



Agenda

Notice of an informal meeting of the: **Transport, Economy and Environment Overview and Scrutiny Committee**

To: **Councillors Stanley Lumley (Chairman), Karl Arthur, David Goode, Paul Haslam, Robert Heseltine, David Jeffels, Don MacKay, Andy Paraskos, Caroline Patmore, Clive Pearson, Matt Scott, David Staveley and Roberta Swiers.**

Date: **Thursday, 21st October, 2021**

Time: **10.00 am**

Venue: **Remote Meeting held via Microsoft Teams**

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. Following on from the expiry of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020, which allowed for committee meetings to be held remotely, the County Council resolved at its meeting on 5 May 2021 that, for the present time, in light of the continuing Covid-19 pandemic circumstances, remote live-broadcast committee meetings should continue (as informal meetings of the Committee Members), with any formal decisions required being taken by the Chief Executive Officer under his emergency decision making powers and after consultation with other Officers and Members as appropriate and after taking into account any views of the relevant Committee Members. This approach will be reviewed by full Council at its November meeting.

The meeting will be available to view once the meeting commences, via the following link - www.northyorks.gov.uk/livemeetings. Recording of previous live broadcast meetings are also available there.

Business

- 1. Introductions and apologies for absence**
- 2. Minutes of the meeting held on 12 July 2021** **(Pages 3 - 12)**
- 3. Declarations of Interest**
- 4. Public Questions or Statements**
Members of the public may ask questions or make statements at this meeting if they have delivered notice (to include the text of the question/statement) to Daniel Harry of

Enquiries relating to this agenda please contact Daniel Harry Tel: 01609 533531
or e-mail daniel.harry@northyorks.gov.uk
Website: www.northyorks.gov.uk

Legal and Democratic Services (*contact details below*) no later than midday on Monday 18 October 2021. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease while you speak.

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| 5. | Update on the progress of North Yorkshire County Council's Carbon Reduction Plan - Report of the Assistant Director Policy, Partnerships and Communities, NYCC | (Pages 13 - 34) |
| 6. | Update on reducing use of single-use plastics - Report of the Assistant Director Travel, Environmental and Countryside Access Services, NYCC | (Pages 35 - 40) |
| 7. | Allerton Waste Recovery Park update - Report of the Assistant Director - Travel, Environmental and Countryside Services, NYCC | (Pages 41 - 46) |
| 8. | Responding to the Rural Commission Report - Hydro-electric energy generation in rural communities - Report of the Democratic Services and Scrutiny Manager, NYCC | (Pages 47 - 50) |
| 9. | Committee Work Programme - Report of the Democratic Services and Scrutiny Manager, NYCC | (Pages 51 - 56) |
| 10. | Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances. | |

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Friday, 15 October 2021

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Committee Meeting held on 12 July 2021 remotely using MS Teams, commencing at 10.00 am.

This meeting was live broadcast on the North Yorkshire County Council YouTube site and a recording is available using the following link - <https://www.northyorks.gov.uk/live-meetings>

Present:

County Councillor Stanley Lumley in the Chair.

County Councillors Paul Haslam, David Jeffels, Andy Paraskos, Clive Pearson and Roberta Swiers.

NYCC Officers attending: Deborah Hugill, Senior Strategy and Performance Officer (CSD), David Kirkpatrick, Team Leader Traffic Engineering (BES), Louise Anne Neale, Team Leader Transport Planning (BES) and Jonathan Spencer, Principal Scrutiny Officer (CSD).

County Councillors David Goode, Robert Heseltine, Don MacKay and Caroline Patmore had sent their apologies for absence.

County Councillors Karl Arthur and John McCartney were not in attendance.

Copies of all documents considered are in the Minute Book

125. Chairman's Announcement

The committee's Chairman, County Councillor Stanley Lumley, welcomed everyone to the meeting. He reminded the committee that the meeting was being held informally and that any formal decisions would need to be taken in consultation with the Chief Executive Officer using his emergency powers. He read out the following statement so that the status of the meeting was clear to all involved and viewing:

You will have seen the statement on the Agenda front sheet about current decision-making arrangements within the Council, following the expiry of the legislation permitting remote committee meetings. I just want to remind everyone, for absolute clarity, that this is an informal meeting of the Committee Members. Any formal decisions required will be taken by the Chief Executive Officer under his emergency delegated decision-making powers after taking into account any of the views of the relevant Committee Members and all relevant information. This approach has been agreed by full Council and will be reviewed at its July 2021 meeting.

126. Minutes

Resolved -

That the Minutes of the meeting held on 14 April 2021 be confirmed and signed by the Chairman as a correct record.

127. Declarations of Interest

There were no declarations of interest to note.

128. Public Questions or Statements

There were no public questions or statements.

129. Climate Change impact assessment – progress to date

Considered –

The written report of the Chief Executive to update the committee on the introduction of climate change impact assessment into the decision-making processes of North Yorkshire County Council.

Deborah Hugill presented the report.

Deborah Hugill explained that climate change impacts in respect of the county council primarily focused on property and transport in view of those being where the largest emissions were that could be directly controlled at this stage. She also referred in the report to the carbon reduction programme, Beyond Carbon, which was now being established as part of the Beyond 2020 change management structure. There was also a one off £1 million fund for pump priming and development of business cases within the current budget as well.

The climate change impact assessment tool was introduced to not just look at the major aspects of work that the county council was doing, but also to take into account the impact that every decision that it made had upon making potential changes to the climate in the future. The impact tool was based upon one used by Devon County Council. This was chosen because it was felt to be useable whilst being sufficiently detailed.

Deborah Hugill referred to the impact assessment tool at Appendix 1 and the guidance at Appendix 2. She explained that there was no intention that the impact assessment tool would replace more detailed statutory environmental assessments.

Whilst there was no legal requirement at the moment, the county council had examined what other councils were doing and most were in a similar position; all were trying to get a handle on how their decisions were making an impact and tweaking those decisions to ensure that we could mitigate any impact as much as possible. The tool was implemented last year as a pilot and then rolled out across the Council from August.

The county council's democratic services department had incorporated the requirement into their report template so that staff producing reports were prompted to use it.

Deborah Hugill explained that she was getting copies of many of the completed reports to scrutinise. Overall the use of the template was most widespread within Business and Environmental Services Directorate as staff found it easier to see the impact of physical infrastructure rather than services related to people, even though there were impacts. Climate change assessments were also expected to be undertaken in relation to the

Beyond 2020 programme management projects and workstreams. The County Council was also working with the LEP, North Yorkshire district councils and the City of York Council to develop a carbon literacy training program, with the intention of it rolling out to the different local authorities in the autumn.

The intention of the training was to help more people to understand the issues because all staff were contributing towards climate change and so needed to take responsibility for all the services that the county council delivered.

Deborah Hugill concluded by noting that the climate change impact assessment tool was a new concept for many staff, despite the fact that many people were very much more clued up on climate change and environmental issues than previously, but it was a new exercise for people to have to fill in and so it would take a while to embed, as did the equality impact assessment process.

Members made the following comments:

- The Chairman noted that there were hurdles to surpass in relation to take-up but in his view the impact on climate change needed to be part of any decision that the council took. This should be a mandatory consideration as it would be for financial impact or equality and diversity. He noted though that the council was moving in the right direction backed up with the training listed in the report. The training should perhaps be mandatory but clearly more discussion was required before a decision was made about that.
- County Councillor David Jeffels asked if schools could play a greater role in this agenda, particularly in relation to primary schools, noting that it was usually easier to influence behavioural change amongst primary school aged children. Deborah Hugill replied that there was a service through the county council's traded service to work with schools to engage them to reduced their carbon footprint. She referred to the 'Powerdown Pete' initiative backed up by a website and resources. Grants were also being used to improve the fabric of school buildings to reduce their carbon emissions.
- County Councillor Paul Haslam said he was pleased that the council now had a climate change impact assessment tool but had some concerns. The training in the use of the climate impact assessment tool should be mandatory for all staff. In relation to the budget of £1 million towards the environment, this year the council needed to be using a portion of that money to accelerate the programme. A sense of urgency was needed and if this had been Covid-19, actions would have been done immediately, even though a lot more people were going to die earlier as a result of climate change. He also queried why the council was putting its own carbon literacy course together when there were already good examples available. He concluded by noting that cultural change would take time but felt that the council had not engaged with the agenda quickly enough and so there was perhaps a need to look back at what lessons were learned so that the process could be sped up. He said that he was concerned that staff had not got to grips with the exercise. He noted that some of the responses had been done in a tick box fashion and staff were not always sure which box to tick. He had examples which he would be happy to pass on to Deborah Hugill. He noted that there was a need for reports to be inspected. He said the climate impact assessment tool needed to be part of the decarbonisation strategy, and was not sure from reading the report if this was the case. Deborah Hugill replied that she agreed in relation to utilising the budget to move forward as quickly as possible. Pump priming funding was important in order to be able to lever in additional resources. In relation to the training, she replied that

she had not been involved in the carbon literacy training package being put together so did not know the rationale for the decision to go with a specific training course as opposed to adopting one in existence. It would however provide the opportunity for the county council to be able to brand it with what it was doing, which would be useful for staff to know. She said that she agreed about the lessons learned from embedding equality and diversity, and sharing best practice was important as all local authorities were aiming for the same objective. She said she shared the concern about the potential for the form to be only seen as a tick box exercise and that could be because people did not understand fully the issues but would be happy to have a conversation with County Councillor Paul Haslam about individual reports where he had concerns. She noted that there was potential for this to be a topic at a senior management seminar and would take that back to see if this could be actioned.

Resolved –

That the Committee notes the progress in implementing climate change impact assessments and that the suggestions for further improvement of the process outlined above are taken into account.

130. Implementation of Active Travel schemes in the county

Considered –

The written report of the Corporate Director – Business and Environmental Services Chief Executive to update the committee of the delivery of active travel schemes across North Yorkshire.

Louise Anne Neale presented the report.

Louise Anne Neale noted that in relation to walking and cycling the national policy background had changed quite considerably. The focus from the Department for Transport was moving very much more towards providing active travel infrastructure, and this began in 2017 when the DfT launched its cycling and walking investment strategy. Within that strategy was set out the need for local cycling and walking infrastructure plans.

She went on to set out subsequent key policy announcements and the subsequent impact of the covid-19 pandemic generating new funding streams including the emergency Active Travel Fund and Active Travel Fund 2, which the County Council put in bids for and received funding for some of the projects put forward. Active Travel Fund 3 had been announced recently. The County Council was in a good position in applying to this and future funding streams because it now had detailed plans already worked up to a level of detail that most councils did not have. Further funding was expected from the Department of Transport.

2030 was a key milestone date as that was when there was scheduled to be a ban on the sale of petrol and diesel-powered vehicles. It was expected that funding would be available to local authorities to provide other modes of transport, as well as helping people to move to electric vehicles. The active travel agenda was likely to remain a priority and probably even more so than when the most recent local transport plan was written back in 2016.

The County Council would be reviewing its local transport plan as well to ensure that it

was up-to-date, setting out its aspirations for providing for walking and cycling and linking into the changing policy environment.

Members made the following comments:

- County Councillor David Jeffels referred to the significant increase in the number of cyclists on the road and related concerns about cyclist putting themselves at risk because of the volume of traffic. He asked if there were means to extract more funding from house builders to provide safe routes for cyclists. It would be useful if there was a survey of schemes that could be introduced beyond those already funded to date. He asked Louise Anne-Neale whether she thought that North Yorkshire County Council should put more pressure on developers at the present time to do this. Louise Anne Neale replied in the affirmative. She said that there was a need to start looking at all of the ways that the council can fund these schemes, and one of those will definitely be through working with developers to firstly make sure that their developments include active travel infrastructure. Linked to this would be to establish where the council can work with developers to tap into funding to deliver offsite infrastructure as well. She was currently working with colleagues in the development management team so that they are aware of the importance of active travel schemes being part of development plans. Further to consultation last year 300 schemes had been suggested. A lot of funding would be required to deliver those which the council did not have so there was a need to tap into other funding sources including from developers.
- Cllr. Paul Haslam said that not only should developers be providing funding for active travel but within their plans North Yorkshire County Council should be making sure that the infrastructure and the streets in new developments promoted active travel such as the inclusion of footpaths and cycleways, including connecting local schools. However in order to make sure people took up active travel modes of transport it was more than just about providing cash; it also required behavioral change. Active travel policy also needed to be part of the county council's decarbonisation policy. This was because in order to have an impact upon carbon emissions, what was required was a shift in the type of transport that people used, such as people moving away from driving to walking or cycling or using public transport. If cycle paths were introduced but few people used them, there would be no impact on reducing carbon emissions. He pointed out that whilst there were in the region of 17,000 schoolchildren in Harrogate and Knaresborough, only 4% cycled to school and yet from surveys undertaken 50% of all school aged children would like to cycle to school. If there was an increase to 50% and over of all school-aged children not travelling to school by car, this would have a dramatic impact in relation to creating a cleaner environment. There should be an aspiration for the council to set a target figure for reducing car journeys in the county including targets for individual projects. This would also help lever in funding by generating more public interest for projects if the council said for example this project could reduce x number of car journeys. Another issue was choosing the right routes for active travel within a locality and linking up schemes to get a higher impact and better value for money. He gave an example of a scheme in Knaresborough along the A59, which in his view would have been better routed away from the A59 and on to another road; this would have been safer and more likely to have had greater use. He said that when he spoke to parents of pupils at the local schools, their priority was to choose the safest route to school, which was not necessarily the quickest route to school. Louise Anne Neale replied that there was absolutely a need to make sure developers were delivering on their commitments and she referred to the relevant guidance that developers should be using. This guidance was not simply about infrastructure that we as the local highway authority put in place but was also for developers. She agreed with the other comments that County Councillor Paul Haslam had made about encouraging cultural change and was an aspect that Department for Transport was asking

councils to include within their bids for Active Travel Fund three.

