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.</b>	No			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
<b>Reason for decision</b>	Full EIA not required. Any increase is reflective of the cost of delivering the service and/or in line with the Consumer Price Index inflation rate. All the rates have previously been benchmarked against comparator authorities.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	09/04/2025			



## 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

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<b>Title of proposal</b>	<b>Review of Highways and Infrastructure fees and charges 2025/26</b>
<b>Brief description of proposal</b>	<b>Review of Service Fees and Charges to ensure the Council charges the correct rate for its services and achieves full cost recovery</b>
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Infrastructure</b>
<b>Lead officer</b>	<b>Allan McVeigh</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>N/A</b>
<b>Date impact assessment started</b>	<b>07 February 2025</b>

**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.

Fees and charges need to be reviewed and where appropriate, revised, in order to reflect the actual cost of services to the Council

**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.

The review and implementation of the new fees and charges should have a positive effect on council budgets ensuring the correct fee or charge is received for that service. It will be cost neutral

<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><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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 <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		Y				
	Emissions from construction		Y				
	Emissions from running of buildings		Y				
	Emissions from data storage		Y				
	Other		Y				
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		Y					
<p>Reduce <b>water</b> consumption</p>		Y					

<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><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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 <b>pollution</b> (including air, land, water, light and noise)</p>		Y				
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		Y				
<p>Enhance <b>conservation</b> and wildlife</p>		Y				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		Y				
<p>Other (please state below)</p>		Y				

**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 impact is considered to arise as a result of the proposed Highways and Transportation Fees and Charges.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Allan McVeigh</b>
<b>Job title</b>	<b>Head of Network Strategy</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	
<b>Completion date</b>	<b>07 February 2025</b>

**Authorised by relevant Assistant Director (signature):** Barrie Mason

**Date:** 09/04/2025

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