



Agenda

Notice of a public meeting of **Transport, Economy and**
Environment Overview and
Scrutiny Committee

To: **Councillors John Cattanach, Mark Crane,
Melanie Davis, Caroline Goodrick, Hannah Gostlow,
Paul Haslam, David Ireton, David Jeffels, Mike Jordan,
Steve Mason, Bob Packham (Vice-Chair),
David Staveley (Chairman), Phil Trumper,
Arnold Warneken, Steve Watson and Robert Windass.**

Date: **Monday, 11th July, 2022**

Time: **10.00 am**

Venue: **Council Chamber, County Hall, Northallerton**

Please note the change of meeting room

Business

1. Introductions and apologies for absence

2. Minutes of the meeting held on 13 April 2022 (Pages 3 - 8)

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 Will Baines of Legal and Democratic Services (*contact details below*) no later than midday on Wednesday 6 July 2022. 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.

**5. Introduction to Overview and Scrutiny at North Yorkshire County (Pages 9 - 14)
Council**

Enquiries relating to this agenda please contact Will Baines
Tel: 01609 533885 or e-mail william.baines@northyorks.gov.uk

Website: www.northyorks.gov.uk

6. **Annual report on the progress and performance of NY Highways** (Pages 15 - 22)
7. **Major Schemes Development in the County** (Pages 23 - 38)
8. **North Yorkshire Local Flood Risk Management Strategy** (Pages 39 - 138)
9. **Single Use Plastics** (Pages 139 - 144)
10. **Rail Update Report** (Pages 145 - 160)
11. **Bus Update**
Verbal item
12. **Work Programme** (Pages 161 - 166)
13. **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, 1 July 2022

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the remote meeting held on Wednesday, 13th April, 2022 commencing at 10.00 am.

County Councillor Stanley Lumley in the Chair. Plus County Councillors Karl Arthur, Paul Haslam, David Jeffels, Don MacKay, Andy Paraskos, Clive Pearson, Matt Scott, David Staveley and Roberta Swiers.

In attendance: County Councillors Carl Les and Derek Bastiman.

Officers present: Daniel Harry, Will Baines, Michael Leah, Mark Kibblewhite and Liz Small.

Apologies: County Councillor Robert Heseltine.

Copies of all documents considered are in the Minute Book

150 Introductions and apologies for absence

County Councillor Stanley Lumley welcomed everyone to the meeting and read out the following statement:

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 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 May 2022 meeting.

Members of the Transport, Economy and Environment Overview and Scrutiny Committee were also reminded of the ongoing pre-election period and not to publicise themselves, any candidates standing for election or any political party during the meeting.

Executive members County Councillor Carl Les and County Councillor Derek Bastiman were welcomed to the meeting.

As it was the final meeting of the Transport, Economy and Environment Overview and Scrutiny Committee in this Council term of office, County Councillor Stanley Lumley thanked committee members and officers for their support in scrutinising a range of topics over the last five years, such as: vehicle activated speed signs, 20mph speed limits, single use plastics, waste and recycling, rural bus services, broadband and mobile phone coverage, as well as flood prevention and management.

Apologies for absence were received from County Councillor Robert Heseltine.

151 Minutes of the meeting held on 20 January 2022

The Minutes of the meeting held on 20 January 2022 were confirmed and signed by the

Chairman as a correct record.

152 Declarations of Interest

There were no declarations of interest to note.

153 Public Questions or Statements

No public questions or statements were received.

154 North Yorkshire County Council Plan for Economic Growth - Report of the NYCC Corporate Director – Business and Environmental Services

Considered – A report by Mark Kibblewhite, Senior Policy Officer, Business and Environmental Services and Liz Small, Growth and Heritage Services Manager, Business and Environmental Services. The report outlined the delivery of the Council's Plan for Economic Growth achieved in 2021/22.

The key points are summarised below:

- The overall health of the economy in North Yorkshire is returning to pre-pandemic levels of productivity, with the hospitality sector proving to be resilient and recovering strongly.
- The rate of unemployment and claimant count in North Yorkshire remains significantly below regional and national averages. Richmondshire is currently the lowest in the county, with Scarborough showing the highest claimant count rate in North Yorkshire, but these are still below regional and national averages.
- At the height of the pandemic, the number of furloughed workers in the County was among the highest in the North of England. However, towards the end of the furlough scheme, this had reduced to below national averages.
- Constrained labour supply will be a limiting factor on future growth opportunities.
- There remains long standing wage discrepancies between different parts of the County and between the wages of residents and of workers within an area.
- The Government's business support programmes have so far been successful in protecting jobs and businesses through furlough support.
- An emerging effect of the pandemic is that of sharply rising inflation which, exacerbated by war in Ukraine, is forecast to reach up to 8%.

Activity over the last year in relation to the Economic Growth plan included:

- The development of the Harrogate 47 commercial units at the A1(M) junction in Flaxby, with NYCC supporting the transport infrastructure to enable the scheme to progress.
- £32 million secured for Harrogate, Selby and Skipton through the Transforming Cities Fund to improve the town centres.
- Support to Scarborough Borough Council to progress Towns Fund investment of £37.3m in Scarborough (£20.2m) and Whitby (£17.1m).
- Development of a Cultural Framework for North Yorkshire was recently agreed by the Executive, supporting economic growth, transformation and social cohesion.
- Transport maintenance is very important to keep everyone moving, for example Kex Gill A59 improvements.
- Development of cycling and walking infrastructure plans to support active travel
- Working with the LEP to help grow the skills agenda (17k supported over 7 years).
- Development of a Skills Strategy for North Yorkshire with City of York Council and

looking post-Covid at the future skills needs of the economy in North Yorkshire with the University of York.

- NYCC have spent £215m with local businesses in the county on goods and services. Preston is an example of a local authority that has made a commitment to buy local. It is felt there will be a bigger opportunity to buy local more as part of the new unitary council.
- Supporting Government plans around ELMS (Environmental Land Management Scheme) to help reduce carbon emissions and help the development of an environmentally friendly future.
- Enhanced broadband connections for residents, with town centre Wi-Fi now up and running across the county (21 in total), plus developing 5G plans.

As part of Local Government Reorganisation, an Economic Development Strategy workstream is set up and led by Trevor Watson from Harrogate Borough Council to review existing economic data, looking at plans and policies and to commission work on a new Economic Growth strategy. There will be opportunities to access funding from the Shared Prosperity Fund, Towns Deals and the Transforming Cities fund.

Members discussed the report and made the following comments:

County Councillor Paul Haslam felt a more joined up approach with the LEP was needed, particularly around the pillars of environment, social, governance. He also noted that there was no mention of the Circular Economy in the report, and suggested NYCC support local businesses as much as possible, for example buying from local farmers as part of school dinner ingredients.

County Councillor David Staveley noted that the existing District and Borough Councils already have established economic growth plans in place for their areas, and whether there would be a process of bringing them all together as part of the new authority, given that each area has its own individual issues.

In response, Liz Small commented that all councils area are represented on the workstream group set up and that the best practices of the districts and boroughs should be reflected in any plans put forward.

County Councillor Paul Haslam reiterated this, feeling that the new authority should ensure the best of everything is kept and councillors are involved in steering this work. He also felt a commercial approach will be required and this may take time to get right.

County Councillor Stanley Lumley asked about the bounce back of the North Yorkshire economy in the year ahead. Liz Small responded that a strong summer for domestic accommodation and hospitality is expected, however there could be difficulties for the farming sector as part of the introduction of the ELMS. This had also been considered as part of the work of the Rural Commission.

Mark Kibblewhite added that nationally GDP is almost back to pre-pandemic levels, but the recovery has reached a shelf, with the rise in National Insurance and household bills kicking in. He also noted that following Covid, a trend has developed of people retiring earlier and reassessing their work/life balance, therefore the labour market is shrinking. County Councillor David Staveley added that retaining staff is a real issue for businesses to continue providing services, as this will hold back the recovery of the economy.

County Councillor Karl Arthur made a comment about finding a balance between raising interest rates to combat rising inflation and not going too far and causing a financial crash.

County Councillor Stanley Lumley asked about the town centres in North Yorkshire with less people working in offices regularly and the knock on effect this has on local

businesses. Liz Small responded that this is an issue that Directors of Development have been discussing, to repurpose town centres to become more leisure based in the future.

County Councillor Stanley Lumley summed up and thanked the officers for attending the meeting.

Resolved:

- 1) That the report is noted.
- 2) That an update report on the North Yorkshire County Council Plan for Economic Growth be brought back to the committee in 12 months.

155 Waste Collection and Treatment in North Yorkshire - Report of the NYCC Corporate Director – Business and Environmental Services

Considered – A report by Michael Leah, Assistant Director, Travel, Environment and Countryside Services at the County Council regarding the waste collection and treatment in North Yorkshire.

It was noted that the Government is still in the process of responding to consultations in this area, so the plans are not fully finalised at the moment.

The key points from the presentation of the report are as summarised below:

- There are three main ways of collecting waste from the kerbside in North Yorkshire: co-mingled, twin stream and multi-stream. The borough and district councils each use one or a combination of these methods, there is no uniformity currently.
- At a national level no method is seen as the best way to collect waste. The existing methods used are based on the challenges for particular locations, with lots of variety across North Yorkshire between rural and urban areas.
- The Resources and Waste Strategy for England will be enacted as part of the Environment Act. The Government undertook three consultations last summer, on extending producer responsibility, introducing a deposit return scheme and consistency in collection.
- As part of the Environment Act, core recycling materials will be defined for local authorities to collect for recycling or composting, and these must be collected separately, taking into account the economic and environmental implications.
- It is expected that there will be a mandate for food waste to be collected separately.
- As part of the Local Government Reorganisation process, officers are working towards a single, uniform service solution for North Yorkshire, which will aid clear communications to residents across the county and expected to lead to waste minimisation.
- There should be benefits of this through economies of scale in terms of vehicles and bins, route optimisation and consolidation of the processing of collected material. With a consistent approach, this should lead to savings with reduced support required from the back office.
- There is expected to be significant environmental benefits to implementing a consistent collection service across the county.
- There remains a lack of clarity around the Resources and Waste Strategy, therefore officers are working with district and borough council colleagues to progress options quickly ahead of any Government announcements.
- On waste treatment, there are three approaches to consider: Reconfigure the existing mechanical treatment at Allerton Waste Recycling Plant, looking at merchant facilities such as an Anaerobic Digester, or procuring new facilities to carry out the changes.
- The Government response to the Extended Producer Responsibility (ERP)

consultation to transfer the cost of packaging material to the manufacturer is awaited. Therefore, when designing those products the manufacturers design it with less waste, but delayed 12 months until 2024.

- It is expected that the proposals set out in the Deposit Return Scheme and the Consistency of Collections consultations will be going ahead, which means a mandatory weekly food waste collection. It is anticipated that the money raised from the ERP will go towards funding the food waste collections.
- Other changes include mandatory introduction of an in-store take back of disposable cups and mandatory recycling labels from the end of March 2026

There followed a discussion, the key points of which are summarised below:

- County Councillor Andy Paraskos queried the rate of recycling shown in the presentation for Harrogate and how the cost of the introduction of a separate food waste collection would be funded. Michael Leah responded that the Government have indicated that the ERP scheme would go towards funding the mandatory food waste collection.
- County Councillor Paul Haslam asked about the scope for efficiencies and the time it would take to work through this, in line with policy changes from Government. A 'waste dating' service was suggested, to try and reuse waste wherever possible. Michael Leah responded by highlighting that it was key for households to reduce waste initially, ahead of any reuse or recycle. The opportunity to work together with district and borough colleagues as part of Local Government Reorganisation will make it easier to advance ideas such as a potential 'waste dating' service in the future.
- County Councillor David Staveley suggested a European-style waste collection service with waste disposal via communal skips. Michael Leah responded that whilst communal waste collection may work in an urban setting with lots of households in close proximity, in rural locations this could be difficult in terms of the location of the skips. There was also the reaction of residents to such a change to consider, moving away from the wheeled bins for each property they have become used to.
- County Councillor David Staveley responded that the construction of new builds are an opportunity to think differently, noting the introduction of solar panels and EV chargers into more new properties. Planning policy could be revised to promote these options to property developers.

