

Recommendations

Executive Members are asked to

- (i) note the contents of the YNYCA report
- (ii) to make recommendations to the Chief Executive Officer for his consideration when exercising his emergency delegated powers in response to the YNYCA decision relating to Local Transport Powers on 27 March 2026.

6. North East Regional Coastal Monitoring Programme 2027-2033 (Pages 47 - 58)

Recommendations

That Executive

- (i) agrees to the Council submitting a bid for £7,147,000 + 10% contingency of £714,000 for Flood Defence Grant in Aid (FDGiA) administered by the Environment Agency to continue the delivery of the North East Regional Coastal Monitoring Programme into its 4th phase through the North East Coastal Observatory
- (ii) delegate acceptance of the grant if awarded, subject to acceptable terms and conditions, to the Corporate Director Resources in consultation with the Corporate Director - Environment, Executive Member for Finance (Deputy Leader) and the Executive Member for Highways and Transportation.

7. Forward Plan (Pages 59 - 76)

8. Any Other Items

Any other items which the Leader agrees should be considered as a matter of urgency because of special circumstances

9. Date of Next Meeting - 21 April 2026 (Ripon Town Hall)

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.

Members of the public are entitled to attend this meeting as observers for all those items taken in open session. You may 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

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Northallerton

Monday 23 March 2026

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North Yorkshire Council

Executive

Minutes of the meeting held on Tuesday, 17 March 2026 commencing at 11.00 am.

Councillor Carl Les OBE in the Chair plus Councillors Mark Crane, Gareth Dadd, Richard Foster, Michael Harrison, Simon Myers, Heather Phillips, Janet Sanderson, Malcolm Taylor and Annabel Wilkinson.

In attendance: Councillors David Chance, Liz Colling, Keane Duncan (R), George Jabbour, Janet Jefferson (R), Mike Jordan, Rich Maw, Nigel Knapton, Tom Seston, Phil Trumper and Greg White

Officers present: Richard Flinton, Karl Battersby, El Mayhew, Gary Fielding, Abigail Barron, Nic Harne, Barry Khan, Kerry Metcalfe, Gareth Bentley, Fiona Casson, Sharon Cousins, St John Harris, Mark Haynes (R), Callum McKeon (R), Natasha Durham (R), and Chris Bourne (R)

Copies of all documents considered are in the Minute Book

858 Apologies for Absence

There were no apologies for absence.

859 Minutes of the Meeting held on 17 February 2026

Resolved

That the public Minutes of the meeting held on 17 February 2026, having been printed and circulated, be taken as read and confirmed by the Chair as a correct record.

860 Declarations of Interest

Councillor Malcolm Taylor declared an interest in respect of Minute Item 863 since a member of his family was employed by North Yorkshire Council.

861 Exclusion of the Public

It was noted that the reports relating to Minute item 863 – Property acquisition to support the Council's asset rationalisation programme and Minute Item 870 – Harrogate Convention Centre Studio 2 refurbishment works both contained exempt appendices. As the contents of the appendices were not discussed there was no requirement to exclude the public from the meeting during consideration of these items.

862 Public Questions and Statements

In total there were 13 public questions or statements submitted. Five were considered under Minute Item 863 – Property acquisition to support the Council's asset rationalisation

programme, six under Minute Item 864 - Adoption of a revised Hackney Carriage and Private Hire Licensing Policy, and two under Minute Item 868 – Whitby Cliff Lift and access to Whitby West Cliff Beach.

863 Property acquisition to support the Council's asset rationalisation programme

Considered a report of the Corporate Director Resources which sought approval for the acquisition of Resolution House, Scarborough, as part of wider plans to rationalise and optimise the Council's property portfolio.

The Executive Member for Finance and Resources, Councillor Gareth Dadd introduced the report emphasising that estate rationalisation had been a long-standing priority and that Resolution House represented a rare, time-sensitive opportunity at a cost substantially lower than recent public speculation. He explained that while commercial confidentiality limited disclosure, the business case was robust and avoided the far higher refurbishment costs of the existing buildings of Scarborough Town Hall and Ryedale House which were neither feasible nor justifiable. He emphasised the regeneration benefits and the need to act swiftly.

Five public questions were then presented to the Executive as follows:

Councillor Thomas Murray

Since the future of Scarborough Town Hall is again being considered, I would like to ask a question.

The Executive report before you again confirms that Scarborough Town Hall is a Grade II listed building and an important heritage asset located within the conservation area, while also stating that the proposed acquisition of Resolution House and wider estate rationalisation may have implications for the future utilisation of the Town Hall site, including the possibility of it becoming vacant.

Despite the scale and significance of these proposals, Scarborough Town Council has not been meaningfully engaged in these discussions. In fact, we first learned of the proposals through social media and a press release, rather than through direct engagement.

This is particularly concerning given that Scarborough Town Council leases space within the Town Hall and uses the Council Chamber and Mayor's Parlour for council meetings and civic functions, and represents around 28,000 residents.

Given that thirteen years ago the previous council undertook extensive consultation because decisions about the Town Hall were recognised as having major democratic, heritage and economic implications, and that the proposals at the time were ultimately shelved following that consultation, and given that town and parish councils were promised a collaborative relationship under the new unitary arrangements,

What concrete changes will North Yorkshire Council now put in place to ensure it can properly communicate and work collaboratively with its town and parish councils across the county? Simply saying there are around 400 councils and that meaningful engagement is therefore difficult is not good enough.

Councillor Sarah Mason

North Yorkshire Council has recently announced its intention to purchase a building on the outskirts of Scarborough for £4.5 million. Once realistic additional costs are included, such as relocation, legal fees, IT infrastructure, accessibility works, and full internal fit out, the

total cost of this move is likely to rise to approximately £6.5–7.5 million based on standard public sector capital benchmarks.

Alongside this, NYC has provisionally allocated £750,000 to relocate the Customer First desk away from its current location next to Scarborough's historic Grade II listed Town Hall, the civic heart of the town and a building the Charter Trustees were specifically established to protect following the enforced abolition of Scarborough Borough Council without any democratic vote. As this £750,000 is only a provisional figure, further costs for design, fit out, IT, staffing, accessibility, and operational changes are inevitable. NYC has also committed £9.4 million to the Harrogate Convention Centre for a project that only might generate £1.7 million annually.

Taken together, these three projects represent a combined expenditure of approximately £16.65–17.65 million, a figure that either matches or exceeds the council's declared £17 million budget shortfall for 2026/27.

At the same time, essential frontline services continue to deteriorate. A simple 0.8 km walk along Barrowcliffe Road revealed 18 severely blocked drains, highlighting the scale of basic maintenance issues that directly affect residents' daily lives.

Given that the combined cost of the out of town office move, the Customer First relocation, and the Harrogate Convention Centre investment amounts to approximately £16.65–17.65 million — a sum equal to or greater than NYC's declared £17 million shortfall — can the council explain how it justifies committing this level of spending on non essential capital projects while simultaneously raising Council Tax to the maximum level and failing to deliver core services for residents?

Councillor Stacy Bolton (read by Councillor Thomas Murray)

Why is North Yorkshire Council unable to submit an expression of interest to purchase Resolution House and then undertake a full public consultation before any final decision is taken on whether the council should proceed with the acquisition?

David Bowes (read by Councillor William Stuart)

My Great Great Grandfather was Henry Bowes, sergeant-at-mace to the Scarborough Corporation & Mayoral Officer between 1901 and 1930. His address was Scarborough Town Hall. You can buy his photograph in ceremonial Gown, carrying the silver Mace for £15 from NYC. The Town Hall was the centre of civic life in the town a hundred years ago.

Town Halls are the focal point for democracy. The centre for the administration of local government, the holding of court sessions, public meetings, entertainment, registration of births deaths and Marriages. In our case, the very history of Scarborough from the Victorian period to today, including my Great Great Grandfather, is that building. The building belongs to the town. It is the town. It who we are. I've travelled extensively. I visit family on the Polish/Czech border in a city called Wałbrzych. A city of similar size to Scarborough. Yet an area more synonymous with Durham, being an ex coal mining area with all the socio-economic associated challenges. Regardless, its civic buildings and administrative centre are immaculate, invested in, alive. The importance of these buildings is never questioned. Any redundancy, or downgrading, away from their primary function, unthinkable. Democracy and civic administration should be the heart of the city, not shifted to the periphery. This is my experience of Espoo, Finland, where I spent a considerable part of my Career, and cities in Denmark and Sweden. All areas where democracy, civic administration, and the buildings through which this is delivered, deliberately at the centre of the towns and city's. Nations where the relationship between people and local

democracy is not adversarial, collegiate, open, consultative. The benefit is obvious, civic buy in. The people are close to where decisions are made, the pride they feel for their local democracy woven into the architecture. The adjacent square, of which we also have in Scarborough, a place to meet, where children play. The local shops, bars, cafes benefit. The economy gets a boost! Tourists smile and wonder at the frontage. Town/Civic halls are fulcrum of any comparable town in most of Europe. Yet, in Scarborough we've witnessed generational decline of our town Hall. Entropy. Its primary function lessened, its potential unrealised, its end, now a possibility. A sword of Damocles hangs over it inscribed with £19m. An unnecessary sword. An unsubstantiated figure in my opinion. My question is simple.

Is managed decline our only democratic choice?

Councillor William Stuart

At the North Yorkshire Council Business and Regeneration meeting on 26 February, the Council's Principal Regeneration Officer delivered a presentation entitled "A Great Plan for Every Place." In that presentation, officers highlighted the well-known challenges facing towns such as Scarborough in making effective use of existing assets: low asset values, high redevelopment costs and weak returns on investment, all of which can lead to under-utilisation of buildings and a gradual decline in town-centre vitality.

Against that background, the Executive is now being asked to approve the purchase of Resolution House for £4.5 million while potentially vacating and disposing of Scarborough's Grade II listed civic offices and adjoining buildings in the town centre.

Such a move would remove a long-standing civic presence from the heart of the town and could reduce daily footfall, economic activity and civic identity in the town centre. It would also leave a complex listed civic building requiring a new use in a market that the council itself recognises can struggle to bring forward viable redevelopment.

At the same time, the National Planning Policy Framework emphasises the importance of protecting the vitality and viability of town centres and directing significant employment and activity to accessible town-centre locations wherever possible.

In light of the council's own regeneration principles and the objectives of the National Planning Policy Framework, how does the Executive justify spending £4.5 million to relocate council activity away from Scarborough's town centre while potentially leaving a major civic building vacant or under-utilised?

Reply

The following reply encompassing all five questions was then provided by the Corporate Director Resources:

In talking about the Town Hall it's important to recognise that there are four constituent buildings on the site:

1. The listed Town Hall building,
2. a 1950's/1960's extension,
3. York House (the old Brewery), and
4. the Customer Services building.

In 2012 this same decision was considered by Scarborough BC but was not progressed due to elected member and public feedback. However over the past 14 years local government has seen significant change and the financial landscape and condition of the buildings on the Town Hall site are now far more challenging. Despite the decision not being progressed by Scarborough Borough Council, a plan was not put in place to invest in the Town Hall building, and with only minimal investment since that time, this Council has therefore inherited a considerable liability (estimated at £19m). The acquisition of Resolution House offers a far more cost-effective solution to our accommodation needs than continued investment in the Town Hall. A proposal to spend a sum to the magnitude of £19m for what is essentially staff accommodation would cause a similar set of public challenges around value for money.

We are also dealing with very real issues around the quality and suitability of the back-office accommodation at the Town Hall. The current standard of accommodation is not acceptable.

Occupation of the Town Hall

COVID19 and the increase in hybrid working, along with the poor building condition has had a significant impact on the occupation of the Town Hall.

In late 2025 the 1950s/60s block on the Town Hall site had to be vacated urgently due to statutory compliance issues. As a result, around 80% of the floorspace on the Town Hall now stands empty and of the 210 remaining desks utilisation is just 42% at its peak, mid-week (around 88 employees).

Following the closure of the 1950's/60's block several of the civic rooms in the Town Hall - including the civic parlour - have had to be temporarily repurposed as office space. This does not represent a good use of this historic, civic space, nor does it provide an appropriate working environment for our staff.

Economic Impact of Staff Moves and impact on Town Centre viability

As detailed above, far fewer staff use the building today, and the Town Hall site is now significantly under-utilised.

As part of our wider asset rationalisation programme, we recently closed and disposed of North Yorkshire House (NYH). 300 of our staff were based in NYH and were initially moved to the Town Hall, but were subsequently relocated to Castle House because of the accommodation issues.

The current proposal is that Customer services will remain in the town centre, at Castle House, alongside the existing back-office accommodation. With the closure of North Yorkshire House, Castle House now hosts more staff than before, increasing footfall into the town centre, and largely offsetting the proposed relocation of staff from the Town Hall to Resolution House.

Regeneration Opportunities

The Council has inherited a number of prominent, empty buildings within Scarborough Town Centre. We do not want the Town Hall to become another – so the report recommends a £750k investment to progress redevelopment proposals on these sites so that plans can be brought forward as quickly as possible.

The council fully recognises the importance of supporting the vitality and viability of

Scarborough town centre.

Redevelopment of the sites, listed in the report, will promote uses that will diversify the town centre offer, protect heritage assets and enhance footfall.

To ensure that the right type of uses are attracted to the town centre, the council intends to engage and work with partners to set out development opportunities for the sites, ensuring that they will contribute positively to regeneration outcomes. Any future proposals for listed buildings will be subject to appropriate planning and heritage considerations, with the Council actively seeking uses that align with town centre policies, protect heritage value and support economic activity.

Heritage Considerations and Civic / Democratic Accessibility

We fully recognise the Town Hall as an important heritage asset and that its potential is not being realised. The site is significantly under-utilised, and it would require very substantial investment to bring the building back up to an appropriate standard. That level of investment simply wouldn't represent value for money for staff accommodation. Given this reality, it is only right that we explore alternative options for the future of the building.