- County Councillor Paul Haslam said there was a need to not just set out expectations to developers but also to inspect what the works carried out because without that presence some developers would not carry out the works.
- County Councillor Roberta Swiers voiced concerns that whilst several housing schemes were scheduled in close proximity to each other within her division, the funding did not seem to be there for active travel routes to connect the villages affected. What this meant was that the roads would be getting busier with road vehicles, which would put off people cycling or walking. She said also that whilst at the planning stage developers would 'talk the talk', there was a need for them to be required to designate funding, for example to a separate pot of funding to ensure the schemes went ahead. Louise Anne Neale mentioned that developers could be required as a part of a condition of the planning consent to put funding forward and this was an aspect that planning development management colleagues within the county council were increasingly working with developers to introduce.
- The Chairman noticed that there was a public appetite for active travel schemes and this was backed by government. Over the coming years, more government funding would be available including through devolved funding to local areas. He asked if there was a list of programme works ready to put forward in anticipation of funding initiatives that came forward in the future. Louise Anne Neale said that the local insight, local cycling and walking infrastructure plans were the council's set of plans and included in them were designs with economic appraisals, so the council had all the information that was typically needed to put in a bid. Limiting factors for the council would be the amount of funding that would be available to bid for, competition from other local authorities and the window of opportunity to spend the funding. The Chairman asked if the county council joined up with Sustrans when putting forward cycleways. Louise Anne Neale confirmed that this was the case and the council also provided comments on schemes put forward by Sustrans that the county council was not able to fund directly.
- County Councillor Clive Pearson referred to a project within his division and asked for an update on when it would commence. Louise Anne Neale explained that in respect of the scheme, North Yorkshire County Council was working with consultants WSP to do the detailed designs for the scheme and it was included as part of round two of the Active Travel Fund. The scheme would need to be delivered before the end of March 2022. In relation to another scheme that County Councillor Clive Pearson referred to, Louise Anne Neale explained that it was not included in the funding proposals being submitted to government at present but if it met the criteria for future funding opportunities it could be put forward.
- County Councillor Andy Paraskos referred to a scheme in a parish within his division that was part way through but there was a shortfall in funding to complete the scheme. He asked what options were available to lever in this additional funding such as a public works loan. Louise Anne Neale explained that she was not able to provide capital funding for the scheme but agreed to have a discussion with County Councillor Andy Parakos about other possibilities following the meeting.
- The Chairman concluded the discussion by noting that active travel was an emotive subject especially when linked to climate change impacts and was increasingly popular as highlighted by the phenomenal explosion in cycling. Active travel was expected to grow especially for leisure purpose and that was why it was important to work with organisations such as Sustrans to get a comprehensive picture of cycling in the county.

Resolved –

That the Committee notes the delivery of active travel schemes across North Yorkshire.

131 Review of 20 mph Speed Limit Policy

Considered –

The written report of the Corporate Director – Business and Environmental Services to provide an update the committee with an update on the preparation of a revised 20mph Speed Limit policy.

David Kirkpatrick presented the report.

David Kirkpatrick explained that work was in progress now and referred to the report detailing the progress against each of the recommendations put forward by the committee arising from its review. Since the review had been undertaken, the landscape had changed due to the covid-19 pandemic and as a result active travel had come to the fore and that might possibly increase the support for 20 mph initiatives.

Since the review was completed some of the recommendations in the committee's report had been discharged and built into the policy or finalising elements of the same.

David Kirkpatrick said that one of the key things he would like to put forward is for the inclusion of 20mph zones in the policy; the committees' recommendations had centred only on 20mph speed limits. It was intended for the new policy to bring the delivery of 20mph speed limits and 20mph speed zones under a single document. The assessment criteria was much the same for both of them.

He went on to note that the policy would not be an extensive document.

Members made the following comments:

- The Chairman said he had received several enquiries from members of the public and schools since the committee's recommendations had been approved about the process for applying for 20mph speed limits. This also included schools that had tried but failed previously to get 20mph speed limits outside the school. They were questioning how to go about the process of applying to have a 20mph scheme introduced, and what had changed materially as a result of the committee's recommendations. They wanted advice on what their chances would be on being successful in getting a 20mph scheme outside their school. However, there did not appear to be a single point of contact within North Yorkshire County Council for advice and guidance to help local communities be guided through the process. A single point of contact in the council was required. He referred to school within his division that had been trying for several years to have a 20mph speed limit outside the school and had recently had another application rejected but with no clear understanding as to why it had been rejected. He understood that there needed to be a technical element in decision-making about whether an area qualified based upon historical accident data. However, decision-making should not just be about the numbers; it should also be about local perception and local need. The latter seemed to have failed to have been taken forward at this stage and he was concerned about. Whilst it was a challenge to square the circle of accident history data versus public perception, the committee in its report had felt strongly that local need should have more weight than it had previously; the statistical evidence should not be the sole factor in decision-making. David Kirkpatrick agreed about the points

- around communication and single point of contact. He was responsible from a central point of view in putting together a policy for the Area Highways teams to deliver but those contacts would be included in the documents and there would be a generic email address. There would be a clear means of contact for people to discuss their ideas with an appropriate member of staff. He acknowledged that engineers' could sometimes be focused on just assessing the technical statistical detail rather than other aspects. This was understandable given their background and training and it was important to use the statistics as the basis for investment but there were some subtleties to be considered in relation to public concerns about speeding. He referred to the Safer Roads Fund monies that the county council had received over the last two to three years. This had a focus on funding projects relating to changing perceived risk, rather than the actual risk that the council had already invested in to tackle; so there was an understanding there about the importance of perception from a policy and funding point of view. Added to this the growth of active travel was another policy driver. Cycle ways would have an impact on how traffic moved on the road because they supported a lower speed limit.
- County Councillor Andy Paraskos said that the criteria for 20mph schemes seemed to be stringent to meet. There was a parish within his division that had been willing to pay for a scheme to be introduced in one of its villages so that North Yorkshire County Council did not have to fund it. However the cost that the parish council was quoted was in the region of £100,000, which it could not afford. There were no options to introduce a cycle lane because it was a linear village with the main road running through. Speed surveys had shown that there was an issue with speeding through the village. He said that three years' worth of accident data was not long enough in order to base decisions on eligibility for a scheme, especially as the lockdowns arising from the covid-19 pandemic had led to a reduction in road traffic and so would skew the data. He suggested five years' worth of accident data made greater sense. David Kirkpatrick replied that funding was an aspect that needed to be considered seriously. He noted there were two arguments to that and it should never be a case that because a parish could potentially afford the implementation of a scheme that it should be introduced, and vice versa. Any additional funding though that could be levered in to support funding from the county council would be welcome given the constraints on its budget. In relation to the cost of £100,000 quoted for the scheme, he said that he suspected that was because it could be that additional traffic calming measures would need to be put in place to reduce the speed of vehicles and so that the speed limit would be self-enforcing. Speed signs limit would for that location not physically reduce the speed of vehicles. This would be the case with other locations. The county council would be looking to set aside a capital budget for 20mph schemes but would also need to look at other funding mechanisms to use. In relation to the three year time frame for recording accident statistics, that was a national standard because statistically three years provided the optimum length of time and of the reflection of the level of risk and how that that section of the network or junction was performing at that time. The county council did extended searches to five years and even sometimes 10 years to get that longer-term trend. He acknowledged that traffic flows had been skewed over the last 18 months because of the pandemic and the council was building that into its analysis. He agreed it would be entirely appropriate to take a slightly longer term in light of this but going forward once past the pandemic period from a policy point of view it would be right to keep with the three years period of analysis.
 - County Councillor Paul Haslam mentioned that many people had contacted him about 20mph speed limits. He said that he would like to see a timeline on when all the various recommendations put forward by the committee would be introduced. In relation to statistics he said that about 1700 people died nationally on the roads last year as a result of accidents. However, another 10,000 people died from premature deaths as a result of the emissions from vehicles. He said that one of the factors that was often missed was that 20mph speed limits helped people feel safer. This

then provided a social return on the capital invested as it encouraged people to use active transport in less time than it took for cycle paths to be able to be introduced, and for there to be a reduction in carbon emissions. David Kirkpatrick said that there was not an explicit date listed against each of the committee's recommendation but he could provide more information after the meeting to provide greater assurance in terms of timescales for delivery. He acknowledged the points raised by County Councillor Paul Haslam about the national statistics. He said that a core element of the traffic engineering teamwork was about safety making the entire highway network as safe and as accessible as possible for multiple different users. He acknowledged that in relation to active travel it was a 'chicken and egg' situation in terms of which do you encourage first – that is to explicitly encourage active modes of travel or put in traffic calming measures such as 20mph speed zones first. The issue was that expenditure was finite but officers did need to consider in greater detail as to how to promote the active travel agenda. The DfT guidance on setting local speed limits would continue to be used and in that document it referred to the need to understand community needs, etc. However, with the new policy it would also be about making sure that community needs would be applied through a policy process.

- The Chairman said that whilst he noted about getting the right balance and the importance of the technical side of things, there was a need for greater weight to be placed upon local needs than was currently the case. David Kirkpatrick said that he agreed with that. Local need could not be measured quite as well as it could be in relation to technical data and it would inevitably be the case that schemes would be agreed in some areas and not others. It would be important to ensure the reasons for decisions would be captured clearly.
- The Chairman asked for a list to be produced of the number of schools that currently had 20mph speed limits, noting that this was an aspect that the committee had requested previously when undertaking its review. He said it was important for Members to have this list when discussing 20mph speed limits with their local communities and to know the reasons why they had been introduced. David Kirkpatrick said that he agreed and acknowledged that there were gaps in the information that was available to the public. Within the highways engineering team staff were having detailed conversations about how decisions were recorded and how those decisions would be monitored in future. He noted that North Yorkshire was a large county with a lot of schools. Records of the decisions taken were currently quite fragmented between the Area Highways offices. The record of the decisions needed to be more structured and produced in a more useful way for staff to be able to use. The Chairman noted that there was a strong case for having a top-down approach to decision-making to ensure a consistent approach across the county in relation to decisions taken about which areas warranted 20mph speed limits.
- County Councillor Andy Paraskos mentioned about the benefits of having 20mph speed limits in relation to slowing down the average speed within an area. Typically, if drivers saw a 30mph speed limit they would travel through that area at speeds up to 40mph. If a 20mph speed limit was in place they would reduce their speed to down perhaps as far as 30mph. The Chairman noted that the task group had discussed this. However it was far easier to address speeding in an urban environment by introducing lower speed limits than it was in the county's mostly rural environment. Cost was also another factor.
- The Chairman concluded by emphasising again the importance of consistent and transparent decision-making in relation to 20mph schemes. He mentioned that in his division parishes had been trying for a long time without success to get 20mph schemes in their area. They had been hopeful that there would be change after the County Council's Executive had agreed to accept the committee's recommendations. There was no evidence though of this happening on the ground in terms of local need being taken into account. Instead, there continued to be a reliance only on

historical statistical data. David Kirkpatrick said that these concerns were understood. Over the past 12 months enquiries about 20mph schemes had grown and he referred back to the fact that there had been a changing mindset because of the covid-19 situation as more people wanted the ability to travel in different ways. He said that he wished to assure the committee that the implementation of the new policy was a priority and the committee would be consulted in a timely fashion on the finalised draft version of the 20mph speed limit policy. He would also follow-up to today's presentation by providing timescales for the policy to be introduced.

Resolved –

- a) That the Committee notes the progress to date.
- b) That the Committee is consulted on the finalised draft version of the 20mph speed limit policy.

132. Work Programme

The report of the Principal Scrutiny Officer asking the Committee to confirm, amend or add to the areas of the work listed in the Work Programme schedule (Appendix 1 to the report).

Jonathan Spencer introduced the report.

Jonathan Spencer reported that there were in effect two committee meetings left to discuss some of the more in depth subjects before the county council election in May 2022. The April 2022 meeting would be in the pre-election period and so only non-contentious items would be able to be presented to that meeting. The committee needed to establish what it wanted to prioritise therefore for discussion at the October 2021 and January 2022 committee meetings. He suggested also that the mid cycle briefing meetings in September, December and February could be transferred into full committee meetings if required. The committee needed to be satisfied prior to the county council elections that the work it had been leading on had been completed or at least was being addressed, including its recent task group reviews. He noted that there was still a report outstanding on the implementation of the recommendations arising from the committee's single use plastics review. Another significant area of work to explore was in relation to the relevant recommendations of the North Yorkshire Rural Commission regarding transport, the economy and the environment. The Chair of the North Yorkshire Rural Commission had been due to attend today's meeting but had had to reschedule to a future meeting because today's committee had been ahead of the official press launch of the report.

Resolved -

- a) That the work programme be noted.
- b) That the North Yorkshire Rural Commission report and a report on North Yorkshire County Council's Carbon Reduction Strategy be brought to the October committee meeting.
- c) That the Chairman and Jonathan Spencer meet on the rise of the committee meeting to update the work programme.

The meeting concluded at 11.55 am.

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

21 October 2021

Report of the Chief Executive

North Yorkshire County Council's carbon reduction plan – update on progress

1.0 Purpose of report

- 1.1 The purpose of the report is to update the Transport, Economy and Environment Overview and Scrutiny Committee on progress in achieving the objectives in the County Council's carbon reduction plan.

2.0 Background

- 2.1 On 24 July 2019 North Yorkshire County Council passed a motion with an aspiration to achieve net carbon neutrality by 2030, or as near to that date as possible. It also committed to producing a carbon reduction plan. The plan was approved at Executive on 13 July 2021.
- 2.2 The carbon reduction plan details actions for the council for the next three years and will be refreshed annually. It is intended that the carbon reduction plan will be integrated with the council plan next year.

3.0 Governance

- 3.1 A Beyond Carbon programme within the Council's change management governance structure has been established to oversee the main strands of the plan and a one-off £1m fund for pump-priming and development of business cases has been committed in the Council's 2021-22 budget.
- 3.2 A bid to the pump-priming fund to employ a Climate Change Officer on a two-year fixed term contract is being progressed.

4.0 Carbon reduction plan

- 4.1 The Council's carbon reduction plan sets out our aims in relation to carbon reduction and defines the scope of our carbon footprint. It details what we have done so far and what actions we need to take next. It also describes wider actions the Council and its trading arm, Brierley Group, are undertaking to improve the environment.
- 4.2 The carbon reduction plan is attached below at Appendix 1.