In summing up the discussion, County Councillor Stanley Lumley thanked Michael Leah for attending and felt there was a big challenge ahead for waste collection and treatment as part of the new unitary authority. It was important that there is no service interruption to residents, with continuity needed initially before any remodelling of services takes place.

It was felt appropriate for a report to return towards the end of 2022 to update Transport, Economy and Environment Overview and Scrutiny committee members on progress.

Resolved:

- 1) That the report be noted.
- 2) That a report come back to the committee towards the end of 2022 to provide a further update.

156 Committee Work Programme

Considered -

Daniel Harry introduced the report. Committee members reviewed the work programme and commented upon it to hand over to the new committee members and see if any issues

need to come back.

A standard report will be going to the next Transport, Environment and Economy Overview and Scrutiny Committee in July following the elections to set out the initial work programme for the Committee.

Resolved:

- 1) That the work programme be noted.

157 Any Other Business

At the invitation of the Chairman, County Councillor Carl Les addressed the meeting, expressing his thanks to County Councillor Stanley Lumley for chairing the committee and the Scrutiny Board. It is hoped the new members of the Transport, Economy and Environment Overview and Scrutiny Committee will continue the good scrutiny work of the current committee members.

County Councillor Derek Bastiman agreed with the comments from the Leader and thanked the Democratic Services officers involved in the scrutiny committees.

In closing the meeting, County Councillor Stanley Lumley thanked all officers and committee members for their contributions to the Transport, Economy and Environment Overview and Scrutiny Committee.

The meeting concluded at 11.40 am.

**North Yorkshire County Council
Transport, Economy and Environment Overview and Scrutiny Committee - 11 July
2022**

Overview and Scrutiny at North Yorkshire County Council

Report by the Assistant Chief Executive (Legal and Democratic Services)

1.0 Purpose of Report

- 1.1 To provide Members with a summary of how overview and scrutiny is undertaken at the Council; the way in which subjects for scrutiny are identified; why it is important and what role Committee Members have to play.
- 1.2 The report also provides Members with details of some of the specific responsibilities and powers relating to this Committee.

2.0 Introduction/background

- 2.1 The Local Government Act 2000 first introduced the requirement for every Local Authority to include provision for at least one Scrutiny Committee. Under this Act and associated legislation, Scrutiny can make recommendations to the Executive and other local bodies. The Committees also have the power to question Cabinet Members, Council officers and representatives of other organisations, such as health and community safety agencies. The committees can also investigate any issue which affects the local area or its residents.
- 2.2 For more detail on the roles and responsibilities that the Overview and Scrutiny Committees have, please refer to the North Yorkshire County Council Constitution – <http://www.northyorks.gov.uk/article/24041/The-council-constitution>

3.0 Why it is important

- 3.1 Overview and scrutiny provides an important check and balance, helping to ensure that the decisions made by the executive reflect the needs of local people, are financially robust and are in keeping with the strategic priorities and responsive to the operational demands of the Council.
- 3.2 Where overview and scrutiny is not active, engaged and inquisitive, then there is a risk that some strategic and operational issues could be overlooked and opportunities for early intervention and action missed. Examples of where this has occurred in other local authorities, albeit at the extreme, include: child sexual exploitation in Rotherham MBC; poor care and high mortality rates at Mid Staffordshire NHS Foundation Trust; and governance failings at Tower Hamlets LBC.

4.0 How it contributes to the Council's outcomes

- 4.1 In addition to being an important check and balance and providing early warning, scrutiny aims to contribute to the Council's corporate outcomes in many other ways, including:
- Enabling Councillors to become directly involved in the development of: policy and strategy; consultation and public engagement planning; and the performance management of the Council

- Keeping Councillors and the public informed of key issues, priorities and initiatives
- Enabling direct engagement with the people of North Yorkshire
- Acting as a critical friend and providing Cabinet Members and senior officers with a non-partisan forum in which to test out ideas, approaches and gain feedback and suggestions
- Providing a structure, through the call-in process, for scrutinising specific decisions of the Executive
- Scrutinising issues of public concern beyond the remit of the Council

5.0 The overview and scrutiny committees

5.1 The Transport, Economy and Environment Overview and Scrutiny Committee is one of the five thematic overview and scrutiny committees, each of which meet in public four times a year. Its role is to scrutinise the planning, commissioning and delivery of transport and communications infrastructure of all kinds, how the transport needs of the community are met, support to business and helping people develop their skills, sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement and cultural issues.

5.2 The other four Overview and Scrutiny Committees are:-

- Corporate and Partnerships - the Council's corporate organisation and structure, resource allocation, asset management, procurement policy, people strategy, equality and diversity, performance management, communications, partnership working, community development and engagement and community safety (as the designated Crime and Disorder Committee).
- Young People – focussed upon the interests of young people, including education, care and protection and family support
- Care and Independence – focussed upon the needs of vulnerable adults and older people and people whose independence needs to be supported by intervention from the public or voluntary sector
- Health - focussed upon the planning, provision and operation of health services in the County with the aim of acting as a lever to improve the health of local people and ensuring that the needs of the local people are considered as an integral part of the delivery and development of health services.

5.3 Overview and scrutiny functions are also supported through the following bodies:

- Scrutiny Board – this is made up of the Chairs of the five thematic overview and scrutiny committees and enables work to be co-ordinated, opportunities for joint scrutiny to be identified, and committee Chairs to act as critical friends.
- Police, Fire and Crime Panel - which scrutinises the Police and Crime Commissioner. There is also a Complaints Sub-Committee which meets on an ad hoc basis.
- Looked After Children's Members Group – this is not a formal committee but acts as an informal advisory group to the Executive Portfolio Holder for Children's and

Young Peoples Services. The group performs a role consistent with statutory guidance for local authorities to promote the health and well-being of looked-after children.

6.0 Mid Cycle Briefings

6.1 In addition to formal meetings of the committees, there is also a system of Mid Cycle Briefings. A Mid Cycle Briefing enables the Chair, Vice Chair and Spokespersons for each committee to meet in private four times a year to: discuss the work of the committee; identify areas for in-depth scrutiny; and have an early discussion with commissioners and providers about topics that may be confidential or under development.

7.0 Different approaches to overview and scrutiny

7.1 In addition to formal committee meetings and Mid Cycle Briefings, there are a number of approaches that Overview and Scrutiny can take, including:

- Task and finish groups – these are informal, time-limited bodies comprised of councillors that are established by the committee to undertake a discrete piece of scrutiny work and then report back their findings and recommendations.
- In-depth Scrutiny Review – this is when the committee undertakes a prolonged and detailed piece of work, which includes: desktop research; expert witnesses, typically commissioners and providers; service/site visits; and engagement with service users. This approach combines formal committee meetings and the use of a Sub-Group.
- Select Committee – where an overview and scrutiny committee works as a whole committee to address a particular issue. Typically, this would involve a one-off meeting lasting a day where a range of expert witnesses are invited to attend and give evidence. The committee members then analyse the evidence given and make recommendations for improvements.
- Call-in – this is when non-executive members of the Council can have decisions of the Executive considered by a scrutiny committee.
- Joint scrutiny – this is when there is an issue that is directly relevant to more than one overview and scrutiny committee and so a collaborative approach is taken. This can be internal or external. External joint scrutiny is often undertaken by the Scrutiny of Health Committee.

8.0 Role of committee members

8.1 All the members of an overview and scrutiny committee have a key role to play in ensuring that Council and other public sector services are delivered effectively, efficiently and that they achieve good outcomes for local people. The things that committee members can do, include:

- Contributing to the development of the committee's work programme, providing constructive challenge and suggesting topics for inclusion
- Actively engaging with all stages of the scrutiny process, including any additional groups or meetings that are setup outside of the scheduled, formal meetings of the committee
- Developing constructive relationships with other members of the committee, the relevant portfolio holders and service leads

- Working apolitically as a committee, with a strong focus upon service improvement and outcomes
- Receiving the data, information and analysis that is presented in an impartial manner
- Assessing the data, information and analysis presented to the committee and testing the conclusions that are drawn
- Contributing to the development of recommendations, based on the committee's deliberations, which are specific, realistic and relevant.

9.0 Some examples of areas covered by the Transport, Economy and Environment Overview and Scrutiny Committee

9.1 Set out below are some of the areas covered by the Committee in 2021/22:-

- Vehicle activated speed signs
- 20mph speed limits
- Single use plastics and waste and recycling in general
- Rural bus services
- Broadband and mobile phone coverage
- Flood prevention and management

10.0 Work programme

10.1 The topics for overview and scrutiny are identified by the committee Chairs, Vice-Chairs, Spokespersons and Members, advised by the relevant overview and scrutiny officer, using some of the following sources of information:

- Performance data, information and analysis - in particular, when it has been benchmarked against similar Local Authorities
- Inspection reports, such as those produced by the Care Quality Commission
- National research findings
- National policy changes
- National and local consultations and public engagement events
- County Council Plan
- County Council budget and delivery against savings proposals and targets
- Agendas for Executive
- Local issues raised by elected members, members of the public or highlighted in the media
- Local networks and partnerships.

- 10.2 Where an initial area of interest or line of inquiry is identified, further information is gathered to ascertain whether this is a valid area for scrutiny that will add value and not duplicate work that is already underway.
- 10.3 On every agenda for formal meetings of the overview and scrutiny committees, there is an item on the committee work programme. This provides Members with an opportunity to reflect on the issues that have been identified and assure themselves that they are appropriate for the committee.
- 10.4 The work programme for this committee is a separate item on the Agenda for today's meeting.

11.0 Further information

- 11.1 Further information on Overview and Scrutiny is available on the North Yorkshire County Council website - [Overview and scrutiny | North Yorkshire County Council](#)
- 11.2 The officer supporting the work of this committee is:
- Will Baines, Principal Democratic Services and Scrutiny Officer
Email: william.baines@northyorks.gov.uk
Tel: 01609 533885.
- 11.3 Committee papers are available from the North Yorkshire County Council website as follows - [Committee structure | North Yorkshire County Council](#)

12.0 Recommendation

- 12.1 That Members note this report

Report Author: Will Baines, Principal Democratic Services and Scrutiny Officer

County Hall, Northallerton

June 2022

Background papers relied upon in the preparation of this report - None

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Transport, Economy and Environment Overview and Scrutiny Committee

11 July 2022

Report of the Corporate Director - Business and Environmental Services

Annual report on the progress and performance of NY Highways

1.0 Purpose of Report

- 1.1 To provide members with an update on the progress and performance to date of NY Highways, the County Council's company for the operational delivery of highway services.

2.0 Key Background Information

- 2.1 A highway delivery options exercise was undertaken in 2018/19 to determine the mechanism for the operational delivery of highways services. In April 2019 the Executive approved the implementation of a wholly owned "Teckal company" to deliver the highways operational services. A Teckal company was recommended as the preferred way forward as this would provide greater flexibility for NYCC. Future years capital budgets were unclear, it was clear that innovation and efficiency needed to be a main driver for a replacement Highway Maintenance Contract. Upon the approval of the Teckal company a 5 Year Plan was developed which contained the following goals:

- 2019/20 and 2020/21 Development of NY Highways (years 1 and 2)
- 2021/22 Implementation of NY Highways (year 3)
- 2022/23 and 2023/24 Review performance of NY Highways (years 4 and 5)

- 2.2 NY Highways is currently in Year 4 of the 5 Year Plan and has embarked on undertaking collaborative reviews with NYCC colleagues on current and future ways of working that promote innovation and efficiency throughout its services.