Our aim is to ensure the Town Hall is properly protected, invested in, and revitalised so that it remains in meaningful use and is preserved for future generations. We are not proposing that it be left empty. It will remain occupied while future plans are developed.

We have not yet determined the future arrangements for North Yorkshire Council's democratic meetings. However, it remains entirely possible that meetings could continue to be held in town centre venues such as the library, the Spa, museums, or local hotels.

In the year to March 2026, the Town Hall has hosted 33 democratic meetings – 24 for Scarborough Town Council and 9 for NYC – averaging fewer than three meetings per month. The annual running cost of the building is £474k (excluding repairs). If the site were used solely for civic meetings, this would equate to £14k per meeting, with the effective cost rising significantly once maintenance liabilities are factored in.

It is also important to note that accessibility today often comes through digital means. Good remote access can make our meetings more inclusive and transparent. Achieving this is more challenging in older, listed buildings such as the Town Hall, where the infrastructure limits what we can deliver.

Engagement with the Town Council and other stakeholders

As the report details, our plans beyond the acquisition remain at an early, exploratory stage as the proposals have moved at pace.

Resolution House was placed on the market earlier this year with a guide price of £4.5 million including fixtures and fittings. However, the price that has been provisionally agreed with Anglo American is significantly lower than the guide price on the understanding that the Council progresses the acquisition swiftly, and aims to complete the transaction by the end of March 2026.

All evidence indicates that the provisional purchase price represents extremely good value. Resolution House provides high-quality, modern office accommodation. We therefore expect to move in on an "as is" basis without the need to incur significant costs beyond the acquisition price. Given the significant opportunities this acquisition provides—to address long-standing challenges and to deliver substantial financial benefits—we

simply do not believe we can allow this opportunity to pass us by.

We will engage fully with staff, services, customers, elected members, stakeholders and partners as work beyond the acquisition progresses.

In response, Councillor Murray asked what proportion of the quoted annual maintenance cost and renovation cost for the Town Hall site pertained to the historic listed building. The reply was that this figure could be estimated but was currently not available. Councillor Stuart referenced the risk of another town centre building (the Town Hall) remaining underutilised.

The Chair then invited the following local NYC councillors to address the meeting: Councillors Liz Colling, Rich Maw, Janet Jefferson, Tom Seston and Keane Duncan. Concerns were raised that these proposals were rushed and the business case lacked sufficient detail. While recognising the need for urgent action on accommodation standards, members emphasised the importance of consultation, the preservation of civic heritage, and the maintenance of accessible local democracy. Transport links, customer journey arrangements, consultation with external partners who shared use of buildings, and the future use of vacated buildings were all raised. A specific proposal was made to consider establishing an additional customer access point at Resolution House to serve nearby communities such as Eastfield and Seamer. Officers agreed to explore this. Members also highlighted the need for careful sequencing of regeneration activity to avoid prolonged vacancy across multiple sites.

In response, it was confirmed that:

- the inherited Town Hall estate represented a substantial long-term liability, with essential works costed at around £19 million;
- low utilisation levels — only 42% of available desks at peak — indicated that the estate no longer functioned as a suitable accommodation base;
- the 1950s–60s block was now entirely unusable and civic rooms were being repurposed as makeshift office space;
- Resolution House required only light adaptations, as fixtures and fittings would be retained;
- customer services would remain in the town centre at Castle House;
- any future proposals for the listed Town Hall would involve consultation, heritage assessment and a town-centre-focused regeneration strategy.

Members were also reminded that, because over 300 staff had recently been relocated into Castle House following the closure of North Yorkshire House, town-centre footfall had increased, offsetting the smaller number of staff who would move to Resolution House.

The Executive then discussed the report. They welcomed the proposals and the strength and clarity of the business case which would serve to address some of the long standing challenges around the Council's estate in Scarborough and Malton, notably the poor condition of the Scarborough Town Hall site and Ryedale House. The importance of retaining a customer access point in both Scarborough and Malton town centres was emphasised. The employment and economic benefits to the Scarborough South area were also noted as was the proximity of Resolution House to Seamer train station. In respect of the future of the cherished historic Scarborough Town Hall building, the example of Skipton Town Hall was cited which now housed the Craven Museum and Gallery.

At the conclusion of the debate, Councillor Gareth Dadd proposed an amendment to the report's recommendation (i) that in principle approval be given to the acquisition with the final decision delegated to the Corporate Director Resources in consultation with the Executive Member for Finance and Resources.

Resolved (unanimously) that

Page 11

- i) In-principle approval be given to acquire Resolution House, based on the Heads of Terms provided in Private & Confidential **Appendix A** with the final decision delegated to the Corporate Director Resources in consultation with the Executive Member for Finance and Resources.
- ii) In-principle approval be granted for investment of up to £750k to support the establishment of new front-facing customer service points in Scarborough and Malton town centres, and to fund costs associated with the advancement of redevelopment proposals for vacated sites. Release of this investment will be dependent on further detailed development and refinement of the proposals outlined within this report.
- iii) The decision on the release of the in-principle investment be delegated to the Corporate Director of Resources in consultation with the Executive Member for Finance and Resources.

Reasons

To support delivery of the Corporate Property Strategy ambitions, and the potential outcomes and financial benefits set out in section 4.6 of the report.

864 Adoption of a revised Hackney Carriage and Private Hire Licensing Policy

Considered a report of the Corporate Director Environment which sought approval from the Executive to adopt a revised Hackney Carriage and Private Hire Licensing Policy.

Introducing the report, the Executive Member for Managing our Environment noted the challenge of balancing safety, climate obligations, accessibility needs, and financial pressures on the trade in formulating the revised policy which represented a compromise between different positions.

Six public questions and statements were then presented to the Executive as follows:

Lisa Ridsdale

Imagine a small village in North Yorkshire at 10 p.m. A local resident, elderly or disabled, needs to get to a hospital appointment, a care visit, or simply home safely. They phone for a taxi—and there isn't one available because the driver couldn't afford the new vehicle the council now requires. That's the reality this policy could create.

While the goals of accessibility and reducing emissions are admirable, this policy is out of touch with rural reality. Requiring all new or replacement taxis to be either wheelchair accessible, electric, or hybrid might work in a city—but in North Yorkshire, it is impractical and potentially devastating. Many villages and small towns lack reliable electric charging infrastructure, and drivers regularly cover long distances between communities. Expecting them to run electric vehicles without sufficient charging points is unsafe and unrealistic.

Then there's cost. Wheelchair-accessible, hybrid, or electric vehicles can cost tens of thousands more than standard cars. Most rural taxi drivers are self-employed, running small businesses with tight margins. For many, this requirement would be financially impossible, forcing experienced drivers out of the trade. The consequence? Fewer taxis, longer waits, and reduced service—directly harming the very people the policy is intended to help.

Accessibility isn't one-size-fits-all. Not all disabled passengers can travel in wheelchairs or use ramped vehicles. Some require assisted seating or find standard cars easier to enter and exit. Forcing all new taxis into one of these categories actually reduces flexibility and choice, undermining the policy's stated goal of improving access.

Rural operational realities also matter. Long distances, unpredictable demand, and limited charging options make electric vehicles impractical for many drivers. Mandating this combination of vehicle types without supporting infrastructure or financial assistance risks a significant reduction in service, leaving rural communities stranded.

A better approach is flexible and locally tailored. A mixed fleet, combined with incentives or phased adoption, can improve accessibility and environmental outcomes without destroying the rural taxi trade. Councils elsewhere have achieved these goals successfully without imposing prohibitive costs.

When I visited the Netherlands and Norway last year, I saw that many taxi ranks had subsidised electrical charging points specifically installed for taxis to encourage drivers to move towards these vehicles. Would this be something North Yorkshire Council would be willing to consider if it genuinely wishes to encourage drivers? And similarly, in many European countries, licensed taxi vehicles receive subsidies from the government to help operators maintain standards and modernise fleets. This helps bring the taxi sector more in line with other transport sectors such as buses, rail, and voluntary transport, which receive significant public subsidies from local councils and government. At present, the taxi trade is expected to meet these increasing regulatory standards without receiving the same level of financial support.

In conclusion, while the policy's intentions are good, in rural North Yorkshire it would place unrealistic financial and operational burdens on drivers, reduce service availability, and limit choice for disabled passengers. I urge the Executive to reconsider and adopt a practical, flexible approach that supports both the taxi trade and the communities who rely on it.

Thank you.

Richard Fieldman

As representative of 125 drivers, I am here today to address you on the proposed change to the vehicle licence suitability, and to convey our disagreement and total unacceptance of what you are being asked to approve.

Firstly, I was under the impression that the changes in the taxi policy was to be put on hold until the government had made its impending changes on both taxi and private hire national regulations, and its plans to create national standards throughout, as it would be wasting everyone's time and money changing the policy now, only to have to change it all again once the government had issued its decision on these matters.

I have been working very closely with Andy Burnham, the Greater Manchester Transport group, and Louise Haigh MP (former transport minister) on the result of the Baroness Casey report, and having quite a significant input on the discussions currently taking place on the future overhaul of the taxi and private hire trade regulations.

The local taxi trade is already on a downward spiral, with drivers leaving the trade in

numbers due to the influx of Uber drivers, and the constant negative conditions being put on the trade since the combined authority took place, with almost no new drivers entering it. The new vehicle recommendations will only result in an even bigger decline, as what is being proposed are either too expensive or impractical. The trade in the rural areas of the county are not making the kind of income to afford such vehicles, and I would challenge the shortage of WAV vehicles that is being sold to you without solid evidence from an unmet demand survey to prove such a statement. It is not good enough to just compare us to other regions before making such a decision that would have a massive impact on local drivers.

Therefore, I would like to request that before this decision is taken, an unmet demand survey is commissioned at the expense of the trade, focused entirely on the disabled community and its ease of acquiring a taxi or private hire vehicle.

The report that is being presented to you for your approval will not increase the quota of WAV vehicles, it will only achieve a decline in the

taxi numbers in North Yorkshire, we are being hit over the head with a big stick, to try and put right the bad decision making previously by the council, in allowing those that had WAV vehicles to off load them in favour of a normal car. A decision I warned councillors of at the time, of what the result would be, and now down the line they are trying to right that decision by introducing an unacceptable choice of vehicle to the trade in order to hopefully force them into purchasing a WAV vehicle, which will not happen.

I would like to remind you that you are under no obligation to accept this proposal, as many other councils up and down the country have not, and numerous other councils including York, have seen the damage this would do to the taxi trade, and have accepted a policy of any vehicle that is Euro 6 emission standards, and that is what I am asking you to adopt today.

The vehicle proposal today will put us at a massive disadvantage to the every increasing Uber numbers in the area, who do not have such damaging conditions to adhere to, and will eventually be your only choice going forward. Would you really want that??

It is imperative that solid evidence is achieved before any decision is made today, otherwise the result could be massive in destroying the taxi numbers that you currently have, and would be irreversible.

Thank you for listening

Graham Watson (Mr Watson was not present. Although his statement was not read out at the meeting it had been circulated to the Executive beforehand)

Due to a pre-arranged estate agent visit, I ask that this statement be read out on my behalf. I am speaking as a North Yorkshire Council licensed driver based in Area G, in response to the proposed policy changes relating to wheelchair accessible vehicles (WAVs), hybrids and fully electric vehicles (EVs) within the hackney carriage trade.

I find it difficult to understand why the Council is now reconsidering its policy so soon. At a similar meeting around 16 months ago, it was suggested this would not progress for a further two years. Regardless of the reasons for the change in pace, any policy must reflect the realities of operating across a large, mostly rural area, including long-distance and airport work.

i. Fully electric vehicles (EVs): not fit for purpose for my working mileage

For the record, I am not opposed to progress, and I am not opposed to WAVs or hybrids. However, I will not purchase an EV for hackney carriage use because, for the work I do, they are not currently fit for purpose.

My Ford Tourneo, first registered on 1 December 2020, has just completed 337,000 miles. That is the level of mileage some of us in Area G routinely undertake.

Using an example route: James Street, Selby to Manchester Airport is approximately 160 miles in good conditions. A quoted EV range may look workable on paper, but real-world operating conditions reduce it significantly: motorway congestion (M62/M60/M56), winter weather, overnight road closures and diversions in summer, vehicle weight, and continuous use of heating/air conditioning, lights, wipers and customer USB charging.

If an EV requires an en-route charging stop, that is not customer-friendly—particularly on return journeys after long-haul flights—and it removes me from the road and unable to earn. For many taxi/private hire drivers doing long-distance work, mandating EVs at this time would cause genuine hardship through loss of working capacity.

ii. 2. Hybrids and plug-in hybrids (PHEVs): benefits, but limitations and cost barriers

Hybrids can be a good option in the right operating environment.

The Institute of Motorists (IOM) states that, in real-world city driving, hybrids can outperform standard internal combustion engines. The quoted annual average mileage for a hybrid is around 9,300 miles, with a lifespan of around 200,000 miles. In the taxi world, 200,000 miles can be roughly four years with proper maintenance.

I spoke to Danny at the Taxi Centre on 10/03/2026. The cheapest hybrid they have available was £15,995, but it was not North Yorkshire Council compliant due to its age. Realistically, drivers appear to be looking at around £23,000 for a three-year-old Toyota Corolla, plus the meter, MOT, licence plates and other setup costs.

To replace my WAV with the current-spec plug-in hybrid equivalent, I would be looking at £56,995 for a new basic model, before the usual costs.

iii. The economics in practice: depreciation, replacement cost and working life

In December 2020, I paid £33,019 for my current vehicle. I have just renewed my insurance with a current forecourt value of £13,009. In five years I have covered 337,000 miles. I am on my second engine and, with proper maintenance, I would hope to achieve a further 100,000 miles this year.

By comparison, the PHEV option uses a 2.5 litre petrol engine and delivers around 35 miles on a full electric/hybrid charge. The fully electric Tourneo is currently around £79,000, with an advertised maximum range of roughly 350 miles in ideal summer conditions and without air conditioning.

iv. What happens next: the realistic choices available to me

1. Keep my current vehicle on the road for as long as it remains safe and compliant (the most realistic all-round option).
2. Remortgage my house to buy a replacement vehicle (not an option—I have only just paid my mortgage off).
3. Sell up, return to full-time employment and leave another gap in the Area G

hackney carriage market.