4.3 Updates on specific actions listed in the plan for 2021/22 are included below:

	2021/22	Progress to date
Corporate property		
Develop a business case for decarbonising heating and ventilation in corporate buildings	<ul style="list-style-type: none"> Linked to the successful application to the Public Sector Heat Decarbonisation Scheme, produce a Heat Decarbonisation Plan for county council properties. Feasibility studies for heat decarbonisation and renewable generation options. 	<ul style="list-style-type: none"> Heat Decarbonisation Plan to be approved and submitted to funding authority by 29th October 2021. Feasibilities have been undertaken for one school, three corporate properties and two highways depots to examine low carbon technology opportunities. External consultants have concluded their report on the SmartCampus proposals for County Hall to integrate energy generation and storage and low/zero carbon heat options. These are now being worked into the County Hall master plan.
Develop a business case for use of 'green' electricity for corporate property and street lighting	<ul style="list-style-type: none"> Develop business case for use of 'green' electricity 	<ul style="list-style-type: none"> Business case under preparation for submission to Beyond Carbon Programme Board in advance of the next purchasing decision (April 2022).
Carry out a programme of structural improvements to schools and corporate buildings using funding obtained from the Salix Public Sector Decarbonisation Fund	<ul style="list-style-type: none"> Implement the changes to properties using the £1.9m funding granted by BEIS following a successful application to the Public Sector Heat Decarbonisation Scheme 	<ul style="list-style-type: none"> Window replacement works funded by PSHDS1 are nearly completed. £1.3m being spent on works in schools and £600,000 in corporate properties. The carbon saving as a result of this work in corporate properties is approximately 61 t/CO₂e per annum.
Continue our property rationalisation programme	<ul style="list-style-type: none"> Develop reporting format showing baseline emissions per property and property type Further develop property rationalisation schedule 	<ul style="list-style-type: none"> This has been completed and the property list categories via use for ease of prioritisation. Further property rationalisation is being undertaken informed by the change in working practices as a result of the Covid pandemic as well as the New Ways of Working review (see below).
Invest in energy efficiency measures within remaining estate	<ul style="list-style-type: none"> Phase 4 of lighting upgrade. 	<ul style="list-style-type: none"> Properties are being identified for lighting upgrades with particular focus on highway depots and Harrogate Library with design and implementation planned for this financial year.
Carry out a programme of behavioural change with staff to reduce energy use	<ul style="list-style-type: none"> Annual programme of campaigns developed Road show of campaigns being planned for main corporate offices – end Sept-mid Nov 2021 Linking of communications to Co26 event 	<ul style="list-style-type: none"> Communications plan in place with monthly activity. Road shows have been deferred until more staff are back working in the offices. A school pupil online event for COP26 is planned for 18th November 2021 with clear links to corporate activities.
Take opportunities to work in partnership with other organisations to share property	<ul style="list-style-type: none"> Assess on case by case basis as opportunities arise 	<ul style="list-style-type: none"> A number of co-location projects funded by One Public Estate is in progress across North Yorkshire and York.

	2021/22	Progress to date
		<ul style="list-style-type: none"> Co-location/integration opportunities with the CCG have been completed in Scarborough and Northallerton.
Develop smarter working practices in relation to property use, including those accelerated or begun during the coronavirus pandemic.	<ul style="list-style-type: none"> Develop future working models for office based staff 	<ul style="list-style-type: none"> New Ways of Working - Summer Engagements underway. New Ways of Working Toolkit and AD conversations to help consider how we work and where in progress. Directorate leadership moderation planned October /November.
Explore and take advantage of external funding opportunities as they arise	<ul style="list-style-type: none"> Explore and take advantage of external funding opportunities as they arise 	<ul style="list-style-type: none"> Application was submitted to PSHDS3 on 6th October 2021 for £403,000 for the installation of air source heat pumps into three corporate properties to replace gas boilers at the end of useful life. The outcomes from the feasibilities and the Heat Decarbonisation Plan mentioned above have been used to inform this application.
Business travel		
Develop a business case for a move to battery Electric vehicles (BEV) for corporate fleet including provision of charge points on corporate sites	<ul style="list-style-type: none"> Energy Saving Trust and telematics review of fleet Review of keyworker lease scheme Develop an approach to home charging 	<ul style="list-style-type: none"> Review to commence February 2022 Keyworker scheme changes accepted in principle by Pay and Reward Group. Task and Finish group established to define new scheme rules. Task and Finish group formed to review approach to home charging. Work underway to establish the number and type of charging points at corporate sites. Internal bid for funding to convert some pool cars to BEV.
Review the locations of pool vehicles and booking system	<ul style="list-style-type: none"> Review locations and define booking process for pool vehicles 	<ul style="list-style-type: none"> Pool-car booking system to be renewed for November 2021. Pool car locations widened for November 2021
Carry out a programme of behavioural change with staff to reduce travel and energy use	<ul style="list-style-type: none"> Develop Driving at Work strategy to utilise telematics to reduce fuel use 	<ul style="list-style-type: none"> Work planned for Q4 2021-2022
Explore and take advantage of external funding opportunities as they arise.	<ul style="list-style-type: none"> Explore and take advantage of external funding opportunities as they arise. 	<ul style="list-style-type: none"> Ongoing
Other progress in reduction of business travel carbon emissions.		<ul style="list-style-type: none"> Review of Leeds City Council home charging policy and practice for fleet vehicles to inform future practice at NYCC.
Sequestration (offsetting)		
Develop a business case for forestry planting and explore other opportunities to sequester carbon	<ul style="list-style-type: none"> Undertake detailed options appraisal for using NYCC land / other land for woodland creation – with support from White Rose Forest 	<ul style="list-style-type: none"> Work is ongoing to finalise brief for consultants to undertake options appraisal on NYCC land. Aim to complete work by spring 2022. Discussions initiated on potential scope for NYCC Tree Strategy – involving

	2021/22	Progress to date
	<p>(WRF) revenue funding. Develop a tree strategy for management of NYCC tree and woodland resource.</p> <ul style="list-style-type: none"> • Scope options for peat restoration. 	<p>NYCC arboricultural and ecology teams. Also links to Highways and property.</p> <ul style="list-style-type: none"> • Discussions ongoing with North Yorkshire and York Local Nature Partnership on potential input to peat restoration activity in the county.
Explore and take advantage of external funding opportunities as they arise.	<ul style="list-style-type: none"> • Application to White Rose Forest Govt. grant funding 	<ul style="list-style-type: none"> • WRF revenue grant application being finalised – likely to be submitted in October 2021.
Work in partnership with other local authorities, landowners, businesses and communities to increase tree cover across the region through the White Rose Forest (WRF) project, the community forest for North and West Yorkshire.	<ul style="list-style-type: none"> • Establish North Yorkshire WRF delivery group to support establishment of new woodland creation and local tree planting projects. 	<ul style="list-style-type: none"> • Three of current districts / boroughs in North Yorkshire (Craven, Harrogate and Selby) are already full members of the WRF partnership and thus have established local delivery groups. • Work is ongoing to coordinate their work with WRF activity that now covers the rest of the County. Regular WRF meetings at county scale now initiated. Following establishment of unitary council, delivery group structures will be reviewed. • NYCC represented on WRF Management Group, Steering Group and key working groups.
Other progress in sequestration of carbon emissions.		<ul style="list-style-type: none"> • Y&NY LEP organised Local Authority Tree planting knowledge sharing session, with support from NYCC Environment Policy officer and Ecologist. This included review of economic potential for tree planting and supply chain constraints. • Discussions initiated on potential opportunities for marine carbon sequestration along North Yorkshire coast – working with the newly established Yorkshire Marine Nature Partnership.
Training		
Work with the York and North Yorkshire Local Enterprise Partnership and the District Councils in North Yorkshire and City of York Council to develop a carbon literacy training programme for staff and Councillors.	<ul style="list-style-type: none"> • Training module development completed – July 2021 • Local authority rollout – from October 2021 	<ul style="list-style-type: none"> • First draft of training module reviewed August 2021. Revisions and simplifications required. Additional funding from YNYERH Directors of Development Group secured to subsidise roll out to LAs, so cost per user is equalised where possible.

4.4 Other areas of work to reduce wider carbon emissions and negative impacts on the environment

Area of work	Progress to date
Solar energy	<ul style="list-style-type: none"> Large Scale Solar Farm feasibility study progressing, led by YNY LEP. Three potential sites in NY identified to progress to further detailed review.
Procurement	<ul style="list-style-type: none"> West, York and North Yorkshire Sustainable Procurement Toolkits completed and distributed to LAs, including NYCC. This provides a review of Procurements Strategy and templates and guidance for Commissioners and Procurement Officers to utilise low carbon and circular economy procurement techniques. Further training requested from the Y&H Strategic Procurement Group to build a community of practice and confidence in utilising the toolkit in everyday procurement activities. Supply chain engagement also required to ensure local suppliers are able to meet and evidence low carbon requirements.
Green homes	<ul style="list-style-type: none"> NYCC is leading a consortium with Hambleton, Richmondshire, Scarborough and Ryedale councils to support householders to make their homes more energy efficient. The consortium has secured over £3million for households living in fuel poverty and a further bid has been submitted for over £7million. The consortium won an award for best large scale project at the Yorkshire and Humber Energy Efficiency awards last month. A total of 127 households have been supported, helping to save the residents money on their energy bills and keep them warm all year round. The scheme has saved over £1.6 million on the lifetime fuel bills of the residents.
Electric vehicles and charging infrastructure	<ul style="list-style-type: none"> To date an EV Deployment Study has been completed which identifies the number of publicly available charge points required by 2030. It also identifies barriers to delivery and ways to mitigate them. The next step is to identify specific locations and look for innovative ways to overcome some of the barriers we have. We will also carry out a policy review. Funding is required to begin this work, we are waiting for an announcement regarding the Community Renewals Fund (CRF) but internally we are seeking some funding to commence work sooner than the announcement.
Cycling and walking	<ul style="list-style-type: none"> An expression of interest has been submitted to the Department of Transport for a Prescribing Active Travel Pilot with the support of North Yorkshire Clinical Commissioning Group and Vale of York Clinical Commissioning Group. The focus would be within the districts of Scarborough and Selby. DfT have confirmed that we will progress through to the second stage of the process, and will submit additional detailed information to help inform DfT's final decision.
Highway verges	<ul style="list-style-type: none"> Investigation of opportunities for carbon sequestration and other savings through reduced fuel use – involving NYCC Highways and Heritage Services teams and the North Yorkshire and York Local Nature Partnership. Potential expansion of existing programme of verge management trials and exploring opportunities for using verge cutting as feed-stock for anaerobic digestion.
Schools	<ul style="list-style-type: none"> The Energy & Sustainability Traded service who have been delivering environmental, energy reduction & climate change education into schools since 2012 have won the 2021 APSE Service Award for Best Climate Action Initiative. Schools that use the energy traded service primary or secondary packages use 8% less energy than those schools that just use the energy supply contracts provided by the service. 20 schools have received window replacements funded by the PSHDS1 (£1.3m being spent on works in schools and £600,000 in corporate properties) resulting in an estimated 400 t/CO₂e saved per annum.
Single use plastics	<ul style="list-style-type: none"> Work in progress in Property and Procurement to implement recommendations from Transport, Economy and Environment Overview and Scrutiny Committee report on single use plastics Council's Waste Management team have undertaken a traditional media and social media campaign highlighting where single use plastics occur and their impact on the environment. A webpage has been created on the Council's

	website to educate staff and members of the public on how best to recycle plastic https://www.northyorks.gov.uk/plastic-recycling
Circular economy ambition	<ul style="list-style-type: none"> • Y&H Chief Executives Low Carbon Workstream Group held first of two Circular Economy Workshops (lead by YNY LEP) in September to build a community of practice across the region, with a view to developing a Y&H Circular Economy Strategy. Second workshop is in October 2021 and 'Circular Economy Week' which will showcase various initiatives (including the PlantMark COP 26 Battle Bus) planned for w/c October 15th.
Communications campaigns	<ul style="list-style-type: none"> • A Y&NY LA Climate Communications meeting was held to explore opportunities for collaboration on community based climate messaging aimed at behaviour change as opposed to specific LA announcements. It was agreed as a useful way forward and further discussions will be held.
Waste management strategy	<ul style="list-style-type: none"> • Work with district and borough partners to determine how to meet Government proposals to collect and treat a core set of dry recycling materials and food waste. • Work with community groups such as North Yorkshire Rotters to encourage sustainable behaviour
Other collaborative actions	<ul style="list-style-type: none"> • Regional Climate Strategy – The York and North Yorkshire Carbon Abatement Pathway study has been shared by the YNY LEP with all LAs and other stakeholders. Roundtables were held between May and August with stakeholders to review and validate the recommendations across transport (with a deep dive into rail travel), land use, place, business and energy, the outcomes of which will be utilised to develop the high level targets for the 'York and North Yorkshire Routemap to Carbon Negative'. This will set the strategic direction to achieve the 'carbon negative by 2040' devolution target. Progress will be presented to Directors of Development in October. • Energy – The YNY LEP is leading on progressing the Local Area Energy Planning (LAEP) process. The resulting plan can potentially underpin specific proposals and investment to upgrade local energy networks to enable decarbonisation in line with local objectives and anticipated future demand as the reliance on fossil fuels decreases. Transport, planning for green hydrogen growth, renewable energy generation and distribution are all reliant on sound evidence-based information. The first step, a Local Energy Asset Representation, was completed in July and presented to Directors of Development. The next step, the LAEP is subject of a CRF bid - result awaited at time of writing. • Transport – The YNY LEP, City of York and NYCC Transport Planners collaborated on the response to Transport for the North's Decarbonisation Strategy, submitted in August. Key points were: <ul style="list-style-type: none"> • raising ambitions, • ensuring freight transport and other policies interface with the decarbonisation agenda • promoting the inclusion of rural transport requirements.