Achievements to date

- 2.3 A number of achievements have been recognised during 2021/22 notably:

- Seamless mobilisation of NY Highways
 - Smooth transition of 200+ staff across to NYH
 - Mobilisation during Covid 19 pandemic
 - Staff induction days across the county for TUPE staff
 - Public did not feel any drop in service standards
 - Delivering services from Day 1
 - Integration of brand new and Ringway purchased vehicles
- Successful delivery of the winter service
 - The winter service is crucial for NYCC, it aims to ensure the public highway is safe and accessible through the winter periods.
- Delivery of the Capital schemes programme
 - Capital schemes are delivered both in house and via the use of other contractors. The in-house delivered schemes have seen greater collaboration with the focus on achieving NYCC objectives and as they have been charged on a cost basis this drives efficiency and quality. Externally delivered schemes such as carriageway resurfacing have been delivered in works packages

through external contractors managed by NYH, these works packages are demonstrating value for money as they are competitively priced for each works package. Generally the works packages are delivered at a lower cost than the previous contract.

- Storm Arwen
 - Storm Arwen swept through the County in November 2021, NYH provided resource along with its sub-contract network to successfully attend and resolve the many incidents that occurred during the severe weather conditions.
- Introduced new methods of service delivery
 - Spray injection patching
 - Pothole pro
 - Maintenance free traffic signs
- Release of 5-year carbon plan which has been approved at NYH Board meetings.
- Off Grid Power
 - Installation of two wind turbines/solar arrays to store electricity for overnight charging of batteries that power portable tools/plant.
- Secured £15k Local Council Road Improvement Group (LCRIG) Innovation funding
 - Funding to develop NYH carbon reporting App
 - App will take data from the Asset Management system and calculate the carbon cost of the defect repair alongside the financial cost.
 - Aligned with the Future Highways Research Group's recommendations for carbon measurement which has been sponsored by Association of Directors of Environment, Economy, Planning and Transport (ADEPT).
- Roll-out of the Connected Safety Net (CSN) applications for Safety and Audit
 - A mobile device application to digitally record audits and inspections on site and in the depots.
 - A digital Incident recording tool (Accident book) that is GDPR compliant and track the incident through the investigation process and closure.
- Roll-out of a pilot scheme for Kaarbontech Gully solution
 - The new gully solution gives a risk based approach for gully cleaning based on previous year's data along with Environment Agency data to determine the number of gullies to be cleaned each year. The analysis of this data will ensure that the gully crews only need to attend gullies that require attention, therefore saving time and costs associated with gully maintenance.
 - During the NYH mobilisation period, five new state of the art gully tankers were purchased to complement the existing three tankers, these five new gully tankers cost £965,535 to purchase and were seen as a significant addition to the fleet to ensure delivery of the gully maintenance service. These five new vehicles have been plagued with issues, in person conversations between NYH Managing Director and the suppliers Directors have taken place to understand the issues and seek resolution. The downtime created by these new vehicles has hindered the delivery of the gully cleaning system, alternative hire vehicles were sought to replace the new vehicles, this was a challenge, vehicle hire during the Pandemic has been very challenging, and when vehicles could be sourced, they were substantially more expensive than pre-Pandemic rates (supply and demand, and the lack of new vehicles being manufactured). Although NYH has experienced these difficulties during the Pandemic and vehicle issues, it still managed to attend around 75% of the programmed gullies, which is comparable with the previous contractor's performance.
- Roll out of public satisfaction questionnaires via QR code
 - Developed a system that makes it easier for members of the public to give feedback on their experience of NYH's delivery. For each scheme or

substantial piece of work NYH notifies residents of the works and the timescales and this notification also now includes a QR code that the customer can scan and give instant feedback, this feedback is electronically recorded and stored by scheme which enables easily reviewable information to drive improvements and also recognise praise. The system has been relatively inexpensive to implement and saves on time and costs for delivering additional conventional feedback cards, postage, printing, time for manual recording & evaluation the returns.

- Development of AI Cameras to automate Near Miss recording
 - A trial is progressing using data from Cameras at Seamer Carr and Kirby Misperton depots.
 - The technology recognises when staff are working in a depot without the required PPE.
 - Development of the system is also looking to identify vehicles not following the one way systems and also when pedestrians come within 2m of a moving vehicle.
- Introduction of Depot Supervisors
 - These new roles have added value to the way NYH work as the supervisors organise and prepare materials for operatives, maintain depot material stock levels and control plant/equipment which results in less time spent in the depot for operatives.
- Delivery of Private external works
 - Street lighting for Private developers. Work has been won through both the Design and build packages offered by NYCC and private installation work through tender.
- Accreditation for Highway Electrical Association membership
 - The Street Lighting Dept are working towards full membership of the HEA (Highway Electrical Association). This is a pre-requisite to getting ICP (Independent Connection Provider) status which will reduce the current reliance on the District Network Operator for power connections with benefits in terms of more efficient scheme delivery
- Power BI reporting suite
 - Creating management information to drive improvements in efficiency, quality and customer care
 - Easy access to data held on the Symology Asset management software
 - Visual reporting for big data such as Vehicle usage and Defect repairs.
- Agreement with NYCC of outcome based performance indicators
 - Development of the indicators is ongoing with the definition documents in draft for each one.
- Recruitment of 7 apprentices across the business
- TUPE transfer of NYCC staff
 - Commercial Services Team have successfully TUPE transferred in to NYH to enhance the contract management and performance of the services delivered via NYH. The NYH commercial team have an SLA with the County Councils Highways and Transportation Service Unit to provide commercial advice/services back to the council when required.

2.4 **Current position**

NYH is currently working on a number of initiatives that will add value to its business:

- NYCC budget savings
 - Delivery of £350k of efficiency savings in revenue activities during 2022/23.

- Employing Apprentices
 - Actively seeking to employ and develop more apprentices within the business, currently looking to employ 14+ apprentices within 2022/23.
- Increase the operational staff
 - Actively seeking to increase the workforce base by 10% per year to ensure continuity of service with a current workforce with a high age profile. Also increasing our staff base and resilience will reduce our need for sub-contractors, which in turn will reduce our overall operational costs. The increase in operational staff will also help with the provision of winter services where we are experiencing staff shortages and heavily reliant on sub-contractors, fixed term employees, casual employees, etc. The increase in operational staff numbers has been budgeted for within the current financial year.
- Develop staff
 - Continue to develop staff across the business to reach their full potential. NYH is also developing a “fast track” programme of training for new employees that are new to our industry. Due to an industry shortage of construction/highway operatives, NYH will aim to attract employees from other industries and re-train/up-skill them in order to meet its staffing requirements.
- “lunch n learn” events
 - Actively promote lunch n learn events for NYH, NYCC, WSP & APP to increase staff awareness of products and services available within the market place, this may also contribute to employees CPD.
- Trial innovative and new ways of working
 - Continue to trial innovative and new ways of working to increase efficiency, reduce costs and increase customer satisfaction. By attending “lunch n learn” sessions, reading industry literature and attending national events. NYH will seek out new opportunities to deliver NYCC services to better standards, better quality, demonstrate better whole of life costs, increased efficiency, improved customer satisfaction, etc. The driver now being about ensuring NYCC achieves the best results for every penny it spends.
- Staff restructure
 - NYH is about to embark on a full restructure of its business, the restructure aims to streamline the way NYH delivers its services for NYCC. The restructure will focus on task based specialisms rather than District boundaries, this new method will ensure consistent county wide service delivery within the focused task based specialisms, which will generate greater efficiency and ensure county wide standardisation of processes, quality, etc.
- ISO accreditation
 - Seek to gain ISO 9001, 14001 & 45001 accreditation for the company, gaining these accreditations will create more tendering opportunities for NYH.
- Review Schedule of rates (SoRs)
 - Continue to undertake cost/value reporting to enhance the accuracy of the cost base and drive out further efficiencies.

2.5 Forward look

Looking forward the NYH Business Plan describes the future aspirations of NYH, the main points being:

- NYCC/NYH working together to create efficiencies and encourage innovation/ new ways of working in order to meet the £1m savings targets within the MTFS.

- Continue to deliver the 5-year carbon plan, with the main focus being to Eliminate, Reduce, Substitute & Compensate for carbon wherever possible. The carbon plan outlines numerous initiatives that will lower the carbon outputs of the highway service via a targeted and specific 5 year programme.

3.0 Conclusion

3.1 NYH in its first year has met and exceeded the expectations of a business start-up running road maintenance of the biggest geographical highways network in the UK. The main success criterion was that the customer, the public, noticed no discernible difference between the mature contract of Ringway Infrastructure Services and the new business start-up of NYH and this target was met. There have of course been challenges in the first year, especially internal systems and setup, but the foundations of a sustainable and profitable business, which will continue to deliver on its reputational commitment to its personnel and the communities in which it operates, are now in place ensuring delivery of the remainder of 5-year business plan.

4.0 Recommendation

4.1 Committee Members are requested to note the information within the report and offer comments or suggestions where necessary.

Author: Andrew Binner, Commercial Manager, NY Highways

Barrie Mason, Assistant Director - Highways and Transportation

Ross Bullerwell, Managing Director - NY Highways

Date: 24 June 2022

For further information contact the author of the report

5.0 Key Implications

Financial

5.1 There are no financial implications arising directly from this report as it provides an update on progress.

Equalities

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

Environmental Impacts/Benefits including Climate Change Impact Assessment:

5.3 The 5-year Carbon Plan positively contributes towards the reduction in carbon used when delivering the highways services.

Initial equality impact assessment screening form			
<p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Annual report on the progress and performance of NY Highways		
Officer(s) carrying out screening	Andrew Binner – NY Highways		
What are you proposing to do?	To provide members with an update on the progress and performance to date of NY Highways, the County Council's company for the operational delivery of highway services.		
Why are you proposing this? What are the desired outcomes?	This report is an update for members on the progress of NYHighways for the 2021/22 financial year. There are no outcomes other than ensuring that members are aware of how the Teckal company has performed.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristics			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	This is a members report on the performance of NYHighways. There are no proposals that would impact on people with protected characteristics		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:
Reason for decision	This is a report for information. There are no adverse impact on any of the protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	30 June 2022		

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North Yorkshire County Council

Transport, Economy and Environmental Overview and Scrutiny Committee

11 July 2022

Major Schemes Development in the County

Report of the Corporate Director – Business & Environmental Services

1.0 Purpose of Report:

- 1.1. To update Members of the Transport, Economy and Environmental Overview and Scrutiny Committee of the delivery of Major Schemes across North Yorkshire.

2.0 Background

- 2.1 For the purpose of this report, a major scheme is defined as a highways scheme costing in excess of £5million. This typically includes highway infrastructure such as bypasses, relief roads, larger bridges, transport hubs and town centre urban realm.
- 2.2 Over the past 40 years the County Council has developed basic proposals for a wide range of major schemes. These are generally local bypasses or diversion routes around communities. Many of these proposals have historically had strong local support from impacted communities.
- 2.3 In 2016 the County Council published the Strategic Transport Prospectus which set out how the County Council would like to work with the government, Transport for the North and the Northern City Regions to ensure that improved transport connections allow North Yorkshire, as England's largest county, to both contribute to and share in the economic benefits of the Northern Powerhouse. The document identified key strategic priorities of the Council which included the following major scheme proposals on the County Council's network:
- Realignment of the A59 at Kex Gill
 - Harrogate Relief Road Review (now the Harrogate Transport Improvements Programme)

The current Local Transport Plan and Strategic Transport Prospectus will be the subject of a review in the next 12 months and revised documents will be adopted by the new North Yorkshire Council. As part of this review, the list of pipeline schemes will also be reviewed and updated to reflect work that has taken place since 2016.

3.0 Levelling Up Fund

- 3.1 The Levelling Up Fund (LUF) was first announced in March 2021. The fund will invest in local infrastructure that has a visible impact on people and their communities. It will support investment in places where it can make the biggest difference to everyday life, including ex-industrial areas, deprived towns and coastal communities. It is also designed to help local areas select genuine local priorities for investment by putting local stakeholder support, including the local MP where they want to be involved. £4.8billion has been made available in England, through the fund, over the next four years (up to 2024-25).