4. Move from hackney carriage to private hire and spend around £50,000 on a non-WAV—again leaving a gap in hackney provision.

v. WAV demand and suitability: real demand versus mandated supply

In the five years I have operated a WAV, I have only carried a handful of wheelchair passengers—no more than six jobs across roughly 1,560 days. I actively advertise that I am wheelchair friendly, including on local radio and in local magazines and programmes, but the demand I see in practice is very limited.

WAVs can also introduce additional background noise (for example, ramps and securing equipment), which can affect passenger experience on longer journeys.

vi. Taxi ranks and WAV safety: current infrastructure is not fit for purpose

A further issue is that many Council taxi ranks are not suitable for safe WAV operation. I will use Selby (James Street) as an example. The dropped kerb is located at the top of James Street, which can force a wheelchair user into the road to access the taxi. This is one of the busiest roads in Selby, frequently used by through-traffic and HGVs, and the taxi rank itself is also used for deliveries.

To load safely, a driver typically needs a minimum of around five metres: approximately three metres to deploy the ramp, around one metre for the wheelchair itself, and additional working space for the driver. Five metres is effectively two taxi bays—so if another taxi is parked directly behind, safe loading becomes very difficult or impossible. I am willing to demonstrate this if it helps.

I have written to Gareth Bentley asking for a risk assessment. The response I received indicated there was nothing wrong with the James Street rank, but I do not believe a proper, on-site risk assessment was completed. I ask the Council to carry out and publish a formal risk assessment of WAV loading/unloading at ranks such as James Street, with an on-site review at busy times.

vii. 7. Enforcement and unintended consequences

I also believe that forcing hackney carriage drivers into unaffordable vehicle choices will further reduce trade in towns and could open the door to larger app-based operators. If the Council cannot enforce consistent standards across all licensed vehicles—especially those licensed elsewhere but operating locally—then any additional burdens placed on existing local drivers may simply accelerate the decline of the current, high-quality fleet.

On enforcement, my personal experience is that I have not seen a North Yorkshire Council licensing or enforcement officer in Selby for an extended period. The only enforcement officers I recall seeing recently were from neighbouring authorities. Consistent local enforcement matters, particularly if policy changes are introduced that increase cost and complexity for compliant drivers.

viii. 8. Requests to the Council

- Do not mandate full EV ownership for hackney carriage drivers who undertake high-mileage and long-distance/airport work until the vehicles and infrastructure are demonstrably fit for purpose.
- If changes are introduced, include realistic exemptions or transitional arrangements based on mileage patterns and operating area.
- If WAV numbers are to be increased, provide meaningful financial incentives and a

clear funding route—otherwise supply will reduce rather than grow.

- Carry out formal risk assessments of WAV loading/unloading at taxi ranks (including Selby, James Street) and make physical improvements where required.
- Provide reliable taxi-accessible EV charging infrastructure if electrification is expected.
- Maintain consistent, visible local enforcement to protect standards and ensure a level playing field.

In my opinion, North Yorkshire currently has one of the best fleets of taxis and private hire vehicles in the country. I am concerned that an overly rapid or unrealistic policy shift—without infrastructure, exemptions and funding—will damage that fleet and reduce service provision in towns like Selby. Thank you for considering this statement.

Jackie Snape, Chief Executive, Disability Action Yorkshire

Chair and councillors, thank you for the opportunity to speak.

I want to ask you to reconsider whether the option recommended in this report is the right one for wheelchair users in North Yorkshire.

This decision is ultimately about whether disabled residents will have the same practical access to taxi services as everyone else. At present, North Yorkshire has just one wheelchair accessible hackney carriage for every 10,250 people. The national rural average is one per 8,150, and the best performing rural authorities provide one per 2,000 to 3,000 people. That clearly shows wheelchair users here are already significantly underserved.

The question for councillors today is therefore not simply about vehicle standards. It is whether this policy will increase the number of wheelchair accessible taxis in North Yorkshire — or allow the current shortage to continue.

Given that starting point, councillors may wish to ask whether the recommended option, which allows new taxis to be licensed as zero-emission or hybrid vehicles instead of being wheelchair accessible, will actually improve accessibility

Improving air quality is clearly important, but the key question is why accessibility and environmental progress are being treated as competing options rather than priorities that should move forward together.

The council's own report notes that only 8.5% of private hire vehicles are wheelchair accessible. That means more than 90% of the fleet is unavailable to wheelchair users. Councillors may therefore wish to question whether relying on pre-booking alone is a realistic solution in a large rural county like North Yorkshire.

The consultation results also raise an important question. Wheelchair users ranked the option requiring all new taxis to be wheelchair accessible as their first choice, while the trade ranked it fourth. Yet the proposed policy adopts the option wheelchair users ranked lowest. If the people most affected by a policy are asking for stronger accessibility, why does the recommended option move in the opposite direction?

For many wheelchair users, taxis are not simply a convenience — they are the only form of independent transport available, particularly in rural areas where other public transport options are limited. Without enough accessible vehicles, people face longer waits, fewer

spontaneous journeys, and reduced opportunities to participate fully in everyday life.

The Public Sector Equality Duty requires the council not only to avoid discrimination but to actively advance equality of opportunity. With the current shortage of accessible vehicles, we ask councillors to consider whether the recommended option does enough to meet that duty.

I would therefore ask councillors to reconsider the recommendation and to look again at a stronger option — such as requiring new hackney carriage vehicles to be wheelchair accessible.

Because the real test of this policy is simple: will it leave wheelchair users with better access to taxis than they have today — or not?

Ian Lawson

The council had the opportunity to address the shortage of wheelchair taxis (WAVs) back in February 2023. The proposed Licensing Policy believed that by removing the 7 zones and deregulating the number of licensed taxis the acknowledged shortage of wheelchair taxis would disappear. That was wishful thinking as 67 WAVs on 31 March 2023 is now 60 despite an increase of 112 non-WAV taxis. In my opinion, the current proposal to amend the Licensing Policy will see a significant increase in zero emission taxis like the Toyota Prius, and little if any increase in the number of WAVs. If I am correct then NYC will have fallen short of its PSED once again by failing to eliminate the indirect discrimination imposed on wheelchair users by the taxi trade.

Despite numerous and lengthy documents provided for the Executive meeting today and only two clear days for us to study them I have not found any explanation why 1320 PHVs are not to be subject to the same low and no emissions as are proposed for taxis. Paragraph 6.3.1 in the Report of the Corporate Director states that “practical and legal reasons rule” it out. Surely, the Executive and the disabled community deserve to know what these reasons are, as PHVs using diesel and petrol engines are an attractive 4th option for taxi drivers when they change their vehicle.

The second issue which is a mystery is why was the second-place option for both the taxi Trade and Wheelchair Users & Others not pursued? All new and replacement taxis to be wheelchair accessible until a certain number are reached would be an outcome demonstrating that the council is compliant with its PSED. It would also guarantee an increase in the number of WAVs. Surprisingly, the EIA does not address this decision, so I ask why not? I believe that the public would find this an anomaly which makes a mockery of the Consultation process. Giving the taxi trade their first choice which is the disabled communities last choice is simply wrong.

The raising of the age limits on licensed taxis is beneficial to the taxi trade enabling them to keep their current taxis for at least 5 more years. So, the potential increase in WAVs and a cleaner, greener climate is a number of years away.

Transport related social isolation is very real in North Yorkshire, even more so for wheelchair users. The review does not “incentivise the uptake of wheelchair accessible taxis” as advised in the Dept of Transport Best Practice Guidance 2023 for Licensing authorities. In reality, it is difficult to understand how the Report, if adopted, will increase the number of wheelchair taxis.

I ask that the members of the Executive reject this discriminatory proposal.

9. Diane Roworth (attending remotely)

I am Diane Roworth, I am the Chair of York Access Forum, and a disabled person.

I love North Yorkshire – it is just the best place to live – unless you are a wheelchair user without your own transport.

In consultation with disabled people, York Council has done a lot of work to increase the number of WA taxis. Disabled people now have the freedom to leave the confines of their home to work, play, study, shop, visit relatives, all the sorts of everyday activities non disabled people take for granted.

We have championed a pro-active approach to increasing the numbers of WAV – we now have one-third more than in the whole of North Yorkshire – that's why I say NY is not such a great place for disabled people to live. But it could be.

WAVs are one part of the transport jigsaw.

If I want to go out with a friend who is a wheelchair user, it's not easy. Neither of us drive because of our impairments, BUT we can book a wheelchair taxi for the first leg to the Station. Once there, Passenger Assist will help us onto the train, and off again at the other end. But then what? Are we going to be able to get a WAV to take us where we want to go?

It doesn't matter how accessible the Railway Station, or the bus or the shop or the museum or the streets are - if a disabled person cannot get a WA taxi, they cannot complete the first stage of their journey, so the whole journey is out of reach. How many times must that happen every day?

Taxi drivers AND disabled people will benefit by increasing WAV across North Yorkshire.

Taxi drivers get more passengers; disabled people get more opportunities to leave their homes. That's why BOTH parties put option 2 as their second choice.

The argument about emissions is one side of the coin – but this will happen anyway – there are more opportunities to buy fuel efficient vehicles, with less running costs than ever before. WAV's can be bought 2nd hand and still meet emissions targets.

So, let's listen to what disabled people are saying. You asked them for their priorities, and they told you more WAVs. You specifically consulted them - they were strong in their feedback, but you have not taken account of their views.

There IS a way out. You can demonstrate your commitment to improving the sad situation for disabled people in North Yorkshire, and your duty under the Public Sector Equality Act by choosing Option 2.

This meets the 2nd choice of the taxi drivers, AND the 2nd choice of disabled people – a win-win for everyone and a more accessible North Yorkshire for everyone.

Please think again, don't imprison disabled people in their own homes, choose Option 2 as a pro-active way forward.

Reply

The Executive Member, Councillor Richard Foster replied as follows:

Prior to Local Government Reorganisation **Page 19** on 1 April 2023, the Council had 67

wheelchair accessible hackney carriage vehicles whereas the total is now 60. While this is true, the number of wheelchair-accessible private hire vehicles has risen significantly—from 29 to 60. Overall, the total number of licensed wheelchair-accessible vehicles has increased by 25% from 96 to 120 since LGR.

We recognise the continued need for more WAV hackney carriages because, unlike private hire, there is not always an opportunity to discuss any accessibility needs at the time of booking a hackney carriage vehicle. It is for these reasons that the proposed revisions focus specifically on hackney carriage vehicles. The Council intends to build on the incentives for WAVs included in the previous policy, which had already contributed to growth in total WAV numbers. As declared in February 2023, the Council always intended to consider its position further. Following the formulation of the Draft Inclusive Service Plan (ISP), the priority is now clear, and the focus is on increasing WAV hackney carriages to build on the progress already made.

Paragraphs 1 to 28 of Appendix D to the report entitled ‘Adoption of an Inclusive Service Plan focused on Hackney Carriage and Private Hire Licensing’ details the expected outcomes of the proposed policy:

<https://edemocracy.northyorks.gov.uk/documents/s64768/Appendix%20D%20-%20Analysis%20-%20HC%20PH%20ISP%20Policy%20Review.pdf>

This projects an increase in wheelchair accessible vehicles after implementation of the proposed policy.

The report also confirms that a review of the effectiveness of the new policy will commence 12 months from full implementation, with further research and consultation, to decide whether any further adjustments are needed.

After consideration of the responses made to the options which the Council consulted upon, the proposed policy is considered a more reasonable and proportionate measure to satisfy the Council’s public sector equality duty and its air quality obligations without imposing unnecessary regulatory burdens on businesses.

Imposing similar requirements on private hire vehicles is considered at paragraphs 83 and 84 in the proposed Inclusive Service Plan and are not considered appropriate:

83. A hackney carriage vehicle can be hailed by passengers on the roadside, it can stand on a rank to await the approach of passengers and it can be pre-booked by telephone. In contrast, private hire vehicles are licensed to perform pre-booked work only, which must be obtained through a licensed private hire operator. On that basis, any accessibility needs can be discussed at the time of booking a private hire vehicle, which will not necessarily be the case for hackney carriage vehicles. It is perhaps for this reason that 64.5% of all licensing authorities require all or part of their hackney carriage fleet to be wheelchair accessible while only 4.8% of licensing authorities require all or a part of their private hire fleet to be wheelchair accessible.

84. It is therefore not considered necessary to also apply the WAV/ZEV/HEV requirement to private hire vehicles at present, particularly in light of the fact that 8.5% of the private hire vehicles in North Yorkshire are wheelchair accessible under existing arrangements – slightly above the average of 7.2% across all ‘largely rural’ areas in England and Wales. However, it is proposed to introduce new obligations on all private hire operators to identify a passenger’s accessibility needs prior to taking a booking, to

ensure that an appropriate vehicle is provided.

The Head of Licensing, Gareth Bentley then added:

The prospect of conducting an unmet demand survey was considered shortly after the decision was made to formulate an Inclusive Service Plan. In practice, a substantial amount of this work has been carried out. We have evaluated and monitored the number of wheelchair accessible vehicles (WAVs) in the area, compared these figures against national data, consulted with taxi drivers, operators, wheelchair users, disability action groups, and other stakeholders, and drawn evidence-based conclusions from this work.

By any relevant metric, the number of wheelchair accessible taxis in North Yorkshire is low - low compared against national averages; low compared against other rural authorities; low as a proportion of the fleet; and low as a ratio against population figures.