5.0 Council's carbon footprint

- 5.1 We have defined our carbon footprint as those emissions which we can directly measure and over which we have direct control. In practical terms this means emissions produced through heating, cooling and lighting our buildings, water use, powering IT and other equipment, and business travel using council fleet and staff's own vehicles.
- 5.2 We have been reducing our carbon footprint for a number of years. The table below shows the decline in emissions since 2015/16. Our 2020/21 carbon footprint measures 9882 tonnes CO₂e which represents a 49% reduction since 2015. CO₂e or carbon dioxide equivalent is a term for describing different greenhouse gases in a common unit. For any

quantity and type of greenhouse gas, CO2e signifies the amount of CO2 which would have the equivalent global warming impact.

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Scope 1	5,330	5,096	4,850	4,477	4,211	4,218
Scope 2	11,174	9,133	7,400	6,268	4,789	4,274
Scope 3	3,069	3,006	2,913	2,747	2,473	1,390
Total	19,573	17,235	15,163	13,492	11,473	9,882

The above table shows emissions in tCO2e (tonnes of carbon dioxide equivalent).

- **Scope 1** covers direct emissions released straight into the atmosphere through activities owned or controlled by the council, for example gas boilers in council buildings and use of council owned vehicles
- **Scope 2** covers indirect energy emissions through the consumption of purchased electricity, for example
- **Scope 3** covers other indirect emissions as a consequence of our activities, for example business travel using staff's own cars and water consumption in our properties (water consumption included from 2020/21)

5.3 The figures for 2020/21 reflect the impact of the Covid-19 pandemic in a number of ways.

Scope 1 – Gas consumption in corporate properties decreased due to staff working from home, although the need for increased ventilation during the winter months and the Brierley Building coming back into use will have diminished this reduction. In addition, there were greater demands on fleet due to the County Council's response to Covid and increased highway repair activities which have increased emissions from fleet.

Scope 2 – This decrease is due to reduced consumption of electricity in properties due to staff working from home. The end of the street lighting LED conversion project means the decrease in emissions is smaller than in previous years.

Scope 3 – This shows a reduction as a result of much reduced staff mileage due to Covid. Water consumption also decreased but emissions from water usage have not previously been included in the calculation so without the addition of water emission data Scope 3 would have been even lower.

New ways of working aim to retain some of the behaviours employed during the pandemic in relation to virtual working with the consequent savings in carbon emissions from business travel.

6.0 Recommendation(s)

- i) That the Committee note progress in implementing the carbon reduction plan and make suggestions for future actions to reduce the Council's carbon emissions.

Richard Flinton
Chief Executive
North Yorkshire County Council
11 October 2021

Report author – Deborah Hugill, Senior Strategy and Performance Officer
Presenter of report – Neil Irving, Assistant Director, Policy, Partnerships and Communities

Appendices

Appendix 1 – Carbon reduction plan

Carbon reduction plan 2021 - 2024

1.0 Our vision and ambitions

- 1.1 We want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit. Our ambitions are:
- Leading for North Yorkshire
 - Every child and young person has the best possible start in life
 - Every adult has a longer, healthier and independent life
 - North Yorkshire is a place with a strong economy and a commitment to sustainable growth
 - Innovative and forward thinking Council
- 1.2 As part of delivering our vision and ambitions, we are seeking to work in a more sustainable way and reduce our costs. This includes:
- reducing our CO₂e emissions, energy and water consumption;
 - minimising waste - reduce, re-use and recycle;
 - rationalising our property and managing our land sustainably;
 - procuring in a way which balances economic, social and environmental factors, and seeks to increase social value;
 - ceasing unnecessary travel and reducing the impact and cost of necessary travel; and
 - supporting and encouraging our staff, schools and residents to take similar actions.
- 1.3 North Yorkshire County Council supports the Government's aim for the UK to be net carbon neutral by 2050 and the York and North Yorkshire Local Enterprise Partnership's ambition to be the UK's first carbon negative region – carbon neutral by 2034 and carbon negative by 2040. These ambitions were endorsed by the Leaders of the Councils of York and North Yorkshire through the submission of devolution asks in December 2020 aimed at achieving a carbon negative region.
- 1.4 In terms of our own carbon footprint, we have an aspiration to achieve net carbon neutrality by 2030 or as close to that date as is possible. In this plan we set out our progress to date and our plans for the next three years.
- 1.5 From April 2022 this plan will be integrated into our Council Plan and reviewed annually. Progress will be regularly monitored as part of our corporate performance management framework including quarterly performance reports to our Management Board and Executive.
- 1.6 We are also part of a wider leadership team, including District Councils and the Local Enterprise Partnership, working to encourage and support our residents, businesses and communities to be part of the county and country achieving net carbon neutrality. A

comprehensive joint work programme is still to be developed by the partners, although some initial elements are highlighted in this plan.

- 1.7 Whilst the actions identified in the plan focus on the County Council, we and other local authorities will not be able to tackle every aspect of carbon reduction nor achieve net carbon neutrality without government support and action through legislation and fiscal measures. Significant changes in national infrastructure will also be required, for example increases in generation, distribution and/or storage of electricity.

2.0 Terminology

- 2.1 A number of terms are used when describing the emissions which contribute to climate change and global warming. We explain some of these below:

2.2 Greenhouse gases (GHGs)

A greenhouse gas is any gas in the atmosphere which absorbs and re-emits heat, and thereby keeps the Earth's atmosphere warmer than it otherwise would be. The main GHGs in the Earth's atmosphere are water vapour, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O) and ozone (O₃). GHGs occur naturally in the Earth's atmosphere, but human activities, such as the burning of fossil fuels, are increasing the levels of GHGs in the atmosphere, causing global warming and climate change.

- 2.3 **Carbon dioxide** Carbon dioxide (CO₂) is the most common GHG emitted by human activities, in terms of the quantity released and the total impact on global warming.

2.4 Carbon dioxide equivalent

The term carbon dioxide equivalent (CO₂e) is used to describe different greenhouse gases in a common unit. For any quantity and type of greenhouse gas, CO₂e signifies the amount of CO₂ which would have the equivalent global warming impact.

2.5 Carbon footprint

The amount of carbon dioxide equivalent released into the atmosphere as a result of the activities of a particular individual, organization, or community.

2.6 Net carbon neutrality

Because we will not be able to eliminate emissions entirely by 2030, net carbon neutrality refers to the reduction of emissions to the lowest levels possible and removing the remainder from the atmosphere through carbon sequestration programmes (or offsetting) such as tree planting.

Energy use is one of the main contributors to our carbon emissions and the route to net carbon neutrality in terms of energy is a three-step process:

- 1) Reducing energy use as much as possible
- 2) The use of energy from renewable sources
- 3) Sequestration. Carbon sequestration is the process of capturing and storing atmospheric carbon dioxide, for example through tree planting.

2.7 Scope 1 2 and 3 emissions

Scope 1 – All direct emissions from the activities of an organisation or under their control. This includes fuel combustion on site such as gas boilers, fleet vehicles and air-conditioning leaks.

Scope 2 – Indirect emissions from electricity purchased and used by the organisation. Emissions are created during the production of the energy and eventually used by the organisation.

Scope 3 – All other indirect emissions from activities of the organisation occurring from sources that they do not own or control. These are usually the greatest share of the carbon footprint, covering emissions associated with business travel, procurement, waste and water.

3.0 Our carbon footprint

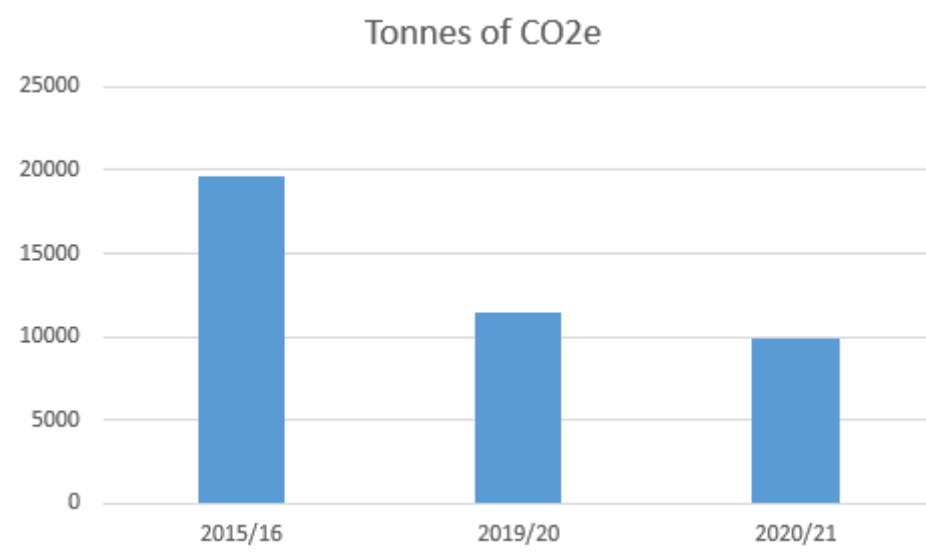
3.1 Our carbon footprint consists of:

- Scope 1 emissions – heating and ventilation of our corporate buildings and use of fleet vehicles. (This does not include school buildings).
- Scope 2 emissions – electricity use for power and lighting (including street lighting)
- Scope 3 emissions – including business travel using staff's own vehicles, procurement of goods and services, schools, companies owned by the County Council, waste and water use.

3.2 We have direct control over and direct ways of measuring emissions from Scope 1 and 2 emissions. This is also true of business travel in Scope 3.

3.3 We do not have such direct control over, nor currently, direct ways of measuring, many of the emissions in Scope 3. However, as set out below, we are seeking to address this.

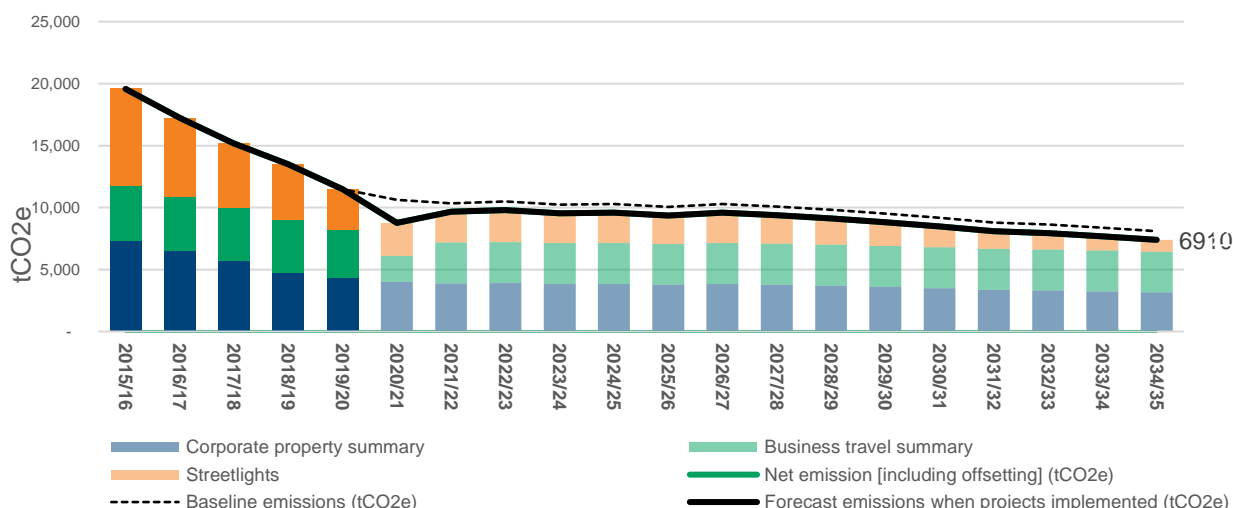
3.4 The emissions we have direct control over have reduced considerably over recent years.



3.5 About 40% of the reduction in emissions in 2020/21 is due to changes in working practices throughout the coronavirus pandemic. Clearly this was an unprecedented year; however, we aim to ensure that a number of these working practices which reduce our emissions are retained in the future.

3.6 Taking into account measures already agreed and funded, the electricity supply becoming greener because of government and market pressures, and continuing to reduce travel and office use begun during the pandemic - but without any further action - we estimate our carbon footprint in 2030/31 will be around 8400 tCO₂e.

The chart below show our predicted emissions to 2035 if we were to take no further action.



- 3.7 It may not be possible, using current technology, to reduce our direct carbon equivalent emissions to zero. To reach net carbon neutrality we will therefore need to consider a mix of reduction and sequestration.
- 3.8 Over time there will be changes that will aid the achievement of net carbon neutrality including legislation, fiscal incentives, new technological developments and market changes. But these will not, by themselves, enable us to achieve net carbon neutrality. We must take additional actions to achieve net carbon neutrality.
- 3.9 With regard to the emissions we have direct control over, we are not starting from scratch. We regularly explore opportunities to reduce emissions and we have a track record of taking appropriate opportunities within existing budgets and additional investments where there is a business case, for example our programme of installing LED street lighting. However, it is likely that future work will be more complex and expensive.
- 3.10 We recognise that actions that reduce carbon emissions in one area can result in increased emissions in other areas, for example having more staff working at home may reduce our direct carbon footprint, but the net impact will depend on individual circumstances including additional energy consumption at home and reduced travel. Similarly, property rationalisation should reduce our direct carbon footprint, but won't necessarily reduce the county's carbon footprint. These can be complex issues and the net impact of a decision should be explored in the relevant climate change impact assessments.

4.0 What we have achieved so far

4.1 Use of property (Scopes 1 and 2 - emissions under our direct control)

- 4.1.1 Since May 2019, our Property Service has had an energy consumption reduction target of 15% reduction in energy consumption by 2023/24 on a baseline of 2017/18. This is based on a property list of corporate properties managed directly by Property Service, both operational and those in redeployment.
- 4.1.2 As the table of consumption data below shows, the target has already been exceeded and is currently under review by the Property Service carbon reduction group.

Year	Total kWhs	Variance on previous year	Cumulative reduction from baseline
17/18 (baseline)	26,953,612.70	Baseline	Baseline
18/19	23,275,487.85	-13.65%	-13.65%
19/20*	22,132,617.98	-4.91%	-17.89%

4.1.3 The table below provides carbon emissions associated with the above consumption target.

Year	Tonnes CO2e	% reduction on previous year	Cumulative reduction from baseline
17/18 (baseline)	6,264.92	Baseline	Baseline
18/19	4,979.06	-20.52%	-20.52%
19/20*	4,547.66	-8.66%	-27.41%

*Covid-19 lockdown started 24th March 2020 with reducing amounts of staff in NYCC property leading up to this date from early March.