3.2 On 23 March 2022 the Levelling Up Round 2 prospectus was released. The application window opened on 31 March 2022 and closes on 6 July 2022. At the time of writing, officers are finalising a transport bid to the Levelling Up Fund for approximately £39m for transformational access improvements to Seamer Station, Thirsk Station and Scarborough Station which will be the subject of a report to the Executive on 5 July 2022. Officers are also working closely with colleagues in Scarborough, Ryedale and Hambleton on what are known as constituency based bids to the Levelling Up Fund for complementary improvements to Scarborough Station and improvements at Malton Station.

4.0 A1(M) Junction 47

4.1 This project's brief is to strengthen transport connections, improve road safety and enhance reliance to support sustainable growth in Harrogate / Knaresborough and the wider A59 east / west corridor. In context the junction accommodates over 10,000 vehicles per hour in peak periods, of which approximately 70% head towards Harrogate.

4.2 A funding partnership between NYCC / Local Enterprise Partnership / National Highways and Developer contribution enabled site construction commencing in July 2020; the works were completed recently in April 2022 and since going live the junction has operated impeccably, delivering a successful project outcome and garnering positive publicity.

4.3 The works encompassed widening three slip roads to A1; signalling the junction's roundabout, new signals at the A59 / A168 link interchange, widening of A59 between J47 and Flaxton roundabout together with new lighting, signing and environmental enhancements via new planting and wetland habitat.

4.4 Delivery endured challenges through the pandemic, associated supply chain issues, difficult ground conditions encountered on the slip roads and interruption was also to the fore when the Great Crested Newt, a protected species, was found to be living throughout the sites drainage network; these issues have lifted the delivery cost from £7.7m to circa £10m. In mitigation National Highways have increased their financial contribution by a further £1.7m to partially compensate for cost increases.

5.0 Harrogate Rail Line scheme and additional services

5.1 The Harrogate Rail Improvement scheme involved infrastructure enhancements along the line with the aim of increasing line capacity to enable two trains per hour in each direction between Harrogate and York.

5.2 The infrastructure scheme was financed using LEP funding in the Harrogate Growth Corridor and was successfully completed in December 2020 and after a period of driver training and route familiarisation the additional services being ran by Northern Trains between Harrogate and York commenced in December 2021.

5.3 In recent months due to covid impacts and train crew resourcing issues Northern have had to revise the timetable on the line from May 2022. This included the temporary removal of two early morning and two late evening services which have left large gaps in the Harrogate Line timetable at those times.

5.4 North Yorkshire County Council alongside Harrogate Borough Council and the local Harrogate Line user group expressed disappointment at these proposals and requested alternatives options however Northern maintained their position that this

was the most appropriate temporary solution to manage their limited resources. Northern have promised to reinstate these services at the earliest opportunity however given the wider national rail issues it seems unlikely this will happen before the next timetable change in December 2022.

- 5.5 County Council officers will continue to work in partnership with the Borough Council and the line user representatives to press for the reinstatement of the services as soon as possible and a proposal to set up an officer based Harrogate Line Users Group is also being considered as part of plans to develop and agree what is required to build on the success of the infrastructure project and the additional services.

6.0 Schemes In Progress

6.1 A66 Dualling

- 6.1.1 The A66 dualling scheme runs from A1(M) junction at Scotch Corner to the M6 junction at Penrith in Cumbria. It is a national infrastructure project and will replace all the remaining sections of single carriageway with new stretches of dual carriageways with new grade separated junctions. The section in North Yorkshire will include a new junction adjacent to Mainsgill Farm. The scheme is strongly supported by County Council and aligns with the strategic transport aim for better east-west connectivity.

- 6.1.2 The route is a national strategic trunk road and as such the scheme is being developed by National Highways. North Yorkshire and Richmondshire District Council, alongside the other local authorities along the route have been heavily engaged in the scheme development process and a wide range of issues and concerns have been raised for consideration within the scheme. These include detrunking, rights of way impacts and opportunities for local active travel routes, local traffic impacts, as well as a variety of environmental issues and thus far officers are satisfied that the scheme proposals address those issues within North Yorkshire.

- 6.1.3 The A66 has also been included within Project Speed, which is a government initiative to accelerate delivery of major infrastructure projects. Again this has been welcomed by the County Council as it should see the final scheme completed up to five years earlier than normal, however there have been knock on impacts on officer time and resourcing which is currently being addressed through agreements on consultancy support that the scheme will fund.

- 6.1.4 The preferred design options for the scheme route and junctions were announced in 2020 and during 2021 and early 2022 public consultation exercises and further local authority engagement has been undertaken, prior to an expected Examination in Public which will run from October 2022 up to March 2023. We are currently awaiting publication of the final scheme designs and supporting documents for review in advance of the Examination.

- 6.1.5 Subject to endorsement by the Secretary of State of Transport of the Examination Inspectors report the start of construction is currently expected in Spring 2024 with an accelerated programme of works to be completed within five years.

6.2 A64 Hopgrove to Barton Hill Dualling

- 6.2.1 The A64 from the A1(M) to Scarborough is also a national trunk road and thus is the responsibility of National Highways. Between York and Scarborough the route is a

mix of single and dual carriageway sections and it regularly experiences congested traffic conditions during both the working week and weekends and especially during the busy holiday periods.

- 6.2.2 The A64 is a key route for North Yorkshire providing access to the Yorkshire Coast and the importance of its strategic east-west connectivity is recognised in our transport prospectus. The County Council, alongside other local authorities, and the business led A64 Growth Partnership, have consistently lobbied for much needed enhancements on the route to the east of York.
- 6.2.3 National Highways are currently undertaking feasibility work on the section between the end of the A64 York bypass at Hopgrove Roundabout and the start of the dual carriageway section at Barton Hill, near to Castle Howard. The approaches to Hopgrove Roundabout and the roundabout itself often experience severe traffic congestion the feasibility work is considering options to alleviate these problems.
- 6.2.4 In a recent A64 scheme update to key stakeholders it was confirmed that subject to final DfT approval that the public consultation exercise on the route options between Hopgrove and Barton Hill will commence at the end of July 2022 and run through to September. These dates would allow for feedback and responses to be received from some of the many summer visitors using the route as well as from local residents and businesses. The County Council will work closely with the A64 project team, other local authorities and the A64 Growth Partnership to ensure awareness of the public consultation is maximised.
- 6.2.5 Following the public consultation exercise the responses will be assessed and we expect a preferred route option will be confirmed by April 2023. This will then allow the scheme to continue to be considered by government for further funding for detailed design and delivery within its national Roads Investment Strategy.

6.3 **A59 Kex Gill Realignment**

- 6.3.1 This £61.6m baselined project features in the Department for Transport's (DfT) national strategic priorities top 10 within their Major Roads Network Programme and they have allocated funding of £56.1m towards the project; remaining funding emanates from NYCC
- 6.3.2 The scheme will address east / west network resilience issues on the A59 principal highway corridor, which traverses the Pennine hill chain reaching a moorland peak at Kex Gill; historically the A59 has endured numerous road closures due to subsidence and landslides in this high sided pass to the west of Blubberhouses and water course known as Kex Gill. Highway diversions are long and can be protracted over several weeks or months and associated economic disruption, while there is significant remediation cost implicated each time and an underlying risk to public safety.
- 6.3.3 Development progress is moving towards milestones targets at pace; construction tender bids are to be returned by 27 June 2022 and the Full Business Case (FBC) is scheduled to be submitted to DfT in late July, meanwhile positive statutory procedure progress is to the fore with respect to mineral rights from the Duchy of Lancaster, Common Land (Planning Inspectorate) exchange and local landownership acquisitions. If all matters can be satisfactorily resolved the Compulsory Purchase Order and Side Roads Order may be confirmed for September 2022.
- 6.3.4 The construction contract award is programmed for October 2022 following DfT, FBC approval when the full funding envelope is released. To enable principal works

commencement on site prior to the February 2023 bird nesting season, mobilisation / establishment of site set up is targeting pre-Christmas timeframes, with a view to being ready for site clearance in early 2023. Other enabling commissions include an advance order to the successful bidder, to support pre commencement Planning Condition discharges, also ecology and archaeology surveys are being undertaken during the summer months and further ground investigations to support value engineering options.

6.4 North Northallerton

- 6.4.1 This local plan spatial development supports the County Council's and Hambleton District Council's ambitious growth plan for, the construction of a mixed use development of housing, leisure, retail and office, including a new link road, that will facilitate business growth and economic development in a prominent location adjacent the market town centre.
- 6.4.2 Highway spine infrastructure to support new development is nearing completion, with the new bridge now built. Whilst the new road surface and lining has been carried out on the bridge there are still items of outstanding work to complete which include the installation of two toucan crossings and necessary signage. The County Council is currently waiting for a programme of works with indicative dates from the developers. Once all the outstanding work is complete the road will be subject to a safety audit and any matters arising will be addressed before the road can be opened to traffic.

6.5 Transforming Cities Fund (TCF)

- 6.5.1 The TCF programme encompasses three Rail Station Gateway projects in Harrogate, Skipton and Selby within NYCC, who together with York are recipient of a DfT £47.46m grant funding award. Administration is being provided by West Yorkshire Combined Authority (WYCA) who manage a wider portfolio of TCF funding in association with regional partner local authorities delivering 35 projects to the value of £317m plus local match funding of £140m. The fund has latterly been subsumed into the City Regions Sustainable Transport Settlement (CRSTS), though project deliverables are maintained, with added benefit of extended spending deadlines to March 2024. The three TCF projects in North Yorkshire are being delivered in partnership with Harrogate BC, Selby DC and Craven DC.
- 6.5.2 The Harrogate project is estimated at £10.9m and focuses upon enhanced multi modal travel options and urban realm improvements along the A61 Station Parade adjacent the Railway and Bus Stations, together with partial pedestrianisation of James St. and redesign of East Parade roundabout. Widened footways and segregated cycleway would be achieved by reallocation of highway space and reducing to single vehicle running lane with smart signals to mitigate congestion impact.
- 6.5.3 Preliminary design, two rounds of public / stakeholder consultation, Early Contractor Involvement (ECI) and Outline Business Case (OBC) has been achieved to date and development progress has refined the works scope towards a single option design. A further consultation will commence in July alongside the publication of the draft Traffic Regulation Orders required to implement the changed highway layout. Construction is targeted for an early 2023 start.
- 6.5.4 Selby is the largest TCF project at £24.5m and delivers a new Railway Station building and enriched arrival experience plus new entrance to east of line and car

parking off Cowie Drive. Enhanced integration with adjacent bus station, active modes routes on surrounding highway network, public realm areas including a new Plaza, upgrade to the Park, new underpass to Bawtry Road, new smart traffic signals adjacent the Abby and Ousegate Swing Bridge, upgraded pavement quality throughout and revitalisation of the Wharf area all feature in this benchmark project.

- 6.5.5 Delivery timelines mirror Harrogate, with the same Early Contractor Involvement (ECI) contractor now engaged and detail design currently in progress. An early 2023 mobilising timeframe is targeted to enable construction commencement by 22/23 financial year end.
- 6.5.6 Key risks applicable to the Selby project focus around land acquisitions in Wharf / Cowie area, mutual delivery support from Network Rail (NR), listed building consent demolitions, utility diversion (particularly in underpass area) engineering challenges of complex structural elements and underlying market inflation, which may tension budgets.
- 6.5.7 Skipton Rail Station Gateway project at £10m includes an improved urban realm place setting to the station, better walking and cycling links from the town centre along Broughton Road and Coach St (Craven funded component as part of Heritage Action Zone), improved connectivity to the bus station via Gas St plus a replacement Gallows Bridge and upgrade of canal towpath routes.
- 6.5.8 Development progress has reached detailed design commencement, Early Contractor Involvement work streams ongoing, Network Rail consents liaison and Full Business Case (FBC) preparation focus. Works mobilisation is aiming for pre-Christmas pending WYCA support of FBC to enable site construction commencement early 2023.
- 6.5.9 The respective project work programmes which aim to commence construction by spring 2023 are aligned with the TCF funding expenditure deadline of March 2024; while locally funded elements will carry on through to mid 2024.