The one element sometimes included in a standard unmet demand survey that we have not undertaken is direct rank observations (to measure queue lengths, waiting times, and vehicle availability at taxi ranks). For WAVs specifically, such observations would be ineffective and would significantly underestimate the true demand, for two key reasons:

1. Wheelchair users represent around 2.4% of the population and therefore conventional rank-based survey methods lack the statistical power to reliably detect and quantify unmet demand for WAVs.
2. There are only 60 WAV taxis in the entire area at present, so wheelchair users are already discouraged from attending ranks in North Yorkshire because they would have little expectation of finding a suitable vehicle.

On that basis, all of the meaningful and effective components of a standard unmet demand survey have already been carried out. The evidence in this respect has been presented in the form of statistical analysis and stakeholder engagement. It shows that WAV availability in this area is significantly lower than national averages (even when compared only against other rural authorities), and wheelchair users experience substantial difficulty accessing taxi services.

The Corporate Director Environment, Karl Battersby commented further that the Council recognised the concerns expressed and was seeking a proportionate approach that supported both accessibility and environmental objectives. Several elements of the wider report had broad support across the trade. He emphasised that while national regulation would be helpful, current government consultations appeared focused on transferring responsibilities rather than introducing comprehensive national standards. The Council's view was that licensing powers were best retained locally but supported by clearer national regulation.

Invited to comment further, the public speakers raised further concerns around private hire fare levels for WAVs, that wheelchair users don't use taxi ranks because they don't expect to find a WAV, and the need for public subsidy for the taxi trade in similar manner to community transport. Councillor Greg White also addressed the meeting highlighting the risk that further drivers may switch from Hackney to private hire licences.

Members of the Executive then discussed the report. Members appreciated the difficulty in achieving a balance, of trying to encourage more WAVS whilst mitigating the impact on the taxi trade, but welcomed the initiative to arrange a bulk deal supply of WAVs to resell or lease to the trade at cheaper than normal market value, and stressed the importance of reviewing the efficacy of the policy in 12 months.

Resolved (unanimously) that Executive adopts the revised Hackney Carriage and Private Hire Licensing Policy as detailed in Appendix A, taking account of updates

prompted by Best Practice Guidance along with the recommendation put forward by the General Licensing and Registration Committee that all new and replacement hackney carriage vehicles be wheelchair accessible, zero emission or hybrid electric vehicles, with existing licensed hackney carriage vehicles retaining 'grandfather rights' until they are no longer fit for purpose.

Reasons

The Council has committed to reviewing the Hackney Carriage and Private Hire Licensing Policy with a view to making hackney carriage and private hire services more inclusive and the Council must have regard to the Department for Transport's Best Practice Guidance. A review of the effectiveness of the new policy will commence 12 months from full implementation to decide whether any further adjustments are needed. The recommendation seeks to increase the number of wheelchair accessible vehicles whilst balancing its impact on the trade.

865 Adoption of an Inclusive Service Plan focused on Hackney Carriage and Private Hire Licensing

Considered a report by the Corporate Director Environment which sought approval from the Executive to adopt a new Inclusive Service Plan in relation to hackney carriage and private hire licensing.

Resolved (unanimously) that Executive adopts the Inclusive Service Plan as detailed in Appendix A, taking account of the recommendation put forward by the General Licensing and Registration Committee that all new and replacement hackney carriage vehicles be wheelchair accessible, zero emission or hybrid electric vehicles, with existing licensed hackney carriage vehicles retaining 'grandfather rights' until they are no longer fit for purpose.

Reasons

The Council has committed to developing and maintaining an Inclusive Service Plan and must have regard to the Department for Transport's Best Practice Guidance. A review of the effectiveness of the new policy will commence 12 months from full implementation to decide whether any further adjustments are needed. The recommendation seeks to increase the number of wheelchair accessible vehicles whilst balancing its impact on the trade.

866 Review of North Yorkshire Pavement Licence Policy

Considered a report of the Corporate Director Environment which sought adoption of the proposed Pavement Licensing Policy following consultation. Introducing the report, the Executive Member for Managing our Environment, Councillor Richard Foster explained that the policy established a consistent county-wide framework for pavement licensing following changes in government legislation.

Resolved (unanimously) that the Executive:

- i. adopt the proposed Pavement Licensing Policy as shown in Appendix A of the report
- ii. authorise the approval of minor and inconsequential amendments to the policy from time-to-time by the Corporate Director Environment in consultation with the Executive Member for Managing our Environment to reflect legislative changes or correct any inaccuracies.

Reasons

The adoption of a Pavement Licensing Policy enables the Council to effectively regulate the placement and use of removable furniture on the public highway. The policy is intended to ensure that such furniture is utilised in a manner that is safe, convenient, and does not give rise to public nuisance. It further seeks to preserve unobstructed access to the highway for all users, while facilitating the creation of vibrant public spaces and supporting businesses in operating in a way that is both responsible and acceptable to the wider community.

A six-week public consultation was held to provide members of the public and relevant stakeholders with a meaningful opportunity to review and contribute to the development of the draft policy. This process is intended to ensure transparency, encourage community engagement, and support the formulation of a policy that reflects a broad range of perspectives.

867 Sprucing Up Scarborough – High Street Rental Auction Pilot

Considered a report by the Corporate Director Community Development in respect of a proposed new High Street Rental Auction Pilot in Scarborough which aimed to work proactively with property owners to bring empty units back into commercial use and stimulate footfall in the area.

Introducing the report, the Executive Member for Open to Business, Councillor Mark Crane explained that Scarborough had been selected due to the significant number of long-term empty properties. Using this new legislation, the Council's intention was to engage with landlords to encourage re-occupation, using a 'carrot and stick' approach. The new power for local authorities required landlords to rent out persistently vacant commercial properties to new tenants such as local businesses or community groups through an auction following a preliminary ten week notice period; however, early adopter councils had demonstrated that dialogue with councils was enough to effect change without recourse to further action.

Local division member, Councillor Liz Colling addressed the meeting asking to what extent the scheme depended on Pride in Place funding, as decisions on that funding were expected on 27 March and also whether the Council would fund improvements to premises to make them lettable and, if so, how such expenditure would be recovered.

In response, Councillor Colling was advised that while Pride in Place funding would be beneficial, alternative Council funding could be explored if necessary. Any investment in private property would be secured through a lien so that funds could be recouped upon sale. Further clarification was provided that the Council was seeking new burdens funding for operational elements of the scheme, while Pride in Place funding would act as the incentive for landlords.

Members of the Executive then commented on the report. Concerns were raised about the poor condition of some buildings and longstanding issues with particular landlords holding onto assets. Members urged caution about taking on liabilities and expressed preferences for encouraging a diverse range of tenants rather than an over-concentration of vape shops, charity shops, and betting outlets. It was noted that the intention was for agreements to remain between landlords and tenants, with the Council facilitating the process rather than taking ownership. Members also questioned the absence of involvement from the regional Mayor, who held responsibilities for economic development across York and North Yorkshire.

Resolved that the Executive

- i. Note the report and the new HSRA powers that the Council can utilise.
- ii. Grant consent to begin community engagement relating to the designation of a High Street Rental Auction (HSRA) area in Scarborough.
- iii. Delegate powers to designate the final HSRA area and to delegate powers to implement individual rental auctions to the Corporate Director Community Development
- iv. Approve that continual evaluation to be undertaken during the Scarborough pilot to assess the outcomes, impacts and resource implications. Authorisation to extend application of the powers to be delegated to the Corporate Director for Community Development in consultation with the Executive Member for Open to Business.

Reasons

To address a long-standing regeneration issue in an area with the highest vacancy rate amongst our urban centres that has been consistently raised from numerous quarters as a priority need for Scarborough.

Use of new HSRA powers are recommended given the limitations of existing powers and initiatives to effect significant improvements.

868 Whitby Cliff Lift and access to Whitby West Cliff Beach

Considered a report by the Corporate Director Environment in respect of the future of Whitby Cliff Lift. Introducing the report, the Executive Member for Highways and Transportation, Councillor Malcom Taylor recognised the strong public feeling about the Whitby Cliff Lift. He noted that the lift had been closed by Scarborough Borough Council in April 2022 and highlighted that the debate included both the condition of the lift and the cost-effectiveness of the seasonal bus service. Usage figures for 2025 showed a significant decline, resulting in a cost of £41.63 per one-way journey, which he considered unsustainable.

Two public questions were then presented to the Executive as follows:

Councillor Sandra Turner

Councillor Turner acknowledged the financial constraints but stressed the importance of the lift. She highlighted its role in servicing over 160 beach huts, including 10 luxury huts, and providing essential disability access. She reported a recent incident where a person using a mobility scooter suffered an accident on the zig-zag path, requiring coastguard and ambulance assistance. She emphasised Whitby's status as one of the UK's top seaside destinations, drawing millions of visitors annually, and expressed concern that removal of assets would diminish its appeal. She therefore asked on behalf of a resident that no decision be taken until up-to-date costed quotes are provided at a public meeting.

Peter Graham (read out by Councillor Phil Trumper)

Firstly I would like to thank the Scarborough and Whitby Councillors in particular Councillors Trumper and Swannick for their unanimous support for re opening the above, creating a business plan and asking for the lift to be maintained annually going forward which is something that SBC neglected previously.

I also thank the experts from Woodsmith Mine for their two inspections and for proving the £5m worse case scenario price obtained by SBC is irrelevant at best or simply a tool to get

the lift closed.

Further to the meeting at Whitby on Monday 2nd March I fully understand the way NYC apply for Blue Flag Beach status.

In applying I can only presume an able-bodied person sat at a desk fills in the application without consultation with Whitby Disabled Action Group or Whish. Both are perplexed to having never been consulted on the accessibility of the beach.

The facilities that are provided to back up the Yes answer are all based halfway along the beach near the lift but nowhere near either slipway. See answers below supplied by Chris Bourne for the two questions and answers submitted on the application.

i. Is the beach accessible for disabled people or people with impairments?

Yes

ii. Please explain how the beach has been made accessible e.g. ramps, accessible toilets / changing facilities, beach matting, beach wheelchairs, assisted access from staff, floating aids at the beach to facilitate access onto the sand and/or into the water.

Slipways, ramps, accessible toilets, and a beach wheelchair is available.

NYC are earning a lot of money from Whitby which has increased recently with the second homes council tax and this year's massive increase on what is already expensive car parking. Tourist tax is in the pipeline to.

I can only presume that no grants, lottery funding, sponsorship or backing from the Mayor has been looked into by NYC to help fund the reopening of the lift.

SBC neglected both Scarborough and Whitby's infrastructures over the years but they've gone now so it's up to NYC to put right their wrongs, starting with Whitby's West Cliff Lift.

Councillor Trumper then emphasised significant public support for the lift, referencing nearly 6,000 petition signatures. He highlighted serious health and safety concerns caused by the lift's closure, including vehicles blocking beach access for emergency services. He argued that Anglo-American inspections contradicted earlier reports and urged the Committee to consider only options one and six in the report.

Reply

Councillor Taylor responded to Councillor Turner's specific question that the Executive was aware of the resolution from the Scarborough and Whitby Area Committee at its meeting on 2 March 2026 which was included in the report before us. The Executive would consider the request as part of its decision-making process on this item.

The Chair then invited local North Yorkshire Council members to address the committee.

Councillor Colling reported that the Scarborough and Whitby Area Committee had twice considered the lift and that local confidence in the decision-making process was undermined by the absence of up-to-date costings. She urged commissioning a full survey and a business case before any permanent decision. Councillor Chance shared historic knowledge of the site, stating that condensation and some water seepage had always

been present, dating back to the 1960s. He warned that the current report relied on outdated and flawed information and argued that removing the lift would fail Whitby's heritage and tourism economy. He quoted the Area Committee's unanimous resolution calling for an up-to-date survey, costings, a business case, and an annual maintenance plan. Councillor Maw spoke about accessibility, drawing on his own temporary mobility challenges. He questioned what accessible route would remain if both the lift and bus service were withdrawn. He highlighted dangers for wheelchair users on the zig-zag path and argued that the lift was a critical community asset.

In reply to members' comments, the Corporate Director Environment, Karl Battersby acknowledged that the Council had inherited the issue and faced £30 million of coastal infrastructure pressures. He stated that while costs required further analysis, it was clear the lift had suffered significant internal corrosion. Option two—decommissioning but not permanently removing the lift—had been suggested as a pragmatic approach pending further work. He reiterated that the bus service had proved too expensive to justify.

Invited to comment further, Councillor Turner asked whether long-term financial impacts of not reopening the lift would be considered and called again for a full business plan. Councillor Trumper restated concerns about the reliability of the earlier cost estimate and Councillor Chance clarified that he had always referred to condensation rather than ongoing water ingress.

Resolved (unanimously) that the Executive

- i. commission an up-to-date survey of the Whitby Cliff Lift, including full costings for potential reinstatement, and withdraw the current bus service (whilst looking at alternative solutions); and
- ii. work with Whitby Town Council and community representatives to develop options based on accurate evidence.

Reasons

To establish a solid evidence base to investigate future options for Whitby Cliff Lift

869 Maltkiln Masterplan Framework

Considered a report of the Corporate Director Community Development which sought Executive approval to adopt the masterplan framework (Appendix A) for the new settlement (Maltkiln) as required by Policy NS3 of the adopted Maltkiln Development Plan Document.

Introducing the report, the Executive Member for Open to Business, Councillor Mark Crane explained that the masterplan provided the strategic direction required by the adopted Development Plan Document and that significant further work would follow. Members noted that the project had a long history and acknowledged the most recent correspondence which had been received from parish councillors and from NYC members in connection with this latest report.

Resolved (unanimously) that the Executive agrees the adoption of the Maltkiln masterplan framework (as set out in Appendix A) as required by Policy NS3 of the adopted Maltkiln Development Plan Document.

Reasons

The masterplan framework is recommended for approval as it provides a comprehensive and deliverable framework for creating a sustainable, well-connected new settlement that aligns with the council's strategic priorities.

The draft masterplan framework sets out a balanced approach to housing, employment, transport, and green infrastructure, ensuring that growth is supported by the necessary infrastructure, phasing and community facilities. It demonstrates a strong commitment to sustainable design, active travel, biodiversity enhancement, and high quality placemaking, helping to create a resilient community where residents can live, work, and thrive.