4.1.4 The activities of Property Service to reduce carbon emissions have been concentrated on rationalisation of property (Scopes 1 and 2, emissions under our direct control). They are working closely with services across the council to make more efficient use of space and release surplus accommodation that can be re-purposed or sold.

4.1.5 The impact on carbon emissions as a result of these activities is shown in the table below.

Year	Tonnes CO2e saved as result of property rationalisation
2018/19	109.92
2019/20	54.76

4.1.6 The ongoing activities of this work forecast to make the following carbon emission savings, although there are likely to be considerable further changes as a result of the Covid pandemic.

Year	Tonnes CO2e estimated to be saved as result of property rationalisation
2020/21	11.50
2021/22	69.86
2022/23	
2023/24	81.04
2024/25	
2025/26	31.06

4.1.7 The County Council has, for some years, been reviewing its use of property with the objective of rationalising its estate and reducing its overall expenditure in respect of property.

- 4.1.8 Examples of this include rationalisation projects in Scarborough and Northallerton which will lead to annual revenue savings of £230k being achieved by 2023.
- 4.1.9 The Beyond 2020 Modern Council Programme will be considering the further development of the workstyles of the County Council's staff, including those arising from the experience of the Covid-19 Pandemic. It is expected that this will result in further opportunities to rationalise property and, thus, further reduce carbon emissions.
- 4.2 Energy (Scopes 1 and 2 - emissions under our direct control)**
- 4.2.1 We spend £1.8million each year on energy across our offices, libraries and elderly person homes, which results in 4,547 tonnes of carbon equivalent emissions (2019/20). Property Service is working on a range of programmes to reduce both costs, consumption and the associated carbon emissions from energy usage and these have contributed to a 25% reduction in consumption since 2017/18.
- 4.2.2 The programmes, co-ordinated by the Property Carbon Reduction Group, include:
- monitoring energy consumption data and bills to spot errors and ensure accuracy
 - monitoring heating and hot water systems remotely in many of our buildings to ensure they are running efficiently
 - undertaking changes to building systems to improve efficiency e.g. boiler replacements for more efficient models, lighting upgrades, insulation;
 - feasibility studies exploring the heat decarbonisation, power generation and energy storage options available for different sites;
 - production of a Heat Decarbonisation Plan for the county council; and
 - reviewing funding opportunities to assist with the capital costs of such proposals.
- 4.2.3 In addition, we also carry out work to assist schools to reduce emissions, including
- dedicated staff who work with schools to help teachers and students understand and reduce energy use;
 - supporting the popular environmental scheme 'eco schools', which more than two-thirds of our county's schools are working on
- 4.3 Street lighting**
- 4.3.1 The council has just completed a project to replace its 50,400 street lights with new LED technology. This was completed two years earlier than originally estimated, saving capital costs of over £4m. Energy and maintenance savings of £1.285m are projected from 2021/22 with an associated CO₂e reduction exceeding 3,000 tonnes.
- 4.3.2 This follows a four-year programme, completed in 2016, which saw almost 27,000 of our streetlights converted to part-night operation. These streetlights switch off between midnight and 5am reducing energy consumption by £400k and CO₂e by 2,000 tonnes.
- 4.4 Business travel**
- 4.4.1 We actively encourage sustainable travel amongst our staff, Councillors, service-users, contractors, residents and visitors and use available technologies (for example, video conferencing) to reduce or remove the need for travel. We are working to improve air quality for people living in the county, reduce CO₂ emissions and reduce the cost of the miles that we drive. We operate two electric cars within our fleet for staff to use because of their low running costs, outstanding range and low emissions. We are continually seeking

opportunities to increase this number and are procuring a further electric vehicle for the Highways service. We are also looking at the feasibility of using electric vehicles for domiciliary care visits.

- 4.4.2 We have also worked with staff and Councillors to reduce business mileage. Schemes such as Liftshare help our staff to travel more sustainably, whether this be commuting to and from work or attending a meeting. The impact of the Covid-19 pandemic has meant that far fewer staff have been commuting to work and that the majority of meetings have been carried out virtually. We will ensure that we retain a number of these working practices which help us reduce our CO₂e emissions.

4.5 **Procurement**

- 4.5.1 We are committed to supporting North Yorkshire's residents and the local economy through the work we do.
- 4.5.2 Achieving value for money through our procurement and contract management activity will remain focused on the best mix of quality and effectiveness to deliver the requirements of the contract. We will take a broader view of value which includes social value. Where appropriate we will include award criteria which goes beyond the subject matter of the contract to encourage suppliers to operate in a way that contributes to economic, ethical, social and environmental outcomes.

4.6 **Waste management**

- 4.6.1 As a council we are working hard to ensure that we improve rates of reduction, reuse, recycling and compost of waste. Ten years ago we sent 94% of household waste to landfill. In 2019 approximately 47% of household waste was reused, recycled or composted, 9% sent to landfill and the rest sent for treatment.
- 4.6.2 We support district and borough councils with recycling and composting through the payment of a recycling credit which, together with excellent performance at our household waste and recycling centres, is ensuring we continue to exceed national average performance. Together with City of York Council we have contracted to provide our remaining household waste to Allerton Waste Recovery Park which will separate out any remaining recyclables, and treat what is left to generate renewable energy. AWRP became fully operational in March 2018 and is generating enough energy from our residual waste to meet the needs of 40,000 homes – 166,000Mwh of electricity. The carbon benefit of AWRP is equivalent to taking 12,000 cars permanently off the road.
- 4.6.3 In addition to environmental benefits, AWRP provides 70 permanent jobs and will contributing £220m GVA to the local economy over its 25-year life. The ash from the energy from waste part of AWRP will be recycled into aggregate, reducing our reliance on landfill further. A local landscape and cultural heritage scheme is also investing over £800k in the immediate area of the plant.

4.7 **Brierley Group**

- 4.7.1 The Brierley Group is the trading arm of North Yorkshire County Council and brings together council owned companies with the aim of improving customer experience and increasing overall shareholder value. All companies are moving towards more environmentally sustainable operating models, including:

- Brierley Homes has used air source heat pumps and timber frame construction in some housing schemes
- Yorwaste has installed solar panels at its head office
- Align Property Partners are registered as Low Carbon Consultants with architects accredited in low carbon technologies.

4.8 **Schools**

- 4.8.1 Our [energy and sustainability traded service](#) provides support to schools to educate pupils on climate change and environmental issues.
- 4.8.2 Our school meals follow a healthy eating policy and are produced freshly every day in school kitchens from only:
- fresh meat and poultry sourced from the region;
 - fruit and vegetables sourced regionally where possible using local suppliers;
 - products free from additives associated with health problems in young children;
 - fats free from hydrogenated oils; with
 - menus that are nutritionally balanced.

4.9 **Buy Local**

- 4.9.1 We developed our [Buy Local website](#) in 2020 at the start of the first Covid lockdown specifically to bring together local customers with county businesses. About 850 North Yorkshire businesses have already signed up to the site. Customers can search for a wide range of goods and services, encouraging residents to purchase from local suppliers, supporting the local economy, with the added benefit of reducing distance travelled and carbon emissions.

5.0 **Future actions**

- 5.1 Since agreeing our aspiration for net carbon neutrality, our main focus to date has been on:
- Understanding our carbon footprint and developing a pathway tool which helps us plot our route to net zero
 - Identifying realistic potential options to significantly reduce our carbon footprint
 - Establishing a measure of cost-effectiveness (£ per ktCO₂e removed) to help us prioritise our actions
 - Establishing programme management to ensure that work to reduce our carbon emissions is effectively supported and is integrated into our corporate change management processes
 - Developing a climate change impact assessment tool and incorporating it into the council's decision making process, so that carbon emissions and other environmental considerations are taken into account when decisions are made
- 5.2 All of these actions have helped inform our carbon reduction plan. In addition we are also:
- Engaging with partners, including district councils and the York and North Yorkshire Local Enterprise Partnership and learning lessons from others. This includes participation in the commissioning of a Carbon Abatement Pathways study with the LEP and other partners and developing the resulting required actions, and contribution to the Yorkshire and Humber Climate Commission.
 - Encouraging our staff to take steps in the everyday ways they work to reduce our carbon footprint and save money

- Developing, implementing and supporting projects that will assist others to significantly reduce their carbon footprints and/or have other positive environmental impacts

6.0 What we need to do next to reduce our carbon footprint

- 6.1 Achieving carbon neutrality will require further action in addition to that which we are already undertaking. We will take the following actions over the next three years (all of which will require approval through normal decision-making processes):

	2021/22	2022/23	2023/24
Corporate property			
Develop a business case for decarbonising heating and ventilation in corporate buildings	<ul style="list-style-type: none"> • Linked to the successful application to the Public Sector Heat Decarbonisation Scheme, produce a Heat Decarbonisation Plan for county council properties. • Feasibility studies for heat decarbonisation and renewable generation options. 	<ul style="list-style-type: none"> • Monitor and refine the implementation of the Decarbonisation Plan 	<ul style="list-style-type: none"> • Monitor and refine the implementation of the Decarbonisation Plan
Develop a business case for use of 'green' electricity for corporate property and street lighting	<ul style="list-style-type: none"> • Develop business case for use of 'green' electricity 		
Carry out a programme of structural improvements to schools and corporate buildings using funding obtained from the Salix Public Sector Decarbonisation Fund	<ul style="list-style-type: none"> • Implement the changes to properties using the £1.9m funding granted by BEIS following a successful application to the Public Sector Heat Decarbonisation Scheme 		
Continue our property rationalisation programme	<ul style="list-style-type: none"> • Develop reporting format showing baseline emissions per property and property type • Further develop property rationalisation schedule 	<ul style="list-style-type: none"> • Continue to implement and refine rationalisation programme 	<ul style="list-style-type: none"> • Continue to implement and refine rationalisation programme
Invest in energy efficiency measures within remaining estate	<ul style="list-style-type: none"> • Phase 4 of lighting upgrade. 	<ul style="list-style-type: none"> • Undertake further work arising from the initial feasibility studies • Undertake further feasibility studies 	<ul style="list-style-type: none"> • Undertake further work arising from the initial feasibility studies • Undertake further feasibility studies
Carry out a programme of behavioural change with staff to reduce energy use	<ul style="list-style-type: none"> • Annual programme of campaigns developed • Road show of campaigns being 	<ul style="list-style-type: none"> • Annual programme of campaigns developed 	<ul style="list-style-type: none"> • Annual programme of campaigns developed

	planned for main corporate offices – end Sept-mid Nov 2021 <ul style="list-style-type: none"> • Linking of communications to Co26 event 		
Take opportunities to work in partnership with other organisations to share property	<ul style="list-style-type: none"> • Assess on case by case basis as opportunities arise 	<ul style="list-style-type: none"> • Assess on case by case basis as opportunities arise 	<ul style="list-style-type: none"> • Assess on case by case basis as opportunities arise
Develop smarter working practices in relation to property use, including those accelerated or begun during the coronavirus pandemic.	<ul style="list-style-type: none"> • Develop future working models for office based staff 	<ul style="list-style-type: none"> • Implement and monitor energy utilisation 	<ul style="list-style-type: none"> • Implement and monitor energy utilisation
Explore and take advantage of external funding opportunities as they arise	<ul style="list-style-type: none"> • Ongoing. 	<ul style="list-style-type: none"> • Ongoing. 	<ul style="list-style-type: none"> • Ongoing.
Business travel			
Develop a business case for a move to battery Electric vehicles (BEV) for corporate fleet including provision of charge points on corporate sites	<ul style="list-style-type: none"> • Energy Saving Trust and telematics review of fleet • Review of keyworker lease scheme • Develop an approach to home charging 	<ul style="list-style-type: none"> • Deliver BEV fleet as infrastructure allows • Develop business case for the use of EV minibuses in the IPT fleet as the market develops 	<ul style="list-style-type: none"> • Deliver BEV fleet as infrastructure allows
Review the locations of pool vehicles and booking system	<ul style="list-style-type: none"> • Review locations and define booking process for pool vehicles 	<ul style="list-style-type: none"> • Replace pool vehicles with BEV 	
Carry out a programme of behavioural change with staff to reduce travel and energy use	<ul style="list-style-type: none"> • Develop Driving at Work strategy to utilise telematics to reduce fuel use 		
Explore and take advantage of external funding opportunities as they arise.	<ul style="list-style-type: none"> • Ongoing 	<ul style="list-style-type: none"> • Ongoing 	<ul style="list-style-type: none"> • Ongoing
Sequestration (offsetting)			
Develop a business case for forestry planting and explore other opportunities to sequester carbon	<ul style="list-style-type: none"> • Undertake detailed options appraisal for using NYCC land / other land for woodland creation – with support from White Rose Forest (WRF) revenue funding. Develop a tree strategy for management of NYCC tree and woodland resource. • Scope options for peat restoration. 	<ul style="list-style-type: none"> • Begin implementation of tree planting schemes scoped in 21/22 	
Explore and take advantage of external funding opportunities as they arise.	<ul style="list-style-type: none"> • Application to White Rose Forest Govt. grant funding 		

Work in partnership with other local authorities, landowners, businesses and communities to increase tree cover across the region through the White Rose Forest (WRF) project, the community forest for North and West Yorkshire.	<ul style="list-style-type: none"> Establish North Yorkshire WRF delivery group to support establishment of new woodland creation and local tree planting projects. 		
Training			
Work with the York and North Yorkshire Local Enterprise Partnership and the District Councils in North Yorkshire and City of York Council to develop a carbon literacy training programme for staff and Councillors.	<ul style="list-style-type: none"> Training module development completed – July 2021 Local authority rollout – from October 2021 	Review training programme and revise if required.	

7.0 Other areas of work to reduce wider carbon emissions and negative impacts on the environment

7.1 Solar energy

- 7.1.1 We are undertaking a feasibility study in relation to investment opportunities in solar energy. These would not directly reduce our carbon footprint, unless there was a physical direct wire between a solar farm and our direct use of electricity. However, it would increase the availability of solar energy in the market.