7.0 Finance

- 7.1 There are no financial implications arising directly from this report as it is an update report. There are financial implications inherent in the individuals schemes detailed in this report

8.0 Legal

- 8.1 There are no legal issues arising from this report.

9.0 Equalities

- 9.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as Appendix A.

10.0 Climate Change

- 10.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as Appendix B.

11.0 Recommendations

- 11.1 That Members of the Transport, Economy and Environmental Overview and Scrutiny Committee note the delivery and progress of Major Schemes across North Yorkshire.

BARRIE MASON
Assistant Director - Highways and Transportation

Authors of Report: Louise Neale, Richard Binks

Background Documents: None

For further information contact the author of the report

Appendices:

- A Equality Impact Assessment
- B Climate Change Impact Assessment

Key Implications

Local Member

All

Human Resources - None

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	H&T		
Proposal being screened	Major schemes development		
Officer(s) carrying out screening	Louise Neale and Richard Binks		
What are you proposing to do?	<ul style="list-style-type: none"> Update Members on progress of major schemes 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To increase member awareness of the major schemes programme of work 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The Initiatives within the report are already funded		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known	No.		

inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.				
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No			
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	<p>In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.</p> <p>Potential schemes such as Thirsk and Seamer stations specifically target improving access for those people with reduced mobility</p>			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	30 June 2022			



Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	- Major schemes development
Brief description of proposal	Progress update on capital programme for travel infrastructure projects in excess of £5m
Directorate	BES
Service area	Major Projects and Infrastructure
Lead officer	Richard Binks
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	/06/2022

Options appraisal

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

Across the respective projects contained in this report, option production and review was a key step within the assurance process to ensure the best combination of strategic prioritisations are achieved; these take into account multi modal travel choice, social value, ecological considerations, together with best value and Business Case viability.

When delivering schemes consultation is carried out with residents and stakeholders to ensure that they are the correct schemes and that a consistent approach is taken to introducing carbon neutral measures within the build landscape

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

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

Each project covered has different levels of applicable grant funding, with a common theme of mitigating call on Council budgets. LUF and TCF projects focal point is improved transport hubs and compliance with new national design guidance orientated to active travel, public transport integration and improved pedestrian infrastructure. The basis of these changes to the highway / urban landscape are the foundation of the grant funding opportunity; in this respect the funding would not be forthcoming otherwise so are cost neutral to the Council, while maximising external funding sources.

Highway focused projects such as J47 and Kex Gill are 90% externally funded and no cost increases are directly related to climate change; tendered solutions require a commitment from bidders to demonstrate green credentials and use of local supply chains and resources within their quality bid in association with price.

It is intended that all schemes will be delivered within the funding that has been offered by the DfT and so will be cost neutral, however current market inflation conditions may result in higher tendered bids being returned than forecast.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	*			Active modes focus, reduced reliance upon private car, improved public transport and improved network efficiency		
	Emissions from construction	*			sustainable material supply chains, improved construction plant and company carbon neutral commitments will support cleaner construction activities		
	Emissions from running of buildings	*			New rail station buildings will incorporate best practise in terms of buildability, sustainable conscious design, operating resilience and ethical energy supply.		
	Other		*				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			*		Recycled material will be incorporated in design and construction as achievable		

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Reduce water consumption		*		Marginal improvements vis modern products in building design.		
Minimise pollution (including air, land, water, light and noise)	*			Air quality improvements applicable to modal switch travel options and public transport interchanges		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		*		Modest improvement to highway drainage reduce risk of flooding.		
Enhance conservation and wildlife	*			Projects include comprehensive ecology interventions ranging from creation of wetlands, new coppices, habitat investment, nesting sites and respect of wildlife seasons.		

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	<p>*</p>			<p>Projects are designed to enhance the natural beauty of NY landscape, respect national park stakeholder feedback and enhance town centre environments through place making upgrades and sense of arrival.</p>		
<p>Other (please state below)</p>		<p>*</p>				

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

In relation to building development these comply with BEAM (Building Environmental Assessment Method) best practices which support green buildings, while cycle infrastructure guidance LTN1/20 launched by the DfT during 2020 to improved cycle infrastructure standards is being adapted within project design.

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

Development of current Major Projects and infrastructure has encapsulated strategic directives to support proactive climate emergency features within design and construction. The transition to availing wider modal options, a focus upon public transport, greater interoperability, safer infrastructure for vulnerable road users and pedestrians are to the fore. Enhanced town centre environments and accessibility to support sustainable economic growth are a positive impact which this significant level of investment can bring, building upon the existing desirability of North Yorkshire to visit, work in or live.

Sign off section

This climate change impact assessment was completed by:

Name	Richard Binks
Job title	Head of Major Projects
Service area	Highways and Transportation
Directorate	BES
Signature	<i>RJBinks</i>
Completion date	30/06/2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 30/06/22

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Transport, Economy and Environment Overview and Scrutiny Committee

11 July 2022

Report of the Corporate Director Business and Environmental Services

North Yorkshire Local Flood Risk Management Strategy

1.0 Purpose of Report

- 1.1 To provide an update on the consultation and the process associated with the publication of the revised North Yorkshire Local Flood Risk Management Strategy (LFRMS).
- 1.2 To seek the views of the Transport, Economy and Environment Overview and Scrutiny Committee, in relation to the revision of the North Yorkshire Local Flood Risk Management Strategy, ahead of consideration by the Executive.

2.0 Executive Summary

- 2.1 This report provides an update on the Local Flood Risk Management Strategy including a summary of the results from the consultation undertaken with key stakeholders, public and organisations in North Yorkshire.

3.0 Key Background Information

- 3.1 North Yorkshire as Lead Local Flood Authority is required by the Flood and Water Management Act (2010) to “develop, maintain, apply and monitor a local flood risk strategy”.
- 3.2 North Yorkshire first published the Local Flood Risk Management Strategy (LFRMS) in 2016. The County Council is required to review and update the Strategy every six years.
- 3.3 The previous Strategy document has been reviewed and updated by officers to reflect national priorities as detailed in the updated Environment Agency National Flood and Coastal Erosion Risk Management Strategy for England.
- 3.4 The draft revised document has been circulated to Risk Management Authorities (RMAs), key stakeholders and neighbouring Lead Local Flood Authorities for their input which is key to the Strategy, given the number of interested organisations, with key roles, which have to work together to deliver flood risk mitigation.
- 3.5 An engagement event was undertaken with RMA’s and key stakeholders on 27 April 2022. This session focussed on the objectives and action plan, capturing the key targets and deliverables which it is considered will add value to flood risk management in the local authority area.
- 3.6 A draft revised document was produced which incorporated the feedback from the engagement. This was presented for public consultation, which commenced on the

13 May 2022 and closed on 12 June 2022. Feedback has also been sought from members of the Yorkshire Association of Local Councils.

- 3.7 Key changes to the draft Strategy include a review of the action plan (Section 2) setting out what has been achieved since 2015. Furthermore, a revised set of actions for the next period of the plan (2022 -2027) have also been included. In addition, the strategic objectives have been updated following an internal review and consultation with Risk Management Authorities and key stakeholders.

4.0 Key proposed objectives in the revised Strategy:

- 4.1 The key objectives that are proposed to take forwards in the revised Strategy are:
- A greater role for communities in managing flood risk, an opportunity that can also be developed further through LGR
 - Improved knowledge and understanding of flood risk and management responsibilities within NYCC and amongst partners, stakeholders, communities and the media
 - Sustainable development utilising sustainable drainage where ever possible
 - Improved knowledge of watercourse network and drainage infrastructure
 - Flood risk management measures that deliver social, economic and environmental benefits
 - Best use of all potential funding opportunities to deliver flood risk management measures
- 4.2 The action plan will include work which supports the achievement of these objectives which can be found in Section 2 of the Strategy.
- 4.3 The draft Strategy is included as Appendix A to this report.

5.0 Results of the Public Consultation

- 5.1 The public consultation received views from 26 individuals and six organisations. The feedback from the public consultation has now been incorporated into the revised Strategy. A detailed report of responses and comments is included in Appendix B and will be published as part of the Strategy later this year. A summary of the responses and some key highlights are set out below:
- 5.2 Overall the majority of respondents (80%) believed that the draft Strategy sets out the most significant flood risk issues for North Yorkshire, which is very positive. Of those that did not think so, the reasons identified included the lack of detail on main river flooding (eg Tadcaster), flooding from agricultural surface water (eg Filey), coastal flooding and flooding from new developments. Taking into account that the definition of 'Local Flood Risk' does not include flood risk from main river or coastal sources, this is to be expected. None the less, a number of projects are in high-risk areas where the risk may be from main rivers, for example, and the County Council will continue to work in partnership with the relevant agencies/organisations in these situations.
- 5.3 In relation to the public's views on the objectives set out in the Strategy, 42% 'definitely agreed' and 39% 'somewhat agreed' with the objectives. Of the objectives, the highest scores related to:
- a) 'Best use of all potential funding opportunities to deliver flood risk management measures' (81% 'definitely agreed')*
 - b) 'Improved knowledge of watercourse network and drainage infrastructure' (81% 'definitely agreed').*
 - c) Sustainable and appropriate development utilising sustainable drainage where ever possible (75% 'definitely agreed')*

5.4 In response to the options presented on the key themes for managing flood risk; natural flood management and the promotion of sustainable drainage systems (both 84%) were chosen as the most important followed by climate change (63%) and community involvement (59%).

5.5 The responses from the public consultation in relation to these themes are grouped together as below:

5.5.1 **Sustainable Drainage Systems, planning process and development** - The theme of sustainable drainage and in particular new developments was highlighted. Comments included the need to avoid passing risk elsewhere in relation to planning permissions; the need for greater detail on flood risk prior to planning permission being approved; no building on flood plains.

5.5.2 **Community Involvement** - We noted several comments with regards to community involvement. One response suggested that there was a need for a more streamlined and integrated response to support communities before, during and after flood events (including the development of action plans and the need for emotional support). Respondents highlighted 'the lack of influence that communities can have on flood risk' and the need to enable communities to 'influence decision making'. Some of the practical examples that were suggested in terms of supporting communities in this way included:

- the need for one point of contact and trained personnel to provide guidance and leadership to communities affected by flooding due to the multi-faceted and complex set of organisations involved;
- better coordination between agencies;
- single point of contact for emergency flooding situations and reporting flooding;
- provision of specific flood prevention equipment.
- Luttons Parish Council illustrated a community/North Yorkshire County Council project as a best practice example to clear a local watercourse.

In terms of ongoing work with the communities, North Yorkshire County Council will build on the community engagement work that has recently been undertaken in the Dales, following significant flooding. There are also a number of best practice examples of community involvement across North Yorkshire that will be used to form the basis of further community work. Actions relating to community engagement and a more integrated response to flooding have been included in the Strategy Action Plan.

5.5.3 **Preventative methods** – A number of respondents identified the need for greater emphasis on prevention which included:

- clearing of watercourses/rivers (dredging) and improved maintenance of existing infrastructure
- natural flood management measures (tree planting), introduction of beavers, permaculture methods
- work on land management techniques to stop agricultural run-off eg Filey.

Natural flood management is a particularly strong theme within the consultation. Projects such as the central government funded 'Innovation Resilience Fund' with York City Council are an example of the innovative projects that will look to incentivise landowners in the upstream catchments to deliver benefits to downstream communities. Where opportunities exist elsewhere in the County North Yorkshire County Council will utilise these and work with communities and partners in high risk areas.