Agreement of the masterplan framework will provide clarity for future planning decisions, support coordinated delivery and maximise the long term benefits of the development for future residents.

870 Harrogate Convention Centre – Studio 2 refurbishment works

Considered a report of the Corporate Director Resources in respect of proposed refurbishment works to Studio 2, Harrogate Convention Centre. Introducing the report, the Executive Member for Finance and Resources, Councillor Gareth Dadd noted that inflation had increased costs but that the business case remained sound with only a modest change to the payback period. In the ensuing discussion reference was also made to site visits illustrating the potential benefits of redevelopment.

Resolved (unanimously) that the Executive

- i. Approve the revised Business Plan for Studio 2.
- ii. Approve the overall funding of £9.4m required for the redevelopment of Studio 2, to be funded from the Strategic Capacity Unallocated Reserve.
- iii. Award a construction contract for the Studio 2 redevelopment as detailed in Appendix A of the report.

Reasons

Investing in Studio 2 will attract larger conferences that require more breakout spaces. Estimated at an overall project value of £9.4m this investment is expected to be repaid through increased income. The Executive is requested to approve the additional expenditure of £2.4m for Studio 2, subject to the Corporate Director Resources being satisfied with the business case for investment and consulting with the relevant Members.

This investment will help rebuild confidence in the venue, paving the way for future investments and funding. Developing Studio 2 will enhance HCC's economic impact by creating jobs and improving its viability as a financially sustainable venue.

871 Forward Plan

Considered the Forward Plan for the period 6 March 2026 to 31 March 2027.

Resolved that the Forward Plan be noted.

872 Any Other Items

There were no urgent items, however the Chair advised that an additional meeting of the Executive would be required to consider an additional delegation proposed by the Combined Authority in respect of bus services.

873 Date of Next Meeting - 21 April 2026

The meeting concluded at 1.46 pm.

North Yorkshire Council

Executive

31 March 2026

Delegation of Public Transport Duties

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To note the report to the York and North Yorkshire Combined Authority (YNYCA) regarding arrangements for the future delegation of Local Transport Functions.
- 1.2 To receive a verbal update from officers regarding the decision of the YNYCA following its consideration of the report on 27 March.
- 1.3 To make any recommendations to the Council's Chief Executive Officer as to the acceptance of any delegation of Local Transport Powers.

2.0 BACKGROUND

- 2.1 Following the establishment of the YNYCA in 2024, Local Transport Functions which are used to deliver most of the public transport activity carried out by NYC were transferred to the YNYCA.
- 2.2 The bus powers were delegated to NYC in August 2024 to allow teams within the Environment Service to continue to deliver public transport functions such as provision of supported local bus services and the statutory concessionary travel scheme. The current delegation is due to expire on 31 March 2026.
- 2.3 It is understood that YNYCA will be considering a future delegation at its meeting on 27 March 2026. The report to the YNYCA can be found at Appendix A.
- 2.4 The timing of the YNYCA's decision immediately proceeds the expiry of the existing delegation on 1 April 2026. Under his delegated decision-making powers in the Officers' Delegation Scheme in the Council's Constitution, the Chief Executive Officer has power, in cases of emergency, to take any decision which could be taken by the Council, the Executive or a committee. This report therefore seeks the views of Executive Members in relation to the YNYCA decision which can then be taken in account by the Council's Chief Executive Officer when exercising his delegated decision powers in response to the YNYCA decision.

3.0 PUBLIC TRANSPORT DELIVERY FOR 2026/27

- 3.1 With only a small transport team in place at the Combined Authority, NYC and CYC officers are needed to carry out day-to-day local transport functions on behalf of the Combined Authority in the same way as has been done in 2024/25 and 2025/26. This will require the delegation of functions to be extended.

3.2 Since the establishment of the YNYCA, officers from NYC have worked with the Combined Authority and CYC colleagues to try to maintain a joined-up approach to the delivery of bus services as this is in the best interest of our residents and bus passengers.

3.3 YNYCA intend to carry out a Bus Services Delivery Review later this year. NYC officers will contribute to the review which will make recommendations for the longer-term delivery of bus powers from 2027/28 onwards.

4.0 ALTERNATIVE OPTIONS CONSIDERED

4.1 None are practical within current timescales. Extending the current delegation of Transport Functions will allow officers to carry out local bus activities on a BAU basis while a detailed review is undertaken and longer-term recommendation made.

5.0 FINANCIAL IMPLICATIONS

5.1 There is budget in place to continue to provide this service. Bus Grant funding will be provided by the YNYCA to deliver the schemes set out in their Bus Grant Delivery Plan and no match funding from the Council is required. The Combined Authority have yet to confirm grant funding to NYC for 2026/27.

6.0 LEGAL IMPLICATIONS

6.1 In accordance with Section 101 of the Local Government Act 1972 and the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 a local authority and/or a Combined Authority may make arrangements, subject as provided therein, for the discharge of any of their functions by (inter alia) any other local authority.

6.2 By virtue of Article 13(3) of the York and North Yorkshire Combined Authority Order 2023 the functions specified in Parts 4 (local transport services) and 5 (financial provisions) of the Transport Act 1985 and Part 2 of the Transport Act 2000 are exercisable by the YNYCA ('Local Transport Functions')

6.3 If YNYCA make a decision, pursuant to section 101 of the Local Government Act 1972 Act, to extend the current delegation of the discharge of the Local Transport Functions (excluding S108, 109, S112 and 154 of the Transport Act 2000, which are decisions for the Mayor) within the administrative area of North Yorkshire to NYC, and for the administrative area of the City of York to CYC the delegation will be subject to a section 101 Agreement between NYC, CYC and YNYCA.

6.4 The terms and conditions of the Grant have not yet been received. Once received, they will be reviewed by Legal Services. The grant funding will be administered in line with the Subsidy Control Act 2022, the Council's Procurement and Contract Procedure Rules and where applicable the Procurement Act 2023

7.0 EQUALITIES IMPLICATIONS

7.1 Consideration has been given to the potential for any adverse equality impacts arising from this decision (see Appendix B). Extending the delegation of Transport Functions will allow officers to carry out BAU activities involving local bus services which are often relied on by older, disabled or lower income groups

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 Consideration has been given to the potential for any adverse climate impacts arising from this decision and a Climate Change Impact Assessment (CCIA) has been undertaken. (Appendix C). Extending the delegation of Transport Functions will allow officers to carry out BAU activities involving local bus services which support travel by more sustainable modes and reduce greenhouse gas emissions from transport by reducing private car journeys.

9.0 REASONS FOR RECOMMENDATIONS

- 9.1 Accepting an extension to the current delegation of Transport Functions will allow officers to continue to carry out public transport activities for the benefit of residents and passengers while a detailed review is undertaken by YNYCA and longer-term recommendation made.

10.0 RECOMMENDATIONS

- 10.1 Executive Members are asked to
- (i) note the contents of the YNYCA report
 - (ii) to make recommendations to the Chief Executive Officer for his consideration when exercising his emergency delegated powers in response to the YNYCA decision relating to Local Transport Powers on 27 March 2026.

APPENDICES:

Appendix A - YNYCA Report

Appendix B - Equalities Impact Assessment

Appendix C - Climate Change Impact Assessment

BACKGROUND DOCUMENTS: None

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
02 April.2025

Report Author – Andy Clarke, Public and Community Transport Manager
Report Presenter Michael Leah, Assistant Director - Environment and Transport

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

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COMBINED AUTHORITY MEETING

27 MARCH 2026

Delivering the Mayor's Bus Powers in 2026/27

Report of the Director of Transport

1.0 Purpose of the Report

1.1 The report sets out the requirement to continue to delegate some of the Mayor's transport powers back to North Yorkshire Council (NYC) and City of York Council (CYC) in order to discharge the Mayor's duties in relation to bus service provision in the York & North Yorkshire Combined Authority (YNYCA) area.

2.0 Recommendations

2.1 It is recommended that the Mayor's devolved powers relating to the provision of bus services are delegated to NYC and CYC from 1 April 2026 until 31 March 2027.

2.2 It is recommended that officers from all three authorities continue their Bus Service Delivery Review, with YNYCA officers providing quarterly updates to the Transport Advisory Board on progress in bringing bus service powers back under YNYCA.

3.0 Background

3.1 The devolution deal that created YNYCA included devolution to the Mayor of considerable powers over bus services that were previously held by NYC and CYC as the predecessor local transport authorities. When the Mayor was elected in May 2024 the Combined Authority was not in a position to deliver some of these powers immediately and they were delegated back to NYC and CYC so they could continue the day to day delivery of supported bus services and related functions (such as the management of enhanced partnerships, bus stations, concessionary fares, bus information, real-time information, etc).

3.2 In July 2025 this delegation was extended to the end of March 2026. Due to staff changes and capacity constraints within the Combined Authority, there remains work to be done before the delegated powers can be taken back by the Combined Authority.

3.3 Since his election the Mayor has used his other powers over bus services to focus the spend of the Combined Authority's integrated transport settlement from the UK Government. This includes:

- Implementation of the highly successful under 19 £1 flat fare scheme, with over 1.2 million £1 tickets sold in the six month period April-September 2025, an increase of 19% on the previous six month period
- Protecting the cheaper fares for NHS staff at York Hospital
- Enhancing opening hours at York Park and Ride services
- £209,100 in support for extending Moorsbus and Dalesbus services in the two national parks, that had previously limited public funding
- Development of multi operator ticketing to cover all of the Combined Authority's area, for implementation in 2026/27
- Enhancing passenger experience through investment in real time information displays and roadside information systems
- Improving bus infrastructure with new bus stops and shelters and bus station upgrades
- Accessibility improvements to support bus access for those with additional needs
- Use of the integrated transport settlement to extend and maintain supported bus services across the Combined Authority's area
- Production of a new Bus Service Improvement Plan (BSIP) covering both York and North Yorkshire by September 2026
- Creation of a new Enhanced Partnership with the local authorities and bus operators (to be launched summer 2026)

4.0 Delegation of Powers until March 2027

4.1 It is proposed that the current bus powers delegation is extended until 31 March 2027 (subject to acceptance by NYC and CYC), at which point a further decision will be required regarding the delivery of bus services powers. An agreement has been drafted that sets out the terms of this continued delegation, and this has been circulated to the Legal teams at NYC and CYC for comment.

4.2 This approach will ensure the continuity of frontline delivery of bus services across the Combined Authority area. The financial budgets that fund day-to-day bus services reside with NYC and CYC, as do the delivery teams. Both NYC and CYC have base budget funding allocated for bus services but that does not cover all their costs. It is this shortfall that requires funding from the Combined Authority

4.3 Where bus grants have been secured by the Mayor during the 2026/27 municipal year, this funding has been allocated to NYC and CYC to deliver enhanced services and new infrastructure.

5.0 Bus Services Delivery Review

- 5.1 The delivery of bus services is one of the key transport duties devolved to the Mayor and in order to enact this duty the Combined Authority is undertaking a two stage Bus Services Delivery Review. The first stage was a review of bus service delivery options including franchising and an enhanced partnership, completed in January 2026. This forms the basis for a detailed operational review that establishes whether responsibility for day-to-day delivery of bus services should be moved to YNYCA. Any such change would need to avoid disruption to frontline services.
- 5.2 The 2025 Spending Review included a commitment to fund rural bus franchising pilots, which subsequently led to the DfT allocating £0.5m for a rural bus franchising pilot scheme in the YNYCA geography. The contracts to undertake the franchising pilot studies will be awarded imminently and the DfT have indicated that further funding will be available to support franchising trials should the initial research suggest these will offer value for money. The rural franchising pilot work will form a core element of the Bus Service Delivery Review.
- 5.3 Officers from YNYCA, NYC and CYC will continue to work together to complete the second stage of the Bus Service Delivery Review to consider options and opportunities for how to best deliver public transport for the benefit of passengers across North Yorkshire and York,
- 5.4 The review will:
- Establish whether there is a case to cease the delegation of powers from April 2027, or an earlier or later date to be agreed, and establish a bus services delivery team within YNYCA.
 - If such a case exists, produce a plan for the transfer of staff and contracts and resolve all financial, commercial and legal implications for YNYCA, NYC and CYC.
 - Determine how the continued efficiency of other statutory transport duties still held by CYC and NYC can be retained - notably the provision of statutory Home to School transport in NYC, which is a duty not devolved to the Mayor. A dedicated workstream will be added to manage operational linkages and mitigate risks from separating functions.
 - Determine a practical timescale and project plan for completing any recommended changes.
- 5.5 The recommendations of the Bus Services Delivery Review will be reported back to the Transport Advisory Board every three months during the period before the expiry date for the delegation of powers.
- ## **6.0 Financial Implications**
- 6.1 The delegation of powers to NYC and CYC will have no financial implications for the Combined Authority.

- 6.2 The outcome of the Bus Services Delivery Review could have significant financial implications for the Combined Authority, which will need to be fully discussed and resolved during the Review.

7.0 Legal Implications

- 7.1 By virtue of Article 13(2) (and subject to (3)) the York and North Yorkshire Combined Authority Order 2023, the functions specified in Parts 4 (local transport services) and 5 (financial provisions) of the Transport Act 1985 and Part 2 of the Transport Act 2000 are exercisable by the Combined Authority (Local Transport Functions) instead of NYC and CYC.
- 7.2 Article 27 of the Order provides that some of these Combined Authority functions are exercisable only by the Mayor. These include local transport plans in accordance with Section 108 and further provisions about plans within Section 109, supplementary provisions around plans and strategies within Section 112 and grants to bus service operators in accordance with Section 154(1) of the Transport Act 2000.
- 7.3 Pursuant to Section 101 of the Local Government Act 1972 and the Local Authorities (Arrangements for the Discharge of Functions)(England) Regulations 2012, a local authority and/or a combined authority may make arrangements for the discharge of any of their functions by another local authority. This means that the Combined Authority can delegate the discharge of the Local Transport Functions (with the exception of those functions at 7.1 above, which are decisions for the Mayor) within the administrative area of North Yorkshire to NYC and for the administrative area of the City of York to CYC. It will be at the discretion of NYC and CYC as to whether they wish to accept this delegation.
- 7.4 The outcome of the Bus Services Delivery Review could have significant legal and organisational implications for the Combined Authority, which will need to be fully explored during the Review.