7.2 Procurement

- 7.2.1 As part of our Procurement Strategy, we will analyse our supply chains to identify carbon reduction opportunities and develop an action plan to address carbon reduction. We will engage and encourage suppliers to reduce their carbon footprints through procurement and contract management activity. We have jointly commissioned the development of a sustainable procurement toolkit to support consolidated purchasing power and reduce the carbon footprint of externally procured goods, works and services. We are also further developing our social value requirements of providers, including contributions to carbon reduction.

7.3 Brierley Group companies

- 7.3.1 We will require Brierley Group companies to adopt and implement a carbon reduction ambition no less than that of the council itself. All companies are reviewing their working arrangements to reduce emissions from commuting and future activities also include:
- Install electric vehicle charging points on all forthcoming housing schemes (Brierley Homes).
 - Install solar panels on roofs of appropriate housing schemes (Brierley Homes).
 - Explore further solar panel provision at main sites (Yorwaste).
 - Change engineer vans to hybrid electric vehicles (NYnet)
 - Publish a carbon management plan, and develop and implement a carbon accounting management tool (NY Highways).
 - Appoint a low carbon champion (Align Property Partners).

7.4 Green homes

- 7.4.1 We have been successful, on behalf of a consortium with a number of the District and Borough Councils in North Yorkshire, in securing £2.4m to upgrade energy inefficient homes and reduce fuel poverty and seasonal ill health. This will include insulation to improve their energy efficiency and installing air source heat pumps. Selby District Council, Harrogate Borough Council and Craven District Council has also separately secured over £900k as part of a consortium with York and West Yorkshire.
- 7.4.2 We are also hoping to bid for further funding to extend this work in the future.

7.5 Electric vehicles and charging infrastructure

- 7.5.1 We will support and encourage the use of Electric Vehicles (EVs) by installing and maintaining a network of charging points across North Yorkshire. To do this, we will develop an Electric Vehicle Infrastructure Rollout Strategy for the county, considering the recommendations from the Electric Vehicle Charge Point Deployment Study, carried out by WSP in 2020, which recommended that NYCC should deliver 615 publicly available electric vehicle charge points by 2030 to accommodate the uptake and use of EVs in North Yorkshire.
- 7.5.2 A bid submission has been made to the Community Renewals Fund to pay for strategy development, a monitoring and evaluation plan, an innovative on-street charge point selection tool, an innovation competition designed to pump prime the market and £10,000 worth of capital to deliver a pilot/trial of the innovation competition. An announcement on this funding is expected late July/early August 2021 but projects must be delivered in the 21/22 financial year. Alternative funding will sought if we are unsuccessful in our bid.
- 7.5.3 We will also support and encourage greater use of electric vehicles for public transport.

7.6 Cycling and walking

- 7.6.1 We are developing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs) for the principal towns in the county. The aim of these is to identify the main cycle and walking improvements in a town to enable the Council to bid for government funding and/or to secure funding contributions from developers.
- 7.6.2 We are also looking at opportunities to fund feasibility work to provide cycling and walking interventions as part of a social prescribing offer.

7.7 Highway verges

- 7.7.1 We recognise the importance of highway verges as an important natural habitat and the need to enhance biodiversity. We are commencing trials of different verge management regimes on our rural road network to understand the impacts they have on the ecology of the verges, costs of verge management and any impact on road safety.

7.8 Schools

- 7.8.1 We will be launching a new sustainability/ carbon reduction badge linked to the North Yorkshire Healthy Schools award. This will focus on key public health priority actions such as school grounds development (for example, food growing and tree planting) and sustainable travel (encouraging walking and cycling to school). Schools will then be able to choose other carbon reduction actions depending on their own priorities.

7.9 Single use plastics

- 7.10.1 We are undertaking work as a council to reduce our use of single-use plastics. This includes a review of the centrally managed contracts for plastic use in county council properties, a review of how single use plastics are considered during procurements and developing a communications plan for the wider area.

7.10 Circular economy ambition

- 7.10.1 We are working with the York and North Yorkshire Local Enterprise Partnership (LEP) on their Circular Yorkshire campaign. This aims to accelerate the transition to a circular economy across York and North Yorkshire, promoting a way of working for businesses and organisations that reduces waste, lowers carbon footprint and makes the most of our resources through collaboration. The Circular Yorkshire Strategy and Action Plan, along with case studies, guides and toolkits can be found at the Circular Yorkshire website [here](#) or via the Twitter [@CircularYorks](#).

7.11 Communication campaigns

- 7.11.1 We are developing coordinated communications and engagement campaigns, with the District Councils and the LEP, to encourage and support residents to take action to reduce their carbon footprints.

7.12 Waste management strategy

- 7.12.1 We will continue to work with partners to implement waste reduction strategies and increase recycling rates across the county.

8.0 How will we know, and review, how we are doing?

- 8.1 Our actions to reduce our carbon footprint will be integrated with our Council Plan and progress regularly monitored as part of our corporate performance management framework. This includes quarterly performance reports to our Management Board and Executive.
- 8.2 Progress will also be reviewed through our overview and scrutiny arrangements.

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Transport, Economy and Environment Overview and Scrutiny Committee

21 October 2021

Report of the Assistant Director Travel, Environmental and Countryside Access Services

Single Use Plastics

1.0 Purpose of Report

- 1.1 To update Transport, Economy and Environment Overview and Scrutiny Committee on the status of Single Use Plastics following a report to North Yorkshire County Council's Executive Committee meeting in March 2021.

2.0 Key Background Information

- 2.1 In December 2020 a report was produced and presented to this forum on single-use plastics. That report set a series of recommended actions (shown in Appendix 1) for the Council to undertake to see it take a more proactive stance on the matter.
- 2.2 Following the meeting of that Committee, that same report was presented to the Council's Executive Committee on March 2021. The recommendation agreed at that meeting was for the Executive Member for Open to Business, including growth, economic development, planning, waste management, trading standards unit and business relations takes forward the recommendations in the original December 2020 report.
- 2.3 Alongside the set of recommendations, it is important to also consider the call upon Council resources in respect of managing the impact of COVID-19 and also Local Government Reorganisation (LGR). It would be fair to describe the last 18 to 24 months as exceptional in how NYCC has responded to the pandemic.
- 2.4 Despite these challenging circumstances, progress has been made across the recommendations, although – due to competing priorities as described above – some further than others. Thematically the actions can be groups into three categories: Procurement and Contract Management, Property and Facilities and then a broader public engagement.

Procurement and Contract Management

- 2.5 A number of the recommendations were policy or process related, such as updating the Council Procurement and Contract Management Strategy to include an action to end the use of single-use plastics products by suppliers wherever possible and appropriate to do so. This work is in progress, but work on the new Strategy has been delayed to 2022/2023 to take account of local government reorganisation.
- 2.6 As Chair of the Yorkshire and Humber regional Strategic Procurement Group the Council has looked to influence the region to consider collective ways of reducing single-use plastic among the collective supply chains. This work is ongoing, although feedback to date is that this is something that is not a high priority regionally at present.

2.7 Other areas of procurement activity have made progress. Work has begun on a comprehensive supply chain audit to understand the volume and proliferation of single-use plastics among, all first-tier suppliers. This is in progress as part of work the Procurement and Contract Management Service is doing to support the Beyond Carbon Board. In addition, resources have been secured within Legal Services to begin work to understand the scope to amend, or include new standard contractual terms and conditions to embed a commitment to reduce single-use plastics throughout our supply chains.

2.8 In addition, the Council are working with YPO who have undertaken work to reduce the use of single use plastic, particularly relating to their own branded goods. As a major supplier to the Council and North Yorkshire schools, we will look to measure the impact this has had as we continue to progress other supply chain related recommendations.

Property and Facilities

2.9 Given COVID-19, the number of staff working from council buildings has significantly reduced over the last 18 months, accordingly the current use of single-use plastics is down similarly. In looking forward, the Council is designing its “New Ways of Working” in how teams will operate post lockdown. At this stage the exact nature of that is unclear however it is expected many teams will work in a hybrid fashion with a mixture of some home working and some time in offices.

2.10 In order to help reduce single-use plastics in the workplace (whether that is in the office or homeworking), a two-pronged approach is to be taken: firstly, education and communication to staff on the impact to the environment of use of such plastic; secondly, when looking at a fuller return to office space, removing single-use plastic from all aspects, for example provision of hospitality to meetings.

2.11 To support North Yorkshire schools and reducing demand for single-use plastics, the Council can deploy its Carbon Reduction Officer (branded “Powerdown Pete”) to run facilitated sessions and provide education material accordingly. Additionally, the Waste Management team supported by its volunteers, the “North Yorkshire Rotters” are able to undertake school talks and assemblies where they cover the messages of reduce, reuse and recycle and include plastic within this.

Public Engagement

2.12 The final area to consider is raising the profile of the subject with the wider public, accordingly the Council’s Waste Management team have undertaken a traditional media and social media campaign (examples shown in Appendix 2). This campaign has been focused on the issue of single-use plastics highlighting to the general public both where such plastic occurs and also its impact on the environment. This is part of a waste minimisation programme the team actively engage on. Additionally, a web page has been created on the Council’s website to educate staff and members of public on how best to recycle plastic (<https://www.northyorks.gov.uk/plastic-recycling>).

2.13 A full list of actions and the respective updates can be found in Appendix 1.

3.0 Conclusion

3.1 Given the context of COVID-19 and its impact of people working remotely, coupled with the pressures and opportunities presented through LGR, it is likely the approach to reducing Single Use Plastics will inevitably change over the next 24 months. As such rather than pursue a set of potentially redundant actions, it would be prudent to wait for future ways of working as well as collaboration through Unitary, to determine a set of achievable goals.

- 3.2 Additionally, as the County Council has set ambition to become carbon neutral by 2030 (or as soon as possible after) and created programme infrastructure around that environment objective, it is suggested the agenda of Single-Use Plastics and the associated recommended actions be integrated into the Beyond Carbon project.

4.0 Recommendations

4.1 It is recommended that:

- TEEOSC note the update on Single Use Plastics provided through the report, and
- Seek to incorporate the recommended action areas in the Beyond Carbon initiative.

Michael Leah, Assistant Director Travel, Environmental & Countryside Services

Date: 6 October 2021

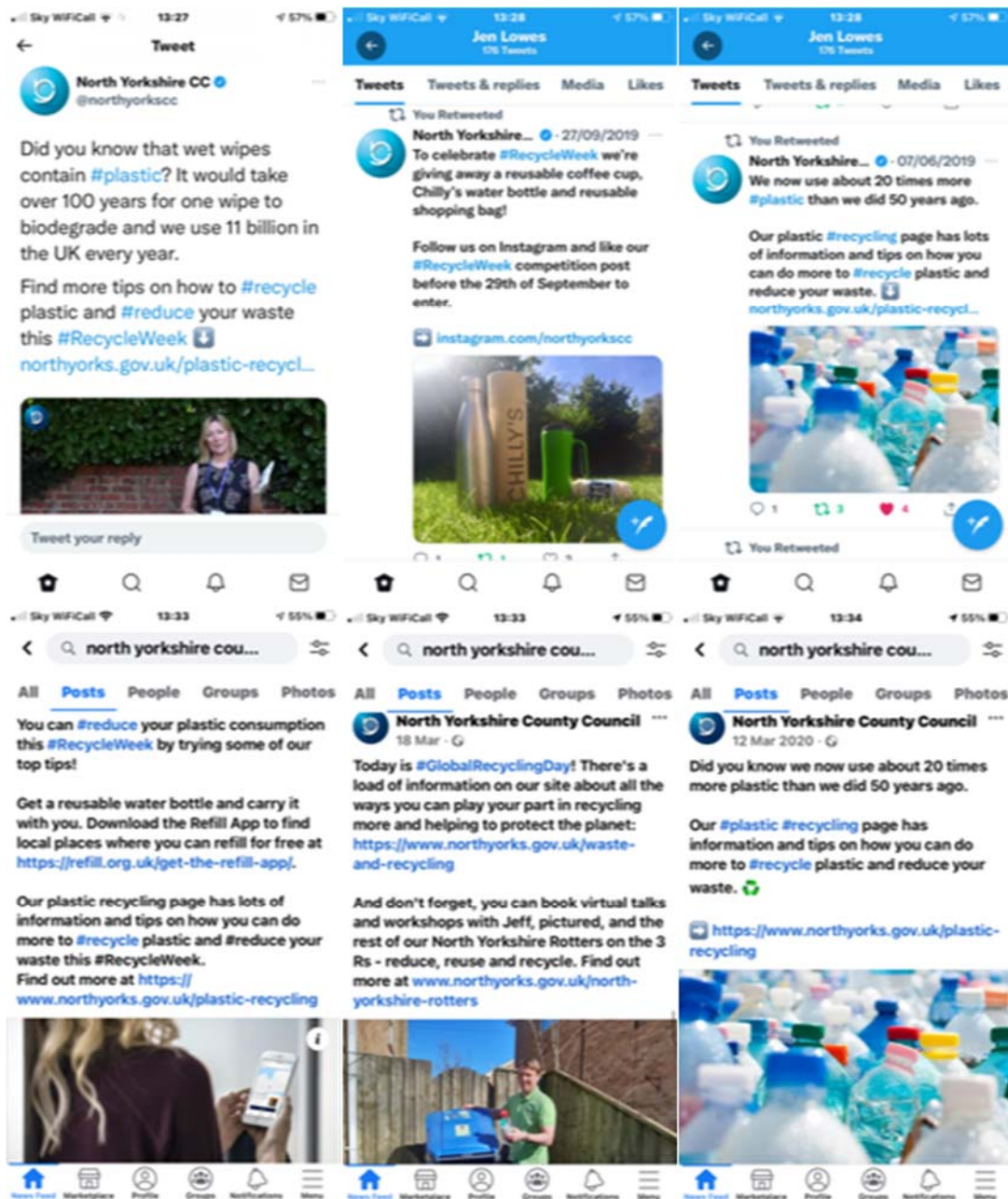
For further information, contact the author of the report