- 5.5.4 **Climate Change and Zero Carbon.** Comments included the need to challenge central government on planning laws and the need for a robust strategy on zero carbon; and NYCC should act on its own climate change strategy.
- 5.6 In relation to the action plan set out in section 2 of the Strategy 39% 'definitely agreed' and 39% 'somewhat agreed' with the actions. A summary of comments not covered in this report so far are included below:
- Greater awareness raising of the support that is available eg flood doors.
 - Need to involve the internal drainage boards in actively managing waterways.
 - Need to focus on areas of flooding regardless of number of buildings flooded.
 - Need to build in emergency relocation plans and build in direct assistance for those affected by extreme weather events.

6.0 Conclusion

- 6.1 In conclusion, the objectives and actions within the Strategy have been updated to reflect the themes/issues brought up by key stakeholders/respondents consulted. This is positive and ensures that the Strategy is focussing on the relevant areas important to key stakeholders and those communities affected by flooding over the period of the strategy up until 2027. There is a need for the comments from the public consultation to be shared and discussed with partner organisations to incorporate and update existing or planned projects to better reflect the needs of those high-risk communities.
- 6.2 Pending comments from the Transport, Economy and Environment Overview and Scrutiny Committee, the draft Strategy will be submitted to and seek approval from the following:
- NYCC Executive Committee - 6 September 2022
 - Full Council Meeting - 17 November 2022
- 6.3 Once approved the Strategy will be placed on the North Yorkshire County Council website.

7.0 Recommendations

- 7.1 Members of the Committee are asked to consider and comment on the proposed draft Local Flood Risk Management Strategy.
- 7.2 Subject to any views expressed by the Committee, the draft Local Flood Risk Management Strategy is to be reported to the Executive for approval and recommendation to Full Council for Approval and adoption.

8.0 Reasons for Recommendations

- 8.1 The endorsement of the strategy by the committee will ensure that the County Council as Lead Local Flood Authority can be effective in supporting communities to be more resilient and better protected from flood risk.

Emily Mellalieu (Development Manager Team Leader)
 Mark Henderson (Senior Flood Risk Engineer) Date 16/06/2022

Appendices:

North Yorkshire County Council Local Flood Risk Management Strategy – Appendix A
 Consultation Summary of Responses – Appendix B

9.0 Key Implications

Local Member

All

Financial

This report to the Transport, Economy and Environment Overview and Scrutiny Committee is submitted for consideration and comment.

Notwithstanding this, the action plan includes indicative costs for a series of proposed actions relating to the County Council's functions. The allocation of funds towards specific projects will however be submitted for approval to the relevant decision maker when more detailed information is known and at the appropriate stages of project development. There is therefore no financial implication associated with the Strategy review at this stage, although decisions will be required during its delivery.

Human Resources

None

Legal

As Lead Local Flood Authority, North Yorkshire County Council is required under the Flood and Water Management Act, 2010 Section 9: Local flood Risk Management strategies: England) to 'develop, maintain, apply and monitor a strategy for local flood risk management in its area (a "local flood risk management strategy"). This report and the appended draft Local Flood Risk Management Strategy has been prepared in order to comply with the legal requirement.

Further consideration of whether any legal implications arise will be required during any delivery of key projects within the proposed Strategy.

Proper consideration as outlined in Appendix C is being given to equalities issues that are pertinent to the Strategy.

Equalities

See Appendix C.

Environmental Impacts/Benefits including Climate Change Impact Assessment:

Consideration has been given to the potential for any adverse climate change impacts arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts and/or they will be mitigated during the lifetime of the Strategy.

A copy of the Initial equality impact assessment screening form is available in Appendix D.

Local Flood Risk Strategy 2022-2027

Consultation Draft



Section 1: Policy Framework

**Why we need a strategy, what it contains,
and what we want to achieve**

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1 About the North Yorkshire Local Flood Risk Strategy

1.1 Why do we need a strategy?

In 2008, Sir Michael Pitt published his final report 'lessons learnt from the 2007 floods'. His report, which called for fundamental changes in the way the county is adapting to the increased risk of flooding, set out 98 specific recommendations that were required in order to substantially improve the way we deal with flooding in the UK.

One of the main recommendations was that local authorities should play a major role in the management of local flood risk, taking the lead in tackling problems of local flooding and co-ordinating all relevant agencies.

In response to the Pitt report, the government introduced the Flood and Water Management Act (2010) (FWMA). The Act gave county councils and unitary authorities a new leadership role (and the new title, 'Lead Local Flood Authority') in local flood risk management, designed to work closely with a new national leadership role for the Environment Agency (EA).

One of the duties given to Lead Local Flood Authorities (LLFA) is the development of a Flood Risk Strategy for North Yorkshire (described in the legislation as a 'Local Strategy') in which the County Council must develop, maintain, apply and monitor a local flood risk strategy.

Since the strategy was first launched in 2015 there have been significant and widespread flood events across the county. On Boxing Day in 2015 over 260 properties were internally flooded across the county, 513 properties and places were flooded in Richmondshire in 2019 and in 2020 approximately 96 were internally flooded across the county. Successive and repeated flooding events across the county from multiple sources e.g. main river, surface water coupled with the increasing pressure on limited resources, has underlined the importance of developing a more integrated, comprehensive and risk-based approach for managing the risks of flooding, including identifying clear lines of responsibility and targets for improvement.

This changing world is reflected in the publication of the Environment Agency's National Flood and Coastal Erosion Risk Management (FCRM) Strategy for England and the soon to be updated Flood Risk Management Plans¹. As such, the existing objectives and actions within the Local Flood Risk Management Strategy have been reviewed against these new and emerging national strategies and policies to ensure they are aligned. The FCRM strategy is underpinned by the EA's vision which states

'A nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100' – EA national FCRM strategy

The Local Government review will also substantially change the democratic landscape. North Yorkshire County Council will bring together 7 districts and the County Council. The new council and York City

¹ North Yorkshire is predominantly in the Humber River Basin Management Plan (RBMP), with a small area to the North of the county falling into the Northumbria FRMP, and a small area of the West of the county included in the North West FRMP.

Council, for example, will continue its close working relationship, reflected in the joint action plan as water does not recognise political boundaries and there is an ongoing need to look at solutions on a catchment scale to benefit those in York who live downstream of those within the NYCC area.

1.2 North Yorkshire County Council as Lead Local Flood Authority

NYCC recognises it has an important and challenging role to play as Lead Local Flood Authority in facilitating the delivery of flood risk management in its area by co-ordinating the activities of all relevant agencies.

As well as this general responsibility the Act assigns specific management functions to NYCC relating to 'local flood risk' – defined by the Act as flooding from Surface water, Ground Water and Ordinary Watercourses. These functions are expressed as 'Duties' – something we are legally obliged to do – and 'Powers' to be used at the authority's discretion.

NYCC's risk management duties are:

- To develop, maintain and apply a Local Flood Risk Management Strategy
- To develop and maintain information on flooding from ordinary watercourse, surface water and groundwater
- To investigate incidents of flooding in its area where appropriate and necessary and to publish reports
- To maintain a register of structures and features which have a significant effect on flood risk
- To respond to major planning applications on matters of local flood risk in its capacity as Lead Local Flood Authority

NYCC's permissive powers are:

- The power to designate any structure or feature that affects flooding
- To consent to third party works on ordinary watercourses
- The power to carry out works to manage flood risk from surface water and from groundwater

NYCC's permissive powers under the Land Drainage Act are:

- Maintain and improve ordinary watercourses and build new works
- Serve notice on any person or body requiring them to carry out necessary works to maintain flow in ordinary watercourses

Although NYCC has powers to do works in ordinary watercourses, the responsibility for the maintenance lies with the riparian owner. Hence NYCC is only responsible for maintenance where it is the riparian owner.

1.3 What is the North Yorkshire Flood Risk Management Strategy?

The Strategy is a legal document which provides a framework for addressing flood risk across the county. The development, maintenance and implementation of a strategy for the management of Local Flood Risk are statutory duties for the LLFA under the FWMA.

The act defines 'Local Flood Risk' as flooding from ordinary watercourses, surface water and groundwater. However, we recognise the importance of dealing with flood risk from all sources in a coordinated way, and so our strategy has been developed to reflect this.

The North Yorkshire Local Flood Risk Management Strategy is comprised of the following elements:

Section 1: Overview of the North Yorkshire Local Strategy – Why we need a strategy, what it contains, and what we want to achieve

[Section 2: The North Yorkshire Flood Risk Management Action Plan](#) – The latest programme of activities for managing and reducing flood risk in North Yorkshire

[Section 3: The North Yorkshire Flood Risk Management Protocol](#) – How we investigate and assess flooding and flood risk, and the actions we will take

[Section 4: An Overview of Flood Risk in North Yorkshire](#) – A summary of the geographical and economic context, and an overview of the sources of flooding

[Section 5: Flooding and Drainage Legislation](#) – A summary of the legislation and associated guidance

[Section 6: Roles and Responsibilities for Flood Risk Management](#) – Sets out the flood risk management duties and responsibilities of organisations, businesses and individuals

[Section 7: Financing Flood Risk Management](#) – An overview of the opportunities for attracting funding and investment in flood risk management

1.4 What do we want to achieve?

We have identified six objectives to help secure effective flood risk management for communities and businesses in North Yorkshire

1. A greater role for communities in managing flood risk, an opportunity that can also be developed further through LGR
2. Improved knowledge and understanding of flood risk and management responsibilities within NYCC and amongst partners, stakeholders, communities and the media
3. Sustainable development² utilising sustainable drainage where ever possible
4. Improved knowledge of watercourse network and drainage infrastructure
5. Flood risk management measures that deliver social, economic and environmental benefits
6. Best use of all potential funding opportunities to deliver flood risk management measures

² As defined within the 'National Planning and Policy Framework, Ministry of Housing, Communities and Local Government', 2021

These objectives are supported by an action plan of measures and actions that we are pursuing in order to ensure effective flood risk management across North Yorkshire. The action plan will be a living document that will be regularly amended and updated to reflect the changing nature of flood risk priorities.

1.4.1 A greater role for communities in managing flood risk, an opportunity that can also be developed further through LGR

A key challenge highlighted in our [Vision for North Yorkshire](#) is for the Council to play our part in helping develop the ability of communities to look after themselves to a greater degree than they already do. The development of community plans for managing and monitoring local flood risks is a key part of that vision.

We want to engage with communities through the development of tools and resources that will enable communities to identify flood risks, and to take action to improve adaptation and resilience or reduce those risks. Our [Action Plan](#) in Section 2 includes details of the steps we are taking to put this into place.

1.4.2 Improved knowledge and understanding of flood risk and management responsibilities

Effective flood risk management requires coordinated action and engagement from a wide variety of organisations and individuals. The complex nature of the causes of flooding, and also the complexity of the law in regard to flooding and drainage, mean that not everybody always understands or appreciates the roles that they should, or could, play in preventing or responding to a flood.

We want to play our part in increasing the knowledge and understanding of flood risk across the broadest possible range of organisations, businesses and communities through education, training and through the strong partnerships that we are developing with the other [Risk Management Authorities](#).

1.4.3 Sustainable development utilising sustainable drainage where ever possible

It is essential that new developments in North Yorkshire do not increase flood risk to existing communities and meet the highest possible standards for sustainability and environmental protection.

As statutory consultee to the planning process, we provide guidance and advice to Local Planning Authorities, developers and local communities in respect of individual planning applications where these effect or are affected by local flood risk. In doing so we seek to secure the application of high quality, multi-functional Sustainable Drainage Systems (SuDS), which follow the most up to date guidance, in new developments.

1.4.4 Improved knowledge of watercourse networks and drainage infrastructure

As the largest Council area in England, North Yorkshire also has one of the most extensive networks of watercourses and drainage features. Mapping of the critical features on watercourses, and of virtually the entire underground drainage network has never been tackled before, and so much of the things that contribute to, or protect communities from, flooding are not recorded.