8.0 Equalities Implications

- 8.1 The proposed delegation of transport powers will maintain and enhance travel opportunities by bus for members of the public across York and North Yorkshire, including vulnerable people.

9.0 Environmental Implications

- 9.1 It is anticipated that the delegation of powers will cause no negative impacts on the environment.

10.0 Human Resources Implications

- 10.1 There are no immediate HR Implications.

11.0 Combined Authority Areas Impacted (Council Areas/Wards/Divisions)

11.1 The delegation covers the whole of York and North Yorkshire.

12.0 Recommendations

- 12.1 It is recommended that the Mayor's devolved powers relating to the provision of bus services are delegated to NYC and CYC from 1 April 2026 until 31 March 2027.
- 12.2 It is recommended that officers from all three authorities continue their Bus Service Delivery Review, with YNYCA officers providing quarterly updates to the Transport Advisory Board on progress in bringing bus service powers back under YNYCA.

13.0 Reasons For Recommendations

- 13.1 The recommendations will ensure the continuity of bus services delivery across the Combined Authority area, enabling NYC and CYC to provide public funding support for bus services on a secure legal footing.

14.0 Contact Details

For further information please contact the authors of this report.

Author

Name:	Bob Rackley
Job Title:	Interim Bus Services Manager
Service Area:	Transport
Email:	bob.rackley@yorknorthyorks-ca.gov.uk
Report approved:	
Date:	

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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	Integrated Passenger Transport		
Proposal being screened	Delegation of Public Transport Duties		
Officer(s) carrying out screening	Andy Clarke		
What are you proposing to do?	To extend the delegation of Local Transport Functions from the York and North Yorkshire Combined Authority to NYC for 2026/27.		
Why are you proposing this? What are the desired outcomes?	This will allow NYC officers to continue to deliver Local Transport Functions while a Bus Service Delivery Review is carried out.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	no		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC'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 Equality rep 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 (e.g.	This will allow officers to continue to carry out BAU activities to support local bus services		

disabled people's access to public transport)? Please give details.	which are often relied on by older, disabled or lower income groups.			
Will the proposal have a significant effect on how other organisations operate? (e.g. 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 checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
Reason for decision	This extension of delegation will enable the council to continue to support local bus services which will bring benefits for bus passengers including groups with protected characteristics.			
Signed (Assistant Director or equivalent)	Mike Leah			
Date	20 March 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	Delegation of Public Transport Duties
Brief description of proposal	To accept the delegation of Local Transport Functions from the York and North Yorkshire Combined Authority for 2026/27
Directorate	Environment
Service area	Integrated Passenger Transport
Lead officer	Andy Clarke
Names and roles of other people involved in carrying out the impact assessment	Andy Clarke
Date impact assessment started	11 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.

No other options, accepting the continued delegation of Local Transport Functions will allow officers to carry out local bus activities on a BAU basis for the benefit of residents and passengers.

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

There is budget in place to continue to provide this service. Bus Grant funding will be provided by the YNYCA to deliver the schemes set out in their Bus Grant Delivery Plan and no match funding from the Council is required

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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Providing and improving bus services encourages modal shift from the private car which reduces emissions.	More bus routes are now operated by electric buses which further supports a reduction in travel emissions.	Strengthening bus services increases passenger numbers, which in turn increases the likelihood of further investment in bus service provision and lower / zero emission vehicles.
	Emissions from construction		X		No impact anticipated		
	Emissions from running of buildings		X		No impact anticipated		
	Other						

<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>	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	<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>
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X		No impact anticipated		
Reduce water consumption		X		No impact anticipated		
Minimise pollution (including air, land, water, light and noise)		X		No impact anticipated		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X		No impact anticipated		
Enhance conservation and wildlife		X		No impact anticipated		
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		X		No impact anticipated		

<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>Other (please state below)</p>		<p>X</p>		<p>No impact anticipated</p>		

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.

Continuing to provide local bus services will support travel by more sustainable modes and lower greenhouse gas emissions from transport by reducing private car journeys. Local bus services support a modal shift away from the car with associated positive climate impacts.

Sign off section

This climate change impact assessment was completed by:

Name	Andy Clarke
Job title	Public & Community Transport Manager
Service area	Integrated Passenger Transport
Directorate	Environment
Signature	A Clarke
Completion date	11/3/26

Authorised by relevant Assistant Director (signature): Mike Leah

Date: 20.03.26

North Yorkshire Council

Executive

31 March 2026

North East Regional Coastal Monitoring Programme 2027-33

Report of the Corporate Director – Environment

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Executive to apply for 100% grant funding of £7,147,000 + 10% contingency (£714,000) from Flood Defence Grant in Aid (FDGIA) administered by the Environment Agency to continue the Northeast Coastal Monitoring Programme into its 4th phase of delivery through the NYC-lead North East Coastal Observatory. To seek permission of the Executive to delegate acceptance of the grant if awarded, subject to acceptable terms and conditions being agreed, to the Corporate Director Resources, in consultation with the Corporate Director Environment, Executive Member for Finance (Deputy Leader) and the Executive Member for Highways and Transportation.
- 1.2 To notify the Council that this grant application forms part of joint national funding business case to be developed on behalf of the Coastal Groups of England and undertaken by the lead partners of the National Network of Regional Coastal Monitoring Programmes of England, of which NYC is one. The national business case combined value is c.£77million + (additional Risk allowance at the 95th percentile.

2.0 BACKGROUND

- 2.1 North Yorkshire Council in its role of Coast Protection Authority is responsible for carrying out coastal protection works and coastal erosion risk management activities. Coastal monitoring forms a key element of this directive providing the basis for sound decision making at a strategic level, which underpins the development of coastal strategies and schemes.
- 2.2 The North East Regional Coastal Monitoring Programme (NERCMP) forms part of the National Network of Regional Coastal Monitoring Programmes (NNRCMP) across England which is a long running programme with a track record of successful delivery. It was established in its current form in 2011 (Phase I, 2011-2016), (Phase 2, 2016-2021), (Phase 3, 2021-2027) but represents the evolution of regional coastal monitoring dating back to the 1950s.
- 2.3 As a collaborative programme, the NNRCMP comprises of six regional programmes led by either Local Risk Management Authorities or the Environment Agency. It replaces a legacy of ad-hoc monitoring, which lacked consistency in collection, quality, archiving and only met short-term local needs, but not the long-term national needs of strategic Flood & Coastal Erosion Risk Management (FCERM). This regional network structure ensures consistency, maximises efficiency through economies of scale and balances this against the necessary local knowledge and contacts needed for effective operation and data dissemination.

- 2.4 North Yorkshire Council via the North East Coastal Observatory on behalf of its Client the North East Coastal Group leads the North East Regional Coastal Monitoring Programme's present phase; 2021-27 and aims to continue to lead the next phase covering 2027-33. It provides data, analysis and reports for the following Risk Management Authorities Partners, stretching between the Scottish Borders in the north and Flamborough Head in the South (c.300km of coastline). This includes Northumberland County Council, North Tyneside Council, South Tyneside Council, Durham County Council, Sunderland City Council, Hartlepool Borough Council and Redcar and Cleveland Borough Council. Assistance is also provided to The East Riding of Yorkshire Council.
- 2.5 The Environment Agency's Flood and Coastal Erosion Risk Management (FCERM) National Strategy sets out the vision for a nation that is ready for, and resilient to, flooding and coastal change today, tomorrow and to the year 2100. One of the long-term ambitions is a nation ready to respond and adapt to flooding and coastal change. Long term coastal monitoring and analysis undertaken by the national network of regional coastal monitoring programmes bolsters this. Coastal monitoring is identified as a high priority activity by the Environment Agency.

3.0 PROJECT SYNOPSIS

- 3.1 The overarching aim of the NERCMP is to provide the appropriate evidence on which robust and efficient FCERM decisions, responses and investment can be based.
- 3.1.1 To meet this aim, the following objectives have been set:
- Assist in the definition of risk from coastal flooding and erosion,
 - Provide data to underpin re-evaluation of those risks under future change,
 - Provide a holistic overview of coastal defence, responding to national and local priorities
 - Improve understanding of coastal process behaviour.
- 3.2 The NERCMP will continue to provide the evidence base needed for flood and coastal erosion risk management (FCERM), ensuring a targeted, informed, standardised, efficient and freely available data source via the North East Coastal Observatory. This supports the Environment Agency (EA) and other maritime Risk Management Authorities (RMA) to plan, design and deliver coastal strategy, the coastal capital investment programme, strategic coastal management such as Shoreline Management Planning (SMPs), and incident management. It also provides the early evidence for consideration of future adaptation proposals where funding for conventional defence options isn't available.
- 3.3 Data is essential for the justification, design, performance and impact monitoring of any coastal intervention. This applies to traditional defence & protection works, and even more so to adaptive measures where communities require reassurance about coastal change. The dynamic nature of coastal environments and the complex linkages between environmental drivers, natural and manmade resources and flood and erosion risk require long-term and consistent monitoring.
- 3.4 The below data collection and analysis activities will be undertaken in-house, within the regions or sourced and procured from consultants and contractors to the specifications approved by the National Coastal Monitoring Strategic Board. Performance and monitoring of deliverables is highlighted in table 1.
- Topographic Surveys
 - Bathymetric Surveys
 - Aerial Photography
 - Hydrodynamics Services, including Wave buoys, Tide gauges and Met Stations.
 - LiDAR captures

- Terrestrial habitat & ecological mapping
- Sea Bed Mapping and sediment analysis
- Analytical services,
- Coastal defence Asset Inspections
- National and local data management and archiving
- Project Management
- Coastal Research nationally and internationally, sharing of best practise.

Deliverable	Performance	Monitoring & Reporting Mechanisms
Collection of survey data	A programme of survey will be established set-out at the beginning of the phase.	Progress Monitored by Project Team, and reported through the Coordination Group.
Data management and quality control	Generalised specification, briefs and quality control documents exist for all of the survey and data types used within the programme.	Reported through Coordination Group, reviewed at Strategic Board.
Data dissemination	All data and reports will be made available for free under open government license from www.coastalmonitoring.org . Wider dissemination will follow the communications strategy	Downloads from website are logged and reviewed by the Coordination Group. Dissemination Working Group established to review and coordinate updates and changes. Engagement assessed through communications Log.
Analysis and reporting on data	This includes development of annual reporting, regional GIS, close liaison and representation with the coastal groups, sharing of technical best practice through the coordination group.	Reported through the Coordination Group, reviewed by the Strategic Board.
Integration of the data to national objectives	Data collection targeted	Reviewed by the Strategic Board.
Performance review	Data use and downloads from the website are recorded, reporting is coordinated with the coastal groups, EA and Defra, internal review mechanisms have been established through the governance system, stakeholder analysis/engagement activities have been undertaken.	Progress reports prepared by Project teams quarterly and monitored by the Coordination Group and reviewed by the Strategic Board. Mid Phase review at end of year III undertaken by Strategic Board. Once 10 years of data is available, the survey regime is reviewed at the regional level by the Project Team, under the guidance of the coordination group.

(Table 1, Performance, monitoring & Deliverables).

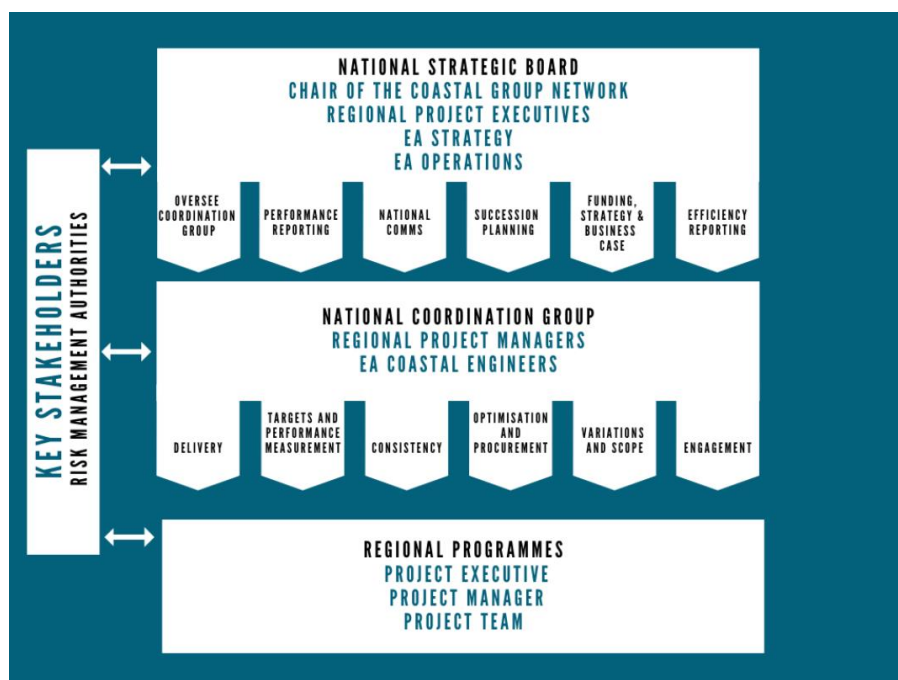
3.5 Direct benefits:

- Underpins the FCERM capital programme and high-level strategic FCERM initiatives.
- Reduces cost of FCERM capital and maintenance programmes.
- Ensures consistency of data collection and management, including length of useable datasets.
- Provides data for modelling and forecasting.
- Informs Incident Response, planning and management.
- Supports the identification and management of Adaptive Pathways and Climate Resilience.
- Supports Risk Management Authorities to meet their statutory requirements.