List of recommendations & status

	Proposed Action – March 2021	Update – September 2021
Short Term (next 12 months)		
1	Produces a concise policy statement with high-level commitments to reduce single-use plastics in its buildings and in its supplier chain.	To be written into post-Unitary Corporate Procurement Strategy.
2	Appoints a senior officer by its Management Board to act as a 'champion' for reducing single-use plastics across the council's directorates and to report at timely intervals to the Transport, Economy and Environment Overview and Scrutiny Committee on progress made across directorates.	Karl Battersby, Corporate Director Business & Environmental Services appointed as lead.
3	Updates its Procurement and Management Strategy to include an action to end the use of single-use plastics products by suppliers wherever possible and appropriate to do so.	In progress but delayed from 2022 to 2023 given LGR.
4	Leads by example, demonstrating positive change and quick wins on those contracts which are centrally managed.	Given few staff working in office environment there has been a natural, significant reduction in use. An example of a 'quick win' is that no single-use plastic is to be provided in meetings in staff offices.
5	Undertakes a more detailed and comprehensive supply chain audit to understand the volume and proliferation of single-use plastics among, as a minimum, all first-tier suppliers.	Work in progress and now joined up with Beyond Carbon programme.
6	Progresses work to understand the scope to amend, or include new standard contractual terms and conditions to embed a commitment to reduce single-use plastics amongst its suppliers	Resource requested from Legal to progress this.
7	Uses its influence in the region as the Chair of the Yorkshire and Humber Councils Strategic Procurement Group to consider collective ways of reducing single-use plastic among the supply base, for example across common contracts.	Ongoing, although feedback to date from Y&H region is that this is something that is not a high priority regionally.
8	Lobbies the Crown Commercial Service to include a prompt for all suppliers in the standard invitation to tender document, about how they intend to reduce their usage of single-use plastics.	Complete, the CCS position is that it will tackle the issue on a case-by-case basis rather than a blanket approach.
9	Takes the lead on behalf of the YNY LEP, in putting in place a communications programme linked to the impact of the COVID-19 pandemic in generating single-use plastics waste, encouraging behavioural change amongst council staff and the public to reduce their use of single use plastics in the workplace and in the home.	Y&H Chief Executives Low Carbon Workstream Group held first of two Circular Economy Workshops (lead by YNY LEP) in September to build a community of practice across the region, with a view to developing a Y&H Circular Economy Strategy (including plastics).
10	Promotes the single-use plastics campaign to schools, providing best practice examples.	Work underway within the Facilities Management service ('Power down Pete')
11	Shares key messages from the communications campaign with our contractors and suppliers to	In progress as part of supply chain audit work supporting Beyond Carbon Board.

	give them notice of our intentions to reduce single-use plastics.	
12	Shares a copy of this report with North Yorkshire District Councils and the York and North Yorkshire Local Enterprise Partnership to inform and build upon joint initiatives aimed at reducing the use of single-use plastics.	To be considered through LGR.
Medium Term (12 months & beyond)		
13	Uses scored tender evaluation questions relating to single-use plastic reduction, particularly across key contracts, to reward those suppliers most proactive and engaged on the issue.	No update
14	Increases the number of 'meet the buyer' events for suppliers to meet representatives of the Council to facilitate shared learning, promote business, and to understand expectations; in this case regarding single-use plastics.	Picked up on a case-by-case basis for individual procurements.
15	Produces and regularly reviews directorate-based action plans to reduce single-use plastics, and updates the progress made	No update
16	Educates and trains staff particularly those involved in commissioning to reduce single-use plastics.	Amendments to be made to procurement Gateway 1 to include specifics in support of this.

Examples of social media communication



Transport, Economy and Environment Overview and Scrutiny Committee

21 October 2021

Report of the Assistant Director - Travel, Environmental and Countryside Services

Allerton Waste Recovery Park – update report

1.0 Purpose of Report

- 1.1 To provide members of the Transport, Economy and Environment Overview and Scrutiny Committee with an update on Allerton Waste Recovery Park performance since the facility became operational.

2.0 Key Background Information

- 2.1 The long term Waste PPP contract was signed by North Yorkshire County Council and AmeyCespa (AWRP) SPV Limited (Amey) on 30 October 2014. Following contract completion, Amey began a three year construction phase with the development commencing on 05 January 2015.
- 2.2 Allerton Waste Recovery Park (AWRP) has been operational since 01 March 2018 and consists of a Mechanical Treatment (MT) plant, an Anaerobic Digester (AD) and Energy from Waste (EFW) facility.
- 2.3 The site also has a Visitor and Education Centre where members of the public and groups can visit the facility to learn about management of waste. The facility can receive up to 320,000 tonnes of waste per annum in accordance with the Planning Permission.

3.0 Value for Money (VfM)

- 3.1 AWRP was sized primarily to accept and treat residual household waste arising from across North Yorkshire and York over a 25 year contract period. Residual waste is the material left after separating out the recyclable and compostable fractions. Each year the Authority provides a tonnage forecast to Amey who then look to source material from third parties for overall inputs to reach a maximum of 320,000 tonnes each year.
- 3.2 The Services delivered under the Contract are paid for through the Unitary Charge. This is calculated based on the number of tonnes that the Authority forecast delivery of each year. At the end of each Contract Year, the forecast tonnages are reconciled against actuals and any payment/credits are managed through the Annual Reconciliation process.
- 3.3 There are three pricing bands for tonnages set out in the contract. To help to achieve optimum value from the contract, the Authority forecasts delivery to the top of Tonnage band 2 (TB2) each year. The amount of TB2 tonnage available to the Authority increases from just under 270,000 tonnes initially to around 317,000 tonnes per year by the end of the contract period.

- 3.4 Currently, residual household waste arising for North Yorkshire and York are around 224,000 tonnes/annum. The Councils work with Yorwaste to provide the balance of tonnage up to the top of TB2 and receives an income for this material. Since operations commenced, the Councils and Yorwaste have met their tonnage delivery obligations each year.
- 3.5 Prior to signing the Contract, the Councils modelled likely cost/tonne based on the Unitary Charge, pass through costs and projected income. Since services commenced, the contract has performed around £3/tonne cheaper than the original modelled costs.
- 3.6 Therefore in consideration of the overall performance of AWRP, the Contract has delivered value for money (VfM) for the Councils.

4.0 AWRP Performance update

- 4.1 The Contract includes a set of key performance indicators for the Services provided at AWRP, and in addition, Amey report against a number of other metrics and targets.
- 4.2 The primary indicators for performance relate to the proportion of contract waste diverted from landfill and the proportion recycled each year. The table below shows performance against these requirements.

Authority requirement	Target	2018-19	2019-20	2020-21	2021-22 Projected performance
Recycling/composting of Contract Waste	5%	1.16%	1.58%	1.08%	c1.5%
Landfill diversion of Contract Waste	70%	82.22%	82.82%	80.94%	c87%

Table 1. Performance against Authority requirements.

Recycling performance

- 4.3 Recycling performance has fallen short of the Authority requirements since operations commenced. Amey have taken actions to improve performance by reconfiguring equipment in the MT to optimise separation of recyclables, but a significant factor has been the difficulty in placing materials into the market.
- 4.4 AWRP separates recyclables from residual waste meaning that the quality of the product is necessarily poorer than recyclables collected separately from households. At times of over supply (which we have seen as a result of the Covid-19 pandemic) recycling re-processors will chose higher quality materials over poorer quality ones meaning that despite the materials being separated at AWRP they cannot be placed into a market. Amey continue to explore new outlets for recyclable material extracted from the waste stream.
- 4.5 Amey take the risk around recycling performance and placing materials into the market. Conditions in the markets are out of Amey's control, however they are continuing to explore new offtakers and have sent a number of trial loads to different facilities over recent months. Missing the contractual targets has resulted in the following annual performance deductions being levied for each Contract Year.

Year	Deduction
2018-19	£186,878.96
2019-20	£162,182.50
2020-21	£303,842.13
	£652,903.59

Table 2. Recycling performance deductions (KPI1).

- 4.6 Between April and August 2021, recycling performance averaged 1.13%. AWRP had a planned maintenance outage during April and May which resulted in Contract Waste being diverted away from AWRP. Since the planned outage, there have been mechanical issues with MT equipment and shift/staffing impacts due to Covid-19 and staff undertaking isolation periods. Amey are forecasting recycling performance of around 1.5% by the end of the year as markets (particularly for plastics) slowly improve.

Landfill performance

- 4.7 Minimum landfill diversion performance has been achieved in all years although Amey have identified there is still room for improvement. Key contributing factors to minimising diversion from landfill are consistent availability and maximising plant throughput.
- 4.8 AWRP has two planned maintenance shutdowns per Contract Year (totalling three weeks' downtime – one week in April and two in October). During these periods Amey direct the delivery of Contract Waste to alternative treatment/disposal points known as Contingency Delivery Points.
- 4.9 AWRP has suffered some issues with defects which have resulted in planned outage periods taking longer than anticipated, and the plant has also had a number of unplanned outages since Services commenced. These unplanned outages have resulted in more material being diverted away from AWRP than anticipated and impacted overall landfill performance. Since the April/May 2021 planned maintenance outage, availability of the EFW has averaged 98.16%.
- 4.10 Amey and Yorwaste continue to work together to improve waste reception arrangements with a view to minimising impacts on plant availability. The project team are also exploring ways for Amey to secure more treatment outlets for material during planned outages rather than using landfill sites for the majority of contingency arrangements.
- 4.11 Between April and August 2021, AWRP landfill performance has averaged 81.63%. The second planned maintenance shutdown is scheduled to take place between 02 – 14 October 2021 which will see a proportion of Contract Waste delivered to landfill sites. Amey are forecasting overall landfill diversion performance for 2021-22 to be around 87%.

Key Performance Indicators

- 4.12 The contract contains a set of Key Performance Indicators which overall performance is measured against. Performance deductions were made in each Contract Year which resulted in a payment (or netting off invoices) to the Authority. The table below sets out Performance Failure Points for the last three Contract Years.

KPI	KPI description	2018-19	2019-20	2020-21
1	Contract Waste recycling	137,000	116,000	211,500
2	Quality Management system accreditation	0	0	0
3	Environmental Management system accreditation	0	0	0
4	Health & Safety system accreditation	0	0	0
5	Failure to provide reports in line with Contract	36,600	17,100	9,900
6	Visitor Centre availability	0	0	0
7	Community & public Care	0	0	0
8a	Daily average turnaround MT (not exceeding 20 mins)	12	3	28
8b	Daily average turnaround EFW (not exceeding 30 mins)	0	0	
9a	Max turnaround time MT (30 mins)	4,850	2850	400
9b	Max turnaround time EFW (40 mins)	1,150	650	300
10	Amenity Value (road sweeping A168 monthly 1 mile in either direction of AWRP)	500	0	0
		180,112	136,603	222,128

Table 3. Performance Failure points per contract Year

- 4.13 Over the last three years there has been a general improvement in overall performance with the exception of KPIs 1 and 8a. The Performance Framework contains a ratchet mechanism which increases the number of points applied for a performance failure over a period of time (which is part of the reason for the increases in points for KPI1).

Improvement plan targets

- 4.14 Amey provide an annual improvement plan as part of their contractual reporting obligations. The table below sets out the improvement targets for 2021-22. Amey report progress against these targets to quarterly Joint Project Board meetings.

	2021-22 Contract Year targets
Contract Waste through MT	75%
MT availability	80%
MT bypass mode line 1	<15%
MT bypass mode line 2	<15%
EFW availability	87.67%
Improve Recycling rate	2.90%
Improve landfill diversion	90%
AD throughput	100 tonnes/day

Table 4. 2021-22 Improvement Plan targets.

- 4.15 To understand the impact waste composition has on AWRP performance a 10 week trial was undertaken in 2021. During the trial, the predominant waste type processed at AWRP was 'black bag' material with commercial and bulky waste diverted to alternative destinations. The impact on plant availability, tonnage throughput, electricity generation, performance etc. will be reviewed to consider whether a longer term arrangement benefits both parties.

Visitor centre

- 4.16 Since Services commenced, around 5,000 people have visited AWRP with over 300 schools and other community groups making bookings. During 2019-20, Amey introduced individual/small group sessions on the last Tuesday of each month which were often oversubscribed.
- 4.17 When the social distancing and lockdown restrictions were put in place due to the Covid-19 pandemic, Amey developed an online virtual tour which was presented to around 250 people over the last year. The visitor centre reopened on 16th August in line with the Governments easing of restrictions. There is a maximum limit of 8 for an on-site tour to enable social distancing in the Visitor Centre. Amey are now delivering a mixture of online and in person tours.
- 4.18 On 28 October 2019, AWRP hosted a celebration event to mark the facility saving 100,000 tonnes of carbon since operations commenced. The event was attended by Councillors, advisors and members of the project team (past and present).

5.0 Resources & waste strategy

- 5.1 During 2019, the Government proposed changes to the Environment Bill and issued a number of consultation documents including Extended Producer Responsibility, Deposit Return Schemes and Consistency in collections. The Council responded to the (delayed) second round of consultations in mid-2021 and a project team including Amey are working on potential implications for AWRP.
- 5.2 The team are reviewing options around utilisation of the full capacity of the AD plant for separate weekly food waste collections and potential re-configuration of the MT plant. This work will also be impacted by the Local Government Review and the single unitary authority across North Yorkshire. Work is ongoing to review and streamline collection/waste management services across the area.
- 5.3 If there are any changes to operations at AWRP as a result of responding to the Resources and Waste strategy, part of the project will include reviewing Authority Requirements and the performance framework to ensure meaningful performance can be measured for the remainder of the contract term.

6.0 Human Resources

- 6.1 The report is a factual summary of the information provided by Amey as part of their Annual reports required under the Contract. There are no human resources implications of this report.

7.0 Legal

- 7.1 The report is a factual summary of the information provided by Amey as part of their Annual reports required under the Contract. There are no legal implications of this report.

8.0 Equalities

- 8.1 The report is a factual summary of the information provided by Amey as part of their Annual reports required under the Contract. There are no equality impacts of this report.