It would be a huge and unrealistic goal to try to map and record all of these features and networks, but we are committed to capturing as much data and information as we can, particularly for locations where the risk of flooding is known to be the greatest.

Our [Action Plan](#) sets out the steps we are taking to develop and implement this important source of information.

1.4.5 Flood risk management measures that deliver social, economic and environmental benefits

Flood risk management measures are most effective and successful when they are integrated with the social, economic and environmental needs of the communities they sit within and serve.

We are committed to working with the widest range of partners and community representatives to achieve this, and to unlock the huge benefits that can be derived when multiple objectives can be delivered as part of a flood risk management initiative or scheme. This should include making reasonable efforts to align with the Council's current stated aims with regards to climate change, net zero carbon initiatives and net environmental gain.

Prioritising where these measures will be implemented is an important part of our role, to ensure that all available resources are used as effectively and efficiently as possible to help those communities and individuals with the greatest level of need.

To assist us in this task, we have analysed the predicted and historic flood risk throughout the County to inform future projects. Our [Action Plan](#) in section 2 of our Local Strategy details the steps we are taking to deliver these projects.

1.4.6 Best use of all potential funding opportunities to deliver flood risk management measures

To deliver effective flood risk management and to facilitate the delivery of initiatives and schemes that can reduce risk, we need to maximise the range and scale of the funding available.

We are committed to securing the highest possible levels of investment in flood risk management from the widest range of sources, through the identification of clear priorities and a well-structured programme that is attractive to both private and public sector funders.

[Section 7](#) of our Local Strategy highlights some of the funding opportunities that exist for addressing flood risk management.

1.5 Consultation and Communication Plan

The success of this strategy relies on effective partnership working and consultation with a wide range of partners and as such a great deal of discussion and agreement has been undertaken in the review of the action plan, strategy

The following engagement and information gathering activities have been carried out and drawn upon in the development of this document:

- Dialogue with individuals and communities

- Partnership working with other authorities
- Engagement with, and contribution to, regional and national discussions and initiatives
- Detailed investigation of historic flooding

We would now like to ask as many people as possible to feedback on this document, before it is formally adopted by North Yorkshire County Council.

We hope to be able to incorporate as much of your feedback in the final document, or in the documents and initiatives that support it, or in the programme of future opportunities and developments that will follow this review of our strategy.



1.6 Future Review of the Strategy

This document supersedes the previous strategy for North Yorkshire, which was published in 2015. This updated strategy will be monitored through overview and scrutiny processes and have an interim review and update in 2024 and a full review and update in 2027. The strategy will also be updated following the creation of the new unitary council for North Yorkshire in April 2023.

1.7 Glossary of terms and common abbreviations

Annual Exceedance Probability (AEP) The chance of a flood of a given size happening in any one year eg. a flood with a 1% AEP will happen, on average, once every 100 years.

Catchment A catchment is the total area that drains into a river or other drainage system.

Catchment Flood Management Plan (CFMP) A strategic tool through which the Environment Agency works with other key decision-makers within a river catchment to identify and agree policies for sustainable flood risk management.

Climate Change A long term change in weather patterns. In the context of flood risk, climate change is predicted to produce more frequent and more severe rainfall events.

Critical infrastructure Infrastructure which is considered vital or indispensable to society the economy, public health or the environment, and where the failure or destruction would have large impact. This would include emergency services such as hospitals, schools, communications, electricity sub-stations, Water and Waste Water Treatment Works, transport infrastructure and reservoirs.

Department for Environment, Food and Rural Affairs (DEFRA)

The UK government department responsible for policy and regulations on the environment, food and rural affairs.

Environment Agency (EA)

The Environment Agency was established under the Environment Act 1995, and is a Non-Departmental Public Body of DEFRA. The Environment Agency is the leading public body for protecting and improving the environment in England and Wales today and for future generations. The organisation is responsible for wide ranging matters, including the management of all forms of flood risk, water resources,

water quality, waste regulation, pollution control, inland fisheries, recreation, conservation and Navigation of inland waterways. It also has a new strategic overview role for all forms of inland flooding.

Environment Agency Flood Zones

Flood zones on the maps produced by the Environment Agency providing an indication of the probability of flooding (from rivers and the coast) within all areas of England and Wales.

Exceedance flows

Excess flow that appears on the surface once the capacity of an underground drainage system is exceeded.

Risk of Flooding from Surface Water (RoFSW)

These maps are held by the Environment Agency and give a broad indication of the areas that are likely to be at risk from surface water flooding – ie areas where surface water would be expected to flow or pond.

Flood Risk Regulations

Legislation that transposed the European Floods Directive in 2009.

Flood and Water Act 2010 (F&WMA)

The Flood and Water Management Act clarifies the Management legislative framework for managing flood risk in England.

Floods Directive

The EU Floods Directive came into force in November 2007 and is designed to help Member States prevent and limit the impact of floods on people, property and the environment. It was transposed into English law in December 2009 by the Flood Risk Regulations.

Fluvial Flooding

Resulting from excess water leaving the channel of a river and flooding adjacent land.

Lead Local Flood Authority (LLFA)

The authority, either the unitary council, or county council, with responsibility for local flood risk management issues in its area, defined in the Flood and Water Management Act.

Local Development Framework (LDF)	A non-statutory term used to describe a folder of documents which includes all the local planning authority's Local Development Documents (LDDs) such as the Sheffield Local Plan. The local development framework will also comprise the statement of community involvement, the local development scheme and the annual monitoring report.
Local Flood Risk	The risk of flooding from ordinary watercourses, surface water and groundwater.
Local Resilience Forums (LRF)	LRFs are multi-agency forums, bringing together all organisations which have a duty to co-operate under the Civil Contingencies Act, and those involved in responding to emergencies. They prepare emergency plans in a co-ordinated manner.
Main River	Main Rivers are watercourses marked as such on a main river map. Generally main rivers are larger streams or rivers, but can be smaller watercourses.
Ordinary watercourse	An ordinary watercourse is any other river, stream, ditch, cut, sluice, dyke or non-public sewer which is not a Main River. The local authority has powers to manage such watercourses.
Pitt Review	An independent review of the 2007 summer floods by Sir Michael Pitt, which provided recommendations to improve flood risk management in England.
Pluvial flooding	Pluvial flooding (or surface runoff flooding) is caused by rainfall and is that flooding which occurs due to water ponding on, or flowing over, the surface before it reaches a drain or watercourse.
Probability of flooding	The probability or chance of flooding is used to describe the frequency of a flood event occurring in any given year, e.g. there is a 1 in 100 chance of flooding in this location in any given year. This can also be described as an annual probability, e.g. a 1% annual probability of flooding in any given year. (See AEP).

Preliminary Flood Risk Assessment (PFRA)

A high level screening exercise that brings together information on significant local flood risk taken from readily available information.

Resilience measures

Resilience measures are designed to reduce the impact of water that enters property and businesses, and could include measures such as raising electrical appliances, concrete floors etc.

Riparian owners

A riparian owner is someone who owns land or property adjacent to a watercourse. A riparian owner has a duty to maintain the watercourse and allow flow to pass through their land freely.

Risk

In flood risk management, risk is defined as the probability of a flood occurring combined with the consequence of the flood.

Risk Management Authority (RMA)

An authority that is able to exercise functions for managing flood risk as defined in the Flood and Water Management Act 2010.

Strategic Flood Risk Assessment (SFRA)

A planning tool that provides information on areas at risk from all sources of flooding.

Surface water flooding

Flooding that takes place from the 'surface runoff' generated by rainwater or snowmelt which is on the surface of the ground and has not yet entered a watercourse, drainage system or public sewer.

Surface Water Management Plan (SWMP)

A tool to understand, manage and coordinate surface water flood risk between relevant stakeholders.

Sustainable Drainage Systems (SuDS)

A sequence of physical measures for managing rainwater that are designed to mimic natural drainage processes by attenuating and conveying surface water runoff slowly compared to conventional drainage.

Water Framework Directive

The European Water Framework Directive (WFD) came into force in December 2000 and became part of UK law in December 2003. It provides an opportunity to plan and deliver a better water environment, focussing on ecology. The WFD

sets environmental and ecological objectives for all inland and coastal waters in the UK.

Local Flood Risk Strategy 2022-2027

Consultation Draft



Section 2: Action Plan

2. The North Yorkshire Local Flood Risk Strategy Action Plan

2.1 What is the Action Plan?

The Local Flood Risk Management Strategy Action Plan sets out the practical measures that the county council and partners will deliver to help manage flood risk. The action plan has been produced by the county council as a specific element of the Local Strategy, and as such it captures many of the tasks and activities associated with delivering our Flood Risk Management functions.

This Action Plan builds upon the policy framework set out in the accompanying document ‘Managing North Yorkshire’s Flood Risk’, and is a living document which is regularly updated and amended to reflect the progress we are making and other necessary changes to the way we deliver flood risk management services.

3. How will updates to the action plan be managed?

Regular updates to the Action Plan will be carried out to reflect significant progress or changes to specific actions. Interim reviews of both the Action Plan and the Policy Framework will also be performed annually. This document contains a review of the Action Plan (first published in 2015) and policy framework in line with the six-year cycle set out in the Flood Risk Regulations.

The legislative landscape has changed with the publication of the revised National Flood and Coastal Erosion Risk Management Strategy (FCERM Strategy) for England and our strategy needs to remain consistent and relevant.

The FCERM strategy has a greater focus on resilience and adaptation measures to acknowledge the real and ongoing impact of climate change which are to be reflected in our objectives and action plan. In addition, the Environment Agency will be updating their Flood Risk Management Plans (FRMP) and we will update our action plans to ensure that they are fully aligned and complement one another.

4. How is the action plan structured?

The action plan has been developed and structured such that it links together and coordinates the actions of all risk management authorities. Each action is linked to our objectives, and is also related to the measures identified in the Flood Risk Regulations 2009.

5. Integration with EA Flood Risk Management Plans (FRMP)

This is the second edition of this Action Plan and precedes the full development, consultation process and publication of the FRMPs produced by the EA for compliance with The Flood Risk Regulations 2009).

The county council has identified considerable benefits from aligning our Local Strategy flood risk management action plan with those required for the Flood Risk Management Plans, particularly in terms of resource and investment planning. A review of our action plan will be undertaken once the outcomes of the updated Flood Risk Management Plan (FRMP) for 2021-2027 have been published). This will include aligning with the FRMP measures for North Yorkshire.

6. Actions for managing flood risk

There are different approaches to managing flood risk depending on the probability and consequences, as well as the technical nature of the risk. We have used the same structure that is used in the EU Floods Directive and that is being used in the development of the [second cycle FRMPs](#). This will help with the integration of solutions, and make feedback and monitoring more efficient. The following terms are used to group and describe the kind of actions that can be pursued:

- **Prevention of risk:** for example, by not building homes in areas that can be flooded we can prevent risks from arising in the first instance.

- **Protection from risk:** for example, by using water proof boards over doors and airbricks people can protect their properties from the damage caused by flood water.
- **Preparing for risk:** for example, by improving awareness of flood risk, or by providing warning and forecasting for floods, people can take precautions to safeguard their property.
- **Recovery and Review of risk:** for example, by improving access to tradesman and other services, recovery after flooding can be improved.

To manage flood risk effectively it can take a single action, or a combination of actions, and this depends on many factors. This includes the complexity of the risk, what's at risk, and also affordability of the action. All these factors need to be considered before actions can be implemented effectively. In order to ensure that all of these factors have been properly assessed, and to ensure the most equitable and effective distribution of resources, it is important to ensure that appropriate mechanisms for information capture, assessment, prioritisation and delivery are in place.