3.5.1 Wider benefits:

- Collaborative working between programme partners, pan-government programmes and initiatives.
- Rapid and wide dissemination (Open Government License, collect once – use many times).
- Promoting multiple uses of data and avoiding duplication of effort.
- Underpins planning and infrastructure projects at the coast.
- Informs and influences research and educational communities.

- 3.6 Interfaces / stakeholders:
The programmes principal stakeholders are Defra, the Environment Agency, the Coastal Groups, RFCCs (Regional Flood & Coastal Defence Committees) and Coastal Local Authorities in the North East. Wider end users include government groups, coastal managers and user groups, academic/research groups, universities and schools.
- 3.7 The programmes communication strategy includes the involvement of key stakeholders in programme governance, representation on and direct reporting to the coastal groups, regular regional partners meetings, representation on national and regional coastal management/research/interest groups, conference attendance, and wider stakeholder group representation. This ensures awareness of the programme and its outputs and provides a feedback mechanism for stakeholders. The programme is designed with enough flexibility that it can respond to changes in dynamic monitoring needs.
- 3.8 Quarterly progress reports will be provided by project team to the Coordination Group and reviewed at the national strategic board level. A mid-phase review will be carried out at the strategic board level halfway through the phase. Coastal Group meetings are used to report progress to the Coastal Groups and stakeholders.
- 3.9 A systematic framework provides over-arching governance of the programme (figure 1), it also is used as a way to steer delivery of the programme to optimise efficiencies, ensure consistency and engage stakeholders.



(Figure 1, National Project Governance)

4.0 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 There are no feasible alternative options to consider other than to apply for the 100% grant funding or not as the lead partner for the NE Region. This is nationally strategic and important priority project that will be delivered with or without NYC involvement, subject to funding.

- 4.2 North Yorkshire Council is the current lead Authority for the delivery of the North East Regional Coastal Monitoring Programme through the inhouse North East Coastal Observatory. Due to the specialised skills, knowledge and understanding of the North East Coastal Observatory team, NYC remains the lead Authority within the new National Monitoring Programme business case. Being the lead Authority allows us to shape and steer the monitoring programme to deliver the data required by local and regional coastal managers, responsible bodies and our communities.

5.0 FINANCIAL IMPLICATIONS

- 5.1 If the bid is successful, it will secure 100% capital funding of £7,147,000 (plus £714,000 contingency, which will be held and administered by the Environment Agency) to undertake the delivery of the 4th phase of the NE coastal monitoring Programme, covering six years of data collection and analysis between 2027-33. The Programme costs, including NYC Officer time within the Northeast Coastal Observatory team, will be fully funded along with all survey and analysis activities. No match funding would be required from NYC.
- 5.2 If successful, grant will be claimed and drawn down from the Environment Agency on an annual basis, in line with current practise.
- 5.3 Should the bid be unsuccessful; the Council would need to consider internal funding for local monitoring activities along the North Yorkshire frontage. It should be noted however, that this monitoring programme has been successful in attracting external funding since 2008.

6.0 LEGAL IMPLICATIONS

- 6.1 If the bid is successful, The Environment Agency will provide the Council with an approval letter, from which Grant in Aid can be drawn down. Legal Services will review any terms and conditions of the grant and if any of the terms present an unacceptable risk to the Council, then the grant offer will be declined.
- 6.2 Any expenditure of the grant will be in accordance with the Council's Procurement and Contract Procedure Rules and, to the extent applicable, the Public Contracts Regulations 2015, the Procurement Act 2023 and the Subsidy Control Act 2022.

7.0 EQUALITIES IMPLICATIONS

- 7.1 There are no equalities implications arising as a result of submitting the bid. An Initial equality impact assessment screening report has been completed and has found not implications (Appendix A).

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 The proposed funding bid, if successful will lead to the collection of data that provides key information to monitor some of the effects of climate change. Hydrodynamic data for example provides key information on waves heights, frequency and storm intensity. Increased storminess is a known effect of climate change and something the programme has been monitoring for nearly 20 years. As consistent monitoring is undertaken on a national scale it contributes to national policy and feeds into state of the nation reports by Government.

8.2 Where possible key avoidance action will be undertaken to reduce the programmes carbon footprint. An example of this under the current programme involved commissioning inshore Bathymetric surveys with a vessel running off biofuels instead of diesel, therefore being an almost carbon neutral survey capture. As part of the national programme and a requirement of the Environment Agency a Carbon log is produced at the end of the phase of monitoring. (See Appendix B)

9.0 REASONS FOR RECOMMENDATIONS

9.1 As a Risk Management Authority, North Yorkshire Council, under the Flood and Water Management Act 2010, is required to act in a manner that is consistent with the National Flood and Coastal Erosion Risk Management Strategy for England and work collaboratively with other RMAs. Undertaking the role of lead Authority for the North East monitoring region allows the Council to do this.

9.2 Being the Lead Authority allows the Council to steer and shape the monitoring programme to collect and analyse data that creates the greatest benefits and outcomes to meet local demand both along the North Yorkshire frontage and wider North East region.

9.3 The project is 100% grant aid funded and recommended by the adopted Shoreline Management Plan and local coastal strategies. The National Network of Regional Coastal Monitoring Programmes is a long established and is a priority project programme for the funder the Environment Agency, DEFRA and the client, the North East Coastal Group. Should approval be given, and grant awarded, North Yorkshire Council will continue to a leader in its field and a centre of excellence of coastal management and monitoring both nationally and internationally.

10.0 RECOMMENDATIONS

10.1 It is recommended that Executive:

- i. agrees to the Council submitting a bid for £7,147,000 + 10% contingency of £714,000 for Flood Defence Grant in Aid (FDGiA) administered by the Environment Agency to continue the delivery of the North East Regional Coastal Monitoring Programme into its 4th phase through the North East Coastal Observatory
- ii. delegate acceptance of the grant if awarded, subject to acceptable terms and conditions, to the Corporate Director Resources in consultation with the Corporate Director - Environment, Executive Member for Finance (Deputy Leader) and the Executive Member for Highways and Transportation.

APPENDICES:

Appendix A – Environment Impact Assessment Screening Form

Appendix B – Climate Change Impact Assessment Form

BACKGROUND DOCUMENTS: None

Karl Battersby, Corporate Director - Environment
County Hall
Northallerton
19 March 2026

Report Author – Robin Siddle, Senior Project & Programme Manager (Coastal)
Presenter of Report – Stewart Rowe, Coastal Manager

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	Harbours and Coastal Infrastructure
Proposal being screened	Permission to apply for external grant aid funding administered by the Environment Agency to undertake the North East Regional Coastal Monitoring Programme 2027-33
Officer(s) carrying out screening	Robin Siddle; Senior Project & Programme Manager (Coastal)
What are you proposing to do?	To collect and analyse coastal survey monitoring data for North East Coastline between Flamborough Head in the south to the Scottish Borders in the north as the Regional Lead Authority.
Why are you proposing this? What are the desired outcomes?	<p>The overarching aim of the North East Regional Coastal Monitoring Programme is to provide the appropriate evidence on which robust and efficient Flood & Coastal Erosion Risk Management (FCERM) decisions, responses and investment can be based.</p> <p>To meet this aim, the following objectives have been set:</p> <ul style="list-style-type: none"> • Assist in the definition of risk from coastal flooding and erosion, • Provide data to underpin re-evaluation of those risks under future change, • Provide a holistic overview of coastal defence, responding to national and local priorities • Improve understanding of coastal process behaviour. <p>A targeted, informed, standardised, efficient and freely available data source via the North East Coastal Observatory will be available for end uses. This supports the Environment Agency (EA) and other maritime Risk Management Authorities (RMA) to plan, design and deliver coastal strategy, the coastal capital investment programme, strategic coastal management such as Shoreline Management Planning (SMPs), and incident management. It also provides the early evidence for consideration of future adaptation proposals where funding for conventional defence options isn't available.</p>
Does the proposal involve a significant commitment or removal of resources? Please give details.	The proposed phase 4 NE regional coastal monitoring programme 2027-33 will be 100% externally grant aid funded. NYC are currently delivering the phase 3 NE coastal monitoring programme (2021-27) via the in-house North East Coastal Observatory team. There are no additional commitment of resources needed other than what is already in place for the current phase of monitoring.
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.	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 checked="" type="checkbox"/>	Continue to full EIA:	
Reason for decision	<p>The decision to apply for grant aid funding to collect coastal monitoring data such as Aerial Surveys and off shore Bathymetric surveys and analysis as part of the North East regional Coastal Monitoring Programme has no equalities impact.</p> <p>All data, analysis and reports collected produced by the North East Coastal Observatory will be available for download from the North East Coastal Observatory website under the Open Government Licence. Therefore access to data is inclusive to all.</p>			
Signed (Assistant Director or equivalent)	Callum McKeon			
Date	20/02/2026			

Initial Climate Change Impact Assessment (Form created August 2021)

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

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

Title of proposal	North East Regional Coastal Monitoring Programme 2027-33
Brief description of proposal	<p>Permission is being sort to apply for 100% external grant aid funding administered by the Environment Agency to undertake phase 4 of the North East Regional Coastal Monitoring Programme 2027-33. NYC is the current lead Authority undertaking the phase 3 North East Regional Coastal Monitoring Programme (2021-27). Phase 4 is essential a continuation of what is already in place and undertaken by the Authority.</p> <p>The overarching aim of the NERCMP is to provide the appropriate evidence on which robust and efficient FCERM decisions, responses and investment can be based.</p> <p>To meet this aim, the following objectives have been set:</p> <ul style="list-style-type: none"> • Assist in the definition of risk from coastal flooding and erosion, • Provide data to underpin re-evaluation of those risks under future change, • Provide a holistic overview of coastal defence, responding to national and local priorities • Improve understanding of coastal process behaviour. <p>Data is essential for the justification, design, performance and impact monitoring of any coastal intervention. This applies to traditional defence & protection works, and even more so to adaptive measures where communities require reassurance about coastal change. The dynamic nature of coastal environments and the complex linkages between environmental drivers, natural and manmade resources and flood and erosion risk require long-term and consistent monitoring.</p>
Directorate	Environment
Service area	Harbours and Coastal Infrastructure
Lead officer	Robin Siddle, Senior Project & Programme Manager (Coastal)
Names and roles of other people involved in carrying out the impact assessment	

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

Remember to think about the following.

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

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

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

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	X	Continue to full CCIA:	
Reason for decision	<p>The proposed funding bid, if successful will lead to the collection of data that provides key information to monitor some of the effects of climate change. Hydrodynamic data for example provides key information on waves heights, frequency and storm intensity. Increased storminess is a known effect of climate change and something the programme has been monitoring for nearly 20 years. The data collection itself does not have a negative or positive environmental impact, it just provides an evidence base for coastal managers to utilise.</p> <p>As consistent monitoring is undertaken on a national scale it contributes to wider state of understanding of flood and coastal management and feeds into state of the nation reports and policy lead by the Government.</p> <p>Where possible key avoidance action will be undertaken to reduce the programmes carbon footprint. Being part of the National Network of Regional Coastal Monitoring Programmes, the North East Regional Programme is required by the Environment Agency to submit a Carbon Log at the end of the monitoring phase.</p>			
Signed (Assistant Director or equivalent)	Callum McKeon			
Date	20/02/2026			

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FORWARD PLAN

The decisions likely to be taken by North Yorkshire Council in the following 12 months are set out below:

Publication Date: 20 March 2026 Last updated: 20 March 2026

Period covered by Plan: 20 March 2026 to 31 March 2027

PLEASE NOTE:-

In accordance with the Local Authorities (Executive Arrangements)(Meetings and Access to information)(England) Regulations 2012, at least **28 clear days' notice**, excluding the day of notification and the day of decision taking, must be published on the Forward Plan of any intended key decision. It is also a requirement that **28 clear days' notice** is published of the intention to hold a Executive meeting or any part of it in private for the consideration of confidential or exempt information. For further information and advice please contact the Head of Democratic Services and Scrutiny on 01609 533531.