9.0 Environmental Impacts/Benefits including Climate Change Impact Assessment:

- 9.1 A Climate Change Impact Assessment has not been completed. This report does not require a decision to be made and the environmental impacts were considered as part of the Financial Close report to Council in 2014.

10.0 Conclusion

- 10.1 Overall, general performance across the contract has been good with a small number of areas identified as requiring improvement. Work is ongoing between the Authority and Contractor to try and maximise plant operations and improve overall availability. This in turn should increase percentage of material diverted away from landfill and overall recycling performance.
- 10.2 The second planned maintenance outage for the year will take place in October. During this time, some Contract Waste will be diverted away from AWRP. Once the maintenance has been completed, it is hoped that performance and availability will remain consistent resulting in improved performance during 2021-22 when compared against the previous Contract Year. Significant progress has been made with joint working between Amey, Yorwaste and the Councils to improve waste reception arrangements at site and build positive long term working relationships.
- 10.3 There will be large amounts of work required to conclude the Resources and Waste Strategy and LGR work streams. The team will take the opportunity to make improvements where possible and conclude the most favourable option for utilising the assets at AWRP.

11.0 Recommendation

- 11.1 To note the contents of this report.

Author - Lisa Cooper, Commercial Manager Waste
Presenter - Michael Leah, AD TECs
Date – 21 October 2021

Background papers relied upon in the preparation of this report: - None
For further information contact the author of the report

Key Implications

Local Member

If any particular Ward(s) are affected, state these. If none, say none.
It could be that it is an issue that affects all Wards. In which case tick box

All



NORTH YORKSHIRE COUNTY COUNCIL

Transport Economy and Environment Overview and Scrutiny

21 October 2021

Small scale electricity generation from hydro-electric schemes in rural areas

1.0 PURPOSE OF REPORT

- 1.1 To provide a briefing on some of the issues and practical considerations associated with the adoption of small scale hydro-electric schemes in rural areas of the county.

2.0 BACKGROUND

- 2.1 The publication of the North Yorkshire Rural Commission report and recommendations on 5 July 2021 provided a fresh perspective on some of the issues faced in rural communities. In reviewing the recommendations, the committee noted that potential role of small scale hydro-electric power plants for electricity generation in rural communities had not been actively considered.
- 2.2 This report provides an overview of some of the issues and practical considerations associated with the use of small scale hydro-electric plants.

3.0 SMALL SCALE HYDRO-ELECTRIC PLANTS

- 3.1 Small scale hydro-electric plants can be used to generate electricity for a number of adjacent properties in rural parts of the county. Small scale hydro-electric systems in England range from less than 20kW unit systems up to 100-200kW units. Usually, the turbines in the plant turn a mechanical shaft that in turn is used to generate electricity. When assessing the viability of a hydro-electric scheme, the following are important considerations:
- The vertical drop of the water, known as the 'head'. As the vertical drop increases the size of equipment needed to generate power reduces
 - Potential sites need to be assessed to ensure that the potential electricity output is enough for the investment into the site to be viable
 - There are a number of ways of managing the flow of a river or stream through a hydro-electric plant. All require an element of excavation and building work to be undertaken to enable the diversion of the necessary flow from the existing watercourse. This then means that there are planning and environmental implications to consider
 - Early engagement with the Environment Agency and the Canal and River Trust is advisable
 - A site must also be protected from flooding and also not make any existing flooding worse
 - A site may have good potential for electricity generation but be inaccessible for contractors to put in the necessary infrastructure
 - Electricity generated may be used at the point at which it is generated or sold to the national grid. The latter may be complex and require greater investment in physical infrastructure. It will also necessitate engagement with the national grid

- Where electricity is used at the site at which it is generated then another consideration is battery storage capacity
- A preliminary site assessment by a specialist can cost around £1,000
- Consideration must be given to the potential impact upon fisheries and other wildlife
- Local grants may be available for the development of small-scale renewable energy projects
- There are three main types of turbine in use: an impulse turbine; a reaction turbine; and a gravity turbine
- A hydro-electric plant will need screening for water borne rubbish and to protect fish.

Source – the British Hydropower Association - [British Hydro Association Protecting the environment & rural communities \(british-hydro.org\)](https://www.british-hydro.org.uk/protecting-the-environment-and-rural-communities)

- 3.2 The majority of community owned hydro-electric power plants are in Wales, Scotland and the North West. Local examples of small scale hydro-electric community energy schemes include Howsham Mill Hydropower, Bainbridge River Basin Hydro and Whitby Esk. The Whitby Esk 50kW hydro-electric power plant in Ruswarp North Yorkshire is based upon an Archimedes screw turbine. There is a film on YouTube that provides an overview of how it works - <https://www.youtube.com/watch?v=Y7-6gOI8hAw>
- 3.3 North Yorkshire has a large number of rivers and tributaries that could be used for the generation of small scale hydro-electric power. The rivers that would be best suited to this are the Wharfe, Nidd and Ure. Ideally, any units installed would be linked to existing infrastructure on rivers, principally weirs. There may also be opportunities to regenerate old infrastructure that was historically used to drive mechanical equipment, such as water mills, although much of this infrastructure has fallen into disrepair and may be owned by a wide variety of different people and organisations.
- 3.4 To help ensure that there is sufficient head and flow in a river, it is important to maintain existing weirs. The majority of weirs are maintained by the Environment Agency. Well maintained weirs also help with flood management.
- 3.5 Hydro-electric power generation can be scaled from a small turbulent hydro-electric turbine generating 3kW per hour (enough for 3 or 4 houses) at a cost of approximately £30,000 to a scheme using multiple Archimedes screws that can supply a large industrial or agricultural site at a cost of up to £5,000,000.
- 3.6 Investment in and funding for hydro-electric schemes is limited. Depending upon the scale and nature of the scheme, the financial burden can be significant. It is often the case that schemes that are feasible do not progress due to lack of funding. Those schemes that progress tend to be those taken forward by large, private landowners.
- 3.7 In May, June and July each year the water level in rivers tends to drop as rainfall decreases. This reduces both the head and the flow and so limits the capacity for energy generation from hydro-electric units. Over the winter months, rivers tend to flood and hydro-electric units cannot safely be operated during a flood. As such, for roughly four months of the year, alternative power sources will be needed. This is why it is often recommended that hydro-electric power generation is used in conjunction with one or more other renewable sources, such as solar and/or wind.
- 3.8 The Environmental Audit Committee of MPs recently undertook an inquiry into community energy generation and recommended that government do more to remove administrative and legislative barriers to the development of community energy; and provide practical support for the development and implementation of community energy schemes.

Community energy schemes are those which are wholly owned and/or controlled by communities or through a partnership with commercial or public sector partners.

- 3.9 The York and North Yorkshire Carbon Abatement Pathways study evidences the need to increase renewable energy generation by 174MW per annum to meet the target to be a carbon negative region by 2040. A 'Routemap to Carbon Negative' is being developed to define the range of actions that could be taken and the impact that they will have upon carbon dioxide emissions.
- 3.10 Local Area Energy Planning has begun. This is intended to provide granular spatial data on Energy Assets (supply and demand) including critical factors for renewable energy generation of grid network capacity.
- 3.11 There may be opportunities for the feasibility of some hydro-electric power schemes at community-based sites to be investigated under the Community Renewal Fund, should a recent bid submission by the York and North Yorkshire LEP be successful. The outcome should be known in November 2021.

4.0 CONCLUSION

- 4.1 Whilst it is clear that there are opportunities for the use of small scale hydro-electric plants in the county, there remains some significant barriers to its adoption. Schemes can be costly and involve complicated and protracted negotiations to secure the necessary permissions to proceed. Hydro-electric power, as part of a basket of renewable energy, could provide the majority of electrical power for some communities, businesses and community facilities, helping with progress to carbon neutrality.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications as this is a briefing report.

6.0 LEGAL IMPLICATIONS

- 6.1 There are no legal implications as this is a briefing report.

7.0 CLIMATE CHANGE IMPLICATIONS

- 7.1 The development of small scale hydro-electric power generation in North Yorkshire would help increase the amount of electricity generated from renewable sources, which will in turn help towards the achievement of carbon neutrality.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 There is potential for hydro-electric power generation to be used as part of a basket of renewables to expand the supply of sustainable electricity to small communities and community facilities. This will accelerate the move away from a reliance upon fossil fuel generated electricity and so help the Council achieve its target of net carbon neutrality by 2030.

9.0 RECOMMENDATIONS

- 9.1 That the committee consider the briefing and determine what course of action to take. This could be one or more of the following:
- 1) Identify a specific line of enquiry to pursue at the meeting of the committee on 20

January 2022, possibly how the barriers to the expansion of small scale hydro-electric power generation could be overcome

- 2) Recommend to the Director of Business and Environmental Services and/or Cllr Greg White, as Executive Member with climate change in his portfolio, that officer time is dedicated to the development of a feasibility study for the development of hydro-electric power generation in the county by the Council in partnership with interested community groups. This could be linked to the recent Community Renewal Fund bid submission.
- 3) Write to the Secretary of State for Energy and Climate Change, the Rt Hon Kwasi Kwarteng MP, highlighting the need to remove barriers to the expansion of small scale hydro-electric power schemes and to promote support for communities interested in adopting such schemes.

Acknowledgments

Katie Privett, Energy Programme Lead at the York & North Yorkshire LEP and Mike Kaye, Managing Director of Energy Oasis, Harrogate for assisting in research for this briefing.

Report Author:

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BARRY KHAN

Assistant Chief Executive (Legal and Democratic Services) and Monitoring Officer

County Hall

NORTHALLERTON

12 October 2021

NORTH YORKSHIRE COUNTY COUNCIL

Transport Economy and Environment Overview and Scrutiny

21 October 2021

Work Programme

1.0 Purpose of Report

1.1 This report asks the Committee to:

- a. Note the information in this report.
- b. Confirm, amend or add to the areas of work shown in the work programme schedule (**Appendix 1**).

2.0 Background

2.1 The scope of this Committee is defined as:

- Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met
- Supporting business, helping people develop their skills, including lifelong learning
- Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.

3.0 Meetings

3.1 The scheduled meetings of this committee through to the end of the current Council in May 2022 are as below:

- 10am on 20 January 2022
- 10am on 13 April 2022.

3.2 It is likely that the April committee meeting will fall within the pre-election period and so careful consideration will need to be given as to what matters are put on the agenda.

3.3 The scheduled meetings of the committee Mid Cycle Briefings through to the end of the current Council in May 2022 are as below:

- 10am on 9 December 2021
- 10am on 24 February 2022.

3.4 Mid Cycle Briefings are attended by the committee Chair, Vice Chair and group spokespersons. They are intended to enable the development of the committee work programme by having initial, exploratory discussions that help determine whether a matter needs to be brought formally to the committee for scrutiny or whether it is more appropriate that it is dealt with in another way.

4.0 Recommendation

- 4.1 That the committee members note the report and amend or add to the areas of work shown in the work programme schedule (**Appendix 1**).

Daniel Harry
Democratic Services and Scrutiny Manager
North Yorkshire County Council.

Appendices:

- Appendix 1 – Work Programme Schedule 2021/22

Background documents:

North Yorkshire County Council Forward Plan
<https://www.northyorks.gov.uk/council-forward-plan>

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2021/22

Scope of the committee

- Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met
- Supporting business, helping people develop their skills, including lifelong learning
- Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.

Meeting dates

Scheduled Committee Meetings	21 Oct 2021 10am	20 Jan 2022 10am	13 April 2022 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only	9 Dec 2021 10am	24 Feb 2022 10am	

Reports

Meeting	Subject	Aims/Terms of Reference	
Consultation, progress and performance monitoring reports			
Each meeting as available	Corporate Director and / or Executive Member update	Regular update report as available each meeting.	
	Work Programme	Regular report where the Committee reviews its work programme.	

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2021/22

Meeting	Subject	Aims/Terms of Reference	
9 September 2021 (mid cycle briefing meeting)	North Yorkshire Rural Commission	To discuss the findings and recommendations of the North Yorkshire Rural Commission in relation to transport, the economy and the environment and the role of the overview and scrutiny committee in monitoring progress.	
	Road Safety	To seek comments on the Road Safety partnership strategy prior to adoption by the Executive	
21 October 2021	Carbon reduction plan	To receive an update on the progress of North Yorkshire County Council's Carbon Reduction Plan.	
	Single-use plastics	To receive an update on North Yorkshire County Council's progress of implementing the Committee's recommendations in respect of its review of single-use plastics.	
	Allerton Waste Recovery Park	To receive an update on the performance of Allerton Waste Recovery Park.	
	Rural Commission - local energy generation in rural communities	Follow up to the Rural Commission Report – initial discussion to understand the issues - TBC	
20 January 2022	York and North Yorkshire LEP	Annual update on the work of the York and North Yorkshire Local Enterprise Partnership and the impacts of Brexit on the local economy now that UK has left the EU.	
	North Yorkshire County Council's Plan for Economic Growth	To receive an annual update on progress.	
	Highways England	Regular annual update on maintenance and improvement activity on Highways England's roads in North Yorkshire (A1 (M), M62, A66, A64 and A19).	
	Demand Responsive Bus Service	Update on the Demand Responsive Bus Service in the Ripon area	

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2021/22

13 April 2022	Local Flood Risk Management Strategy	Update on the implementation of the Local Flood Risk Management Strategy including flood risk/coastal erosion alleviation measures put in place/scheduled to be put in place; funding; issues.	
	Civil Parking Enforcement	To provide an update on countywide Civil Parking Enforcement in the county.	
	Rail update	Update report on rail developments in the region.	
	Road casualties	To advise Members of the 2020 road casualty figures in North Yorkshire and initiatives undertaken by the Road Safety Partnership.	
Items where dates have yet to be confirmed	NY Highways	To receive an annual report on the progress and performance of NY Highways. - July or October 2022	
	Tourism in North Yorkshire	Overview of the work and plans of Welcome to Yorkshire.	
	Countryside access	Overview of the County Council's countryside service and priorities (including unclassified roads, prioritisation of the public rights of way network and improving the definitive map processes).	
	Rural Commission – lines of enquiry	Access to social and cheap, rentable housing in rural communities	
	Rural Commission – lines of enquiry	Access to digital technology and infrastructure in rural communities	

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