FUTURE DECISIONS

Likely Date of Decision	Decision Taker (a full list of the membership of the Council and all its Committees is set out in Part 3 of the Constitution)	In Consultation with (Executive Member or Corporate Director)	Description of Matter – including an indication if the report contains any exempt (not for publication) information and the reasons for this	Key Decision YES/NO	Decision Required	Consultees (ie the identity of the principal groups whom the decision-taker proposes to consult)	Consultation Process (ie the means by which any such consultation is to be undertaken)	How representations may be made and details of Contact Person (Tel: 0845 034 9494) unless specified otherwise)
21 Apr 2026	Executive		Review of the Public Convenience Service	Yes	To agree a series of measures to take forward the public convenience service and an agreed approach for the role of Parish and Town Councils in managing the current network	Parish/town councils in Jan-April 2025 alongside key stakeholders; disability action groups, chambers of commerce, Business Improvement Districts.	Individual meetings and drop-in sessions.	Steven Goddard, Public Conveniences Manager steve.goddard@northyorks.gov.uk
21 Apr 2026	Executive		Transfer of Ripon Town Hall to Ripon City Council	Yes	To approve in principle the transfer of Ripon Town Hall to Ripon City Council and to delegate the final decision to the Corporate Director Resources in consultation with the Executive Member for Finance and	Legal Team	Consultation already taken place with Ripon City Council, details will be given in the report	Sharon Hudson Sharon.hudson1@northyorks.gov.uk

FUTURE DECISIONS

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					Resources			
21 Apr 2026	Executive		Adult Day Services in Ryedale	Yes	To request approval from Executive on proposals for NYC Adult Day Services in Ryedale.	Local stakeholders	Stakeholder meetings	Hannah Brown Email: hannah.brown3@northyorks.gov.uk / Tel No: 07970294814
21 Apr 2026	Executive		Council Plan 2026-2030 - To make recommendation to Full Council	Yes	To consider and recommend to council the Council Plan for 2026-2030	Corporate and Partnerships Overview and Scrutiny Committee Management Board	Meetings	Will Boardman, Head of Strategy & Performance will.boardman@northyorks.gov.uk
21 Apr 2026	Executive		Amendments to the Council's Constitution	Yes	Consideration of proposed amendments to the Council's Constitution for recommendation to full Council. Subject to any comments Members may	Relevant NYC Officers and Members The Members' Working Group on the Constitution	Correspondence and meetings	Moira Beighton moira.beighton@northyorks.gov.uk

Page 61

FUTURE DECISIONS

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Page 62

21 Apr 2026	Executive		Library Strategy Mid-Term Review	Yes	To seek approval to progress the Mid Term Review of the Library Strategy to Full Council for publication on the North Yorkshire Council website, and to seek approval to progress the proposed actions to support the National Year of Reading to Full Council.	Corporate Director, Community Development Assistant Director Culture, Leisure, Archives and Libraries Executive Member for Culture, Arts and Housing	MS Teams meetings, executive member briefing and emails.	Hazel Smith, Interim Head of Service for Libraries Hazel.smith@northyorks.gov.uk
21 Apr 2026	Executive		Selby Transforming Cities Fund -	Yes	To consider increasing contingency budget for the	Corporate Director - Environment and Executive Member for Highways and	Briefings	Alex Richards, TCF Programme Delivery Manager

FUTURE DECISIONS

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Page 63

			Increase in Contingency Budget requirement		Selby Transforming Cities Fund (TCF) project from draw-down of the Council's capital contingency reserve following notification of cost increases/contract compensation events related to scheme delivery.	Transportation		alex.richards1@northyorks.gov.uk
21 Apr 2026	Executive		SECTION 75 PARTNERSHIP AGREEMENT - in relation to the Targeted Healthy Child Service.	Yes	This report asks Executive to agree to consult on a new Section 75 agreement between North Yorkshire Council, NHS Humber North Yorkshire ICB and NHS West Yorkshire ICB for planning and delivering Community based emotional wellbeing support for Children and	The NHS and Local Authorities Partnership Arrangements Regulations 2000 stipulate that "the partners may not enter into any partnership agreements [under Section 75 (s75) of the NHS Act 2006] unless they have consulted jointly such persons as appear to them to be affected by such arrangements". A Public consultation will take place for 60	A published online consultation.	Emma Lonsdale Emma.Lonsdale@northyorks.gov.uk

FUTURE DECISIONS

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Page 64

					Young including in scope the Targeted Healthy Child Service. It further requests that the Corporate Director of Children and Young People's Service be given delegated authority for the final Section 75 sign off.	days which is considered sufficient time to enable stakeholders to respond. The proposal is to put in place formal partnership working for planning and delivering Community based emotional wellbeing support for Children and Young including in scope the Targeted Healthy Child Service. The Section 75 Agreement would be in place, subject to the outcome of the consultation from 1 April 2027. It is planned the consultation will run from 1st June to 31st July.		
21 Apr 2026	Executive	Executive Member for Highways & Transportation	North Yorkshire Council/NY Highways - Highway Officer Integration	Yes	To provide a detailed update on work relating to the proposed alternative operating model	Internal meetings	N/a	Nigel Smith nigel.smith@northyorks.gov.uk

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Page 65

for duties currently undertaken by Highway Officers, Assistant Highway Officers and some Maintenance Managers in North Yorkshire Council's (NYC's) Highway Operations Area teams, and mechanical sweepers and to seek approval for implementation of new ways of delivering these services via NY Highways (NYH). The proposed alternative method of service delivery will contribute to the Council's wider transformation savings agenda.

21 Apr 2026	Executive		Bidding for Homes England	Yes	The new Social and Affordable Homes	Executive Members Key internal officers, including Climate and	On-going communication and dialogue	John Burroughs, Housing Strategy
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Page 66

			funding from the Social and Affordable Homes Programme for specific schemes		Programme (SAHP) is for the period 2026 to 2036 and will commence in April 2026 with bids invited from February 2026 onwards. Approval is sought to enable officers to submit bids to Homes England for funding from the new Social and Affordable Homes Programme (SAHP) for a number of specific schemes, which will support the delivery of the 500 homes required for the HRA Business Plan	Equalities Homes England	with Homes England on funding proposals for MS Teams and email	and Development Officer John.burroughs@northyorks.gov.uk
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12 May 2026	Executive		Adoption of North Yorkshire	Yes	To seek approval to adopt the North Yorkshire Council	Transport, Economy, Environment and Enterprise Overview	The Council's website, via email and	Chris Bourne, Head of Harbours
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Page 67

Council Harbours Strategy

Harbours Strategy

and Scrutiny Committee; Scarborough and Whitby Area Committee; Filey Ward members; Scarborough Town Council, Whitby Town Council and Filey Town Council; Harbour User groups for Scarborough, Whitby and Filey and the strategy working groups.

meetings

and Coastal Infrastructure
chris.bourne@northyorks.gov.uk

12 May 2026

Executive

Introduction of a new Enforcement Policy aligned with Renters Rights Act

Yes

Following the introduction of the Renters Rights Act (currently due October 2025) we will need to align our enforcement policy to ensure compliance. There are significant changes proposed which will affect tenants and landlords within communities

As this is a legislative change consultation has been undertaken at government level, our policy will reflect the requirements set in the legislation.

Email, Teams MS and face-to-face meetings

Lynn Williams, Head of Housing Renewal
lynn.williams@northyorks.gov.uk

FUTURE DECISIONS

Likely Date of Decision	Decision Taker (a full list of the membership of the Council and all its Committees is set out in Part 3 of the Constitution)	In Consultation with (Executive Member or Corporate Director)	Description of Matter – including an indication if the report contains any exempt (not for publication) information and the reasons for this	Key Decision YES/NO	Decision Required	Consultees (ie the identity of the principal groups whom the decision-taker proposes to consult)	Consultation Process (ie the means by which any such consultation is to be undertaken)	How representations may be made and details of Contact Person (Tel: 0845 034 9494) unless specified otherwise)
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across North Yorkshire.

Page 68
12 May 2026

Executive

Introduction of a Civil Penalties Policy aligned with Renters Rights Act

Yes

Following the introduction of the Renters Rights Act we need to align our Civil Penalties Policy and Enforcement Policy to ensure compliance. There are significant changes proposed which will affect tenants and landlords within communities across North Yorkshire.

As this is a legislative change consultation has been undertaken at government level, our policy will reflect the requirements set in the legislation.

Email

Lynn Williams,
Head of Housing Renewal
lynn.williams@northyorks.gov.uk

12 May 2026

Executive

Acquisition of properties for use as affordable properties to go into the Housing Revenue Account

Yes

To obtain approval from the Executive to acquire properties on for use for affordable housing to take into the Housing Revenue Account. The acquisition of

Executive member for Culture Arts and Housing Corporate Director of Community Development Assistant Director of Resources – Community

Direct contact with relevant members and service areas

John Burroughs,
Housing Strategy and Development Officer
john.burroughs@northyorks.gov.uk

FUTURE DECISIONS

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Page 69

					these homes will increase the supply of social and affordable rented and shared ownership housing and will also form part of our aspiration to deliver 500 new Council homes over the next 5 years.	Development Assistant Director for Housing Legal Finance Housing Needs service as they have confirmed the need in these locations Housing Management as they will be responsible for managing the properties. Homes and Places service as they will be responsible for the on-going maintenance of the properties.		
12 May 2026	Executive		Housing Delivery Joint Venture	Yes	The purpose of the report is to seek approval for the Council to enter into a Limited Liability Partnership to create a Housing Joint Venture Vehicle.	Housing and Leisure Overview	Presentation to Housing and Leisure Overview	Hannah Heinemann, Head of Housing Delivery and Partnerships Hannah.Heinemann@northyorks.gov.uk

FUTURE DECISIONS

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26 May 2026	Executive		Q4 Performance Monitoring and Budget Report	Yes	Q4 Performance Monitoring and Budget report including: Revenue Plan; Capital Plan; Treasury Management and Prudential Indicators	Management Board	Meetings	Gary Fielding, Corporate Director of Resources gary.fielding@northyorks.gov.uk
16 Jun 2026	Executive		Tree and Woodland Policy	Yes	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. Developing a county wide approach to policy will provide Officers, elected	Members of the Transport, Economy, Environment and Enterprise Overview Property Services, Risk and Insurance, Health	Engagement with the TEEE O	Helen Arnold, Tree and Woodland Manager Helen.arnold@northyorks.gov.uk

FUTURE DECISIONS

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Page 71

					Members and all other stakeholders clarity on how this will be managed. The report will present the Tree and Woodland Policy for adoption.			
16 Jun 2026	Executive		Children and Young Peoples Strategy	Yes	Approval of new Children and Young Peoples Strategy	Children, Young People and their families who live in North Yorkshire Partners e.g. Police, Education and Health Members C&F OSC	Online engagement Red Bag for schools Youth Voice and Creative Engagement Team	El Mayhew, Corporate Director for Children and Young People's Services el.mayhew@northyorks.gov.uk
16 Jun 2026	Executive		Redeployment of land to the north and south of Crosshills Lane, Selby	Yes	To approve the proposed redeployment of the property	Executive members and Management Board at the informal Executive meeting held on 8 June 2021		Philip Cowan, Non-Operational Property Manager, NYCC Property Services Philip.Cowan@northyorks.gov.uk

FUTURE DECISIONS

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14 Jul 2026	Executive		Outdoor Learning Service	Yes	To provide an update on the Outdoor Learning Service provision in North Yorkshire			Amanda Fielding, AD Education & Skills Amanda.fielding@northyorks.gov.uk
4 Aug 2026	Executive		North Yorkshire Council Regulatory Services Urban Gull Strategy	Yes	To seek approval of a North Yorkshire Council Regulatory Services Urban Gull Strategy	Stakeholder consultation held February/March 2025 to inform the strategy development work.	Survey/questionnaire completed by stakeholders. Draft strategy scheduled at Overview and Scrutiny Committee and Scarborough and Whitby Area Committee in 2026 prior to submission to Executive	Dean Richardson, Head of Regulatory Services dean.richardson@northyorks.gov.uk
4 Aug 2026	Executive		Scarborough Harbour West Pier Delivery	Yes	The report will seek approval: 1.To agree final budget for delivery of the Scarborough Harbour West Pier Deliver. 2.To request	Community Development: Economic Development, Regeneration, Tourism and Skills, Resources Environment: Harbours, Resources Legal and Democratic	Email and briefing	Helen Jackson, Regeneration Projects Manager helen.jackson1@northyorks.gov.uk

FUTURE DECISIONS

Likely Date of Decision	Decision Taker (a full list of the membership of the Council and all its Committees is set out in Part 3 of the Constitution)	In Consultation with (Executive Member or Corporate Director)	Description of Matter – including an indication if the report contains any exempt (not for publication) information and the reasons for this	Key Decision YES/NO	Decision Required	Consultees (ie the identity of the principal groups whom the decision-taker proposes to consult)	Consultation Process (ie the means by which any such consultation is to be undertaken)	How representations may be made and details of Contact Person (Tel: 0845 034 9494) unless specified otherwise)
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Page 73

					approval of the NYC required funding. 3.To request approval to enter into a contract with construction contractor to deliver agreed works.	Services: Legal Resources: Property, Procurement and Commercial		
18 Aug 2026	Executive		Q1 Performance Monitoring and Budget Report	Yes	Q1 Performance Monitoring and Budget report including: Revenue Plan; Capital Plan; Treasury Management and Prudential Indicators	Management Board	Meetings	Gary Fielding, Corporate Director of Resources gary.fielding@northyorks.gov.uk
17 Nov 2026	Executive		Q2 Performance Monitoring and Budget Report	Yes	Q2 Performance Monitoring and Budget report including: Revenue Plan; Capital Plan; Treasury Management and	Management Board	Meetings	Gary Fielding, Corporate Director of Resources gary.fielding@northyorks.gov.uk

FUTURE DECISIONS

Likely Date of Decision	Decision Taker (a full list of the membership of the Council and all its Committees is set out in Part 3 of the Constitution)	In Consultation with (Executive Member or Corporate Director)	Description of Matter – including an indication if the report contains any exempt (not for publication) information and the reasons for this	Key Decision YES/NO	Decision Required	Consultees (ie the identity of the principal groups whom the decision-taker proposes to consult)	Consultation Process (ie the means by which any such consultation is to be undertaken)	How representations may be made and details of Contact Person (Tel: 0845 034 9494) unless specified otherwise)
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1 Dec 2026 Page 74	Executive		Director of Public Health Annual Report 2025-26	No	Prudential Indicators			
					The Director of Public Health Annual Report is an independent report on the health of the local population. The Director of Public Health has a duty to write an annual report, whereas the local authority's duty is to publish it. The focus of this year's report is on the importance of 'getting people moving more' and how Public Health and partners are working to provide opportunities for and access to healthy movement. The Executive committee will be	The report includes reflections on engagement already undertaken with a wide range of stakeholder groups. The report will be shared with HAS leadership teams, Executive Portfolio Holder and Management Board for comment as it progresses, and to the Health and Wellbeing Board, Scrutiny of Health Committee and Care and Independence Overview & Scrutiny Committee for information following Executive.	Meetings and correspondence	Louise Wallace, Director of Public Health Email: louise.wallace@northyorks.gov.uk

FUTURE DECISIONS								
Likely Date of Decision	Decision Taker (a full list of the membership of the Council and all its Committees is set out in Part 3 of the Constitution)	In Consultation with (Executive Member or Corporate Director)	Description of Matter – including an indication if the report contains any exempt (not for publication) information and the reasons for this	Key Decision YES/NO	Decision Required	Consultees (ie the identity of the principal groups whom the decision-taker proposes to consult)	Consultation Process (ie the means by which any such consultation is to be undertaken)	How representations may be made and details of Contact Person (Tel: 0845 034 9494) unless specified otherwise)
					asked to consider and note the report.			

Should you wish to make representation as to the matter being discussed in public please contact Daniel Harry
 Email: (daniel.harry@northyorks.gov.uk) Tel: 01609 533531.

Page 75

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