7. Our Priority Objectives

This plan focuses on the development and delivery of those sources of information and delivery mechanisms, relating each action to the four broad categories of measures above, and to the six North Yorkshire Flood Risk Management priority objectives:

1. Individuals and communities are empowered to take a proactive role in managing flood risk
2. Improved knowledge and understanding of flood risk and management responsibilities for all stakeholders, communities and the media
3. Promote Sustainable and appropriate development
4. Improved knowledge of watercourse networks and drainage infrastructure
5. Flood risk management measures that deliver social, economic and environmental benefits
6. Best use of all potential funding opportunities to deliver flood risk management measures

Details about our priority objectives can be found in the Policy Framework in Section 1 of our Flood Risk Strategy.

8. Local Flood Risk Strategy Actions

The first action plan published in 2015 contained a range of actions. In accordance with the Flood Risk Regulations (2009) we are required to assess the progress made towards implementing the actions. Some of the actions from the 2015 action plan are still relevant and ongoing and are included in the updated action plan, whilst others are completed and have been omitted from the updated action plan. A summary of the first action plan and progress made has been included in [Annex 1](#).

The updated Action Plan is overleaf:

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range
Prevention	Surface water (SW)	2 and 4	Collate and analyse data on local flood risk. Use this real life information to validate and augment most recently EA modelling data and flood forecasting data.	Ongoing	High	NYCC	EA	£25k – 100k
	Surface water, ground water & ordinary water courses (SW/GW/OWC)	3 and 5	Provide input to Local Development Plans. Respond to requests for input on planning consultations for major developments.	Ongoing	Medium	Local Planning Authorities	NYCC as LLFA	£5k
	Surface water, ground water & ordinary water courses (SW/GW/OWC)	3	Undertake periodical review of the North Yorkshire SuDS Design Guidance, which follows the most up to date guidance.	Ongoing	Medium	NYCC	Local Planning Authorities	£10k

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range
Protection	SW/GW/OWC	6	Maintain a prioritised programme of flood alleviation and resilience projects in the context of the Regional Flood and Coastal Committee Medium Term (6 year) programme and other funding pots/opportunities	2022 onwards Annually reviewed	High	LLFA	RFCC/EA	£250k
	SW/GW/OWC	2 and 4	Maintain the protocol and process for the recording and monitoring of assets implicated in significant local flood risk and inform communities, landowners and businesses of their maintenance responsibilities. This should include support for partners in registering assets.	2022 onwards	Medium	LLFA	All RMAs	£5k

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range
Preparedness	All sources	1 & 4	Develop community engagement/software tools e.g. face to face and online to enable organisations and communities to provide information (before, during and after flood events) to better inform investigations/post flood work and assist communities in engaging with the decision makers in relation to flood risk and resilience.	2022-2027	Medium	LLFA	All RMAs	£10k
	All sources	2 and 4	Work with neighbouring LLFAs and partners to provide catchment based approaches to tackle flood risk across administrative boundaries. This will include working with landowners in the upstream areas and communicating benefits to the downstream beneficiaries e.g. Natural Flood Management	2022-2027	High	LLFA	EA/Neighbouring Authorities	£40k
	All sources	2	The LLFA will work with the Local Resilience Forum to ensure that their respective plans and programmes are aligned and key messages of public awareness of flood anticipation, preparation and resilience are joined up and consistent.	Ongoing	Medium	LLFA	Local Resilience Forum	£5k per annum
	All sources	1 & 2	Continue to promote property flood resilience; develop a pipeline of property flood resilience schemes across the County; provide ongoing support to communities through web support/workshops/meetings.	Ongoing	High	LLFA	EA	£100k per year

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range
Preparedness	All sources	2	Develop and maintain a more integrated partnership approach in response to flooding of people, properties and infrastructure. This should include: a clear understanding and alignment of those organisations in terms of roles and responsibilities; who to contact before, during and after a flood event and improved integration and support (including the use of technology) to enable the sharing of data and information to avoid duplication and make best use of resources.	Ongoing	High	LLFA	All RMAs	£10k per year
	All sources	1 & 6	Improve and maintain the LLFA Flood Risk Management web pages within the NYCC website – with relevant information and links to partner organisations/other media outlets and signposting e.g. best practice case studies; success stories, funding opportunities/advice for communities.	Ongoing	Medium	LLFA	All RMAs	£4k per annum
	All sources	1 & 2	Ensure future communication strategies reflect changes to local political landscapes e.g LGR.	Ongoing	High	LLFA	RMAs - District/Borough Councils	£5k per annum
	All sources	1 & 2	Continue to develop and input into Resilience and Emergencies Team (RET) Response Plans to reflect new national resilience strategies.	Ongoing	Medium	LLFA	Local Resilience Forum	£5k per annum

Annex 1

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range	Update 2022
Prevention	Surface water (SW)	4	Collate and analyse data on local flood risk. Use this real life information to validate and augment most recently EA modelling data.	Ongoing	High	NYCC	EA	£25k – 100k	<p>Since 2015 the LLFA have received approximately 700 reports of internal flooding to properties and critical infrastructure from all sources of flooding and published 12 Flood Investigations reports. This real life information has been used to identify communities at risk and implement projects and programmes within affected communities.</p> <p>A review of the 'Risk of Flooding from Surface Water' mapping for Scarborough was undertaken and updated as part of the Defra funded 'Boosting Surface Water Action'.</p>
	SW	3 and 5	Develop standards, guidance and processes required to implement Schedule 3 of FWMA (SuDS and SABs)	2011-2015	High	NYCC	District Councils	£250k	Schedule 3 of the Flood and Water Management Act 2010 was not enacted by Government. Instead, NYCC as LLFA (with responsibility for local flood risk) became a Statutory Consultee to Planning for Major Developments on the 15 th April 2015.
	Surface water, ground water & ordinary water courses (SW/GW/OWC)	3 and 5	Provide input to Local Development Plans. Respond to requests for input on planning consultations.	Ongoing	Mod	Local Planning Authorities	NYCC as LLFA	£5k	<p>NYCC as LLFA has a team of officers to respond to all Major Planning Consultations and Local Development Plans in relation to surface, ground and ordinary watercourse flood risk. NYCC receive between 450 and 650 applications annually for comment.</p> <p>NYCC published the 'NYCC SuDs Design Guidance' to reflect the requirements of national policy and technical standards relating to the design of Sustainable urban Drainage Systems (SuDS). This guidance provides support to Local Planning Authorities, developers and stakeholders and is available on the County Council website. It has been updated in 2018 to reflect changing policy and technical requirements.</p>

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range	Update 2021
Protection	SW/GW/OWC	6	Maintain a prioritised programme of flood alleviation projects in the context of the Regional Flood and Coastal Committee Medium Term (6 year) programme	2014 onwards Annually reviewed	High	LLFA	RFCC/EA	£50k	<p>NYCC have worked closely with partner Risk Management Authorities to deliver flood alleviation schemes over the 6 year programme (2015-2021). The programme is reviewed and updated on an annual basis, based on identified risk. Funding for these schemes has been through a combination of Council Capital (District and County Council) Defra Grants such as Flood Defence Grant in Aid (FDGIA) and Local Levy Funding.</p> <p>Some highlights of the works carried out to date are:</p> <ul style="list-style-type: none"> • Malton/Old Malton/Norton Flood Alleviation Scheme – This has included the delivery of Property Flood Resilience to around 150 properties and the improvement in pump infrastructure to improve the safety, efficiency and deployment of the pump infrastructure. • Administered flood recovery grants for over 230 properties as a result of county wide flooding in 2015. • Upper Dales - £100k (LEP Contribution). A Feasibility study has been completed for flood alleviation/resilience for 9 villages/towns as a result of flooding that occurred in 2019 and prior to this. • Brotherton Culvert Improvements following repeated flooding events to properties.
	SW/GW/OWC	6 and 5	Deliver a programme of prioritised catchment level flood risk management projects	2015-2020	High	LLFA	EA/Districts	TBC (£50million programme over 10 years identified)	The Lead local Flood Authority changed it's approach after initial cost benefit analysis showed that the creation of catchment scale plans would not be cost beneficial in terms of funding through Flood Defence Grant in Aid (FDGIA). Therefore the evidence base for identifying and delivering flood risk schemes has been based on 700 (approx.) internally flooded properties included in the S19 Flood Investigation Reports.
	SW/GW/OWC	4	Develop a protocol and process for the recording and monitoring of assets implicated in significant local flood risk	2014/15	Mod	LLFA	All RMAs	£50k	The County Council's protocol involves the recording of assets that are associated with the internal flooding of property or critical infrastructure (as defined by the NYCC Flood Investigation Protocol). The record of assets include identifying details of ownership and condition.

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range	Update 2021
Preparedness	All sources	2 and 4	Create Catchment Plans – providing a high level assessment of flood risk and potential risk management actions/measures for each catchment within NYCC authority area	2013-2015	High	EA	NYCC	£50k	The LLFA changed it's approach after initial cost benefit analysis showed that the creation of catchment scale plans would not be eligible for funding through Flood Defence Grant in Aid (FDGIA). Therefore the evidence base for identifying and delivering flood risk schemes has been through the 700 internally flooded properties included in the S19 Flood Investigation Reports.
	All sources	2 and 4	Work with neighbouring LLFAs to Create/provide input to Catchment Plans for those catchments which cross into other authority areas – providing a high level assessment of flood risk and potential risk management actions as appropriate	2014 - 2020	High	LLFA	EA/Neighbouring Authorities	£20k	<p>York City Council and North Yorkshire County Council (NYCC) were successful in progressing to the final stage of the Government's 'Flood and Coastal Resilience Innovation Programme' which will unlock up to £6 million. A project is currently being developed by York City Council and NYCC to better protect properties in York and will include targeting landowners with financial incentives to flood land in the upstream catchment. This projects learning outcomes will be utilised to identify opportunities to replicate this approach within other catchments.</p> <p>NYCC support and part fund the Derwent Catchment Partnership which delivers a catchment based approach to protect the water environment including reducing flood risk.</p> <p>NYCC are also a partner within the Dales to Vale Rivers Network which provides a catchment approach to the river network.</p> <p>NYCC are also a partner of the Wharfe Catchment Partnership.</p>
	All sources	2	Provide support and updates to the Local Resilience Forum Response Plans	Ongoing	Medium	LLFA	All RMAs	£5k per annum	NYCC as LLFA have worked closely with the Emergency and Resilience Team at NYCC and members of the Resilience forum to support communities and ensure that they are more resilient to local flood risk. A good example of the County Councils close working relationship is the partnership with the County Council resilience/operational teams in supporting communities before, during and after the flood events in Malton.
	All sources	1	Develop a Flood Risk Management Toolkit of practical measures that can be used to support local communities to manage flood risk	2014/15	Medium	LLFA	All RMAs	£30k	<p>The Defra funded 'Yorkshire Property Flood Resilience (PFR) Pathfinder' project has produced a range of tools and resources to support local communities within North Yorkshire.</p> <p>In addition, there are also a range of national, regional and local organisations and associated websites that provide practical help and advice to communities within North Yorkshire.</p>

	Source	Relevant Local Strategy Objective/s	Action	Timescale	Priority	Lead Organisation	Support Organisation (s)	Estimate cost range	Update 2021
Preparedness	All sources	1 and 5	Develop a programme of rollout of the Flood Risk Management Toolkit to communities across the authority area	2015/2020	Medium	LLFA	All RMAs	£50k per annum	The Defra funded 'Yorkshire Property Flood Resilience (PFR) Pathfinder' project has produced a range of tools and resources to support local communities within North Yorkshire. In addition, there are also a range of national, regional and local organisations and associated websites that provide practical help and advice to communities within North Yorkshire.
	All sources	1 and 5	Support Schools and other educational facilities to increase public awareness of flood anticipation, preparation and resilience	Ongoing	Medium	LLFA	Emergency Planning / EA	£2k per annum	The Defra funded 'Yorkshire Property Flood Resilience (PFR) Pathfinder' project has produced a range of tools and resources to support local communities within North Yorkshire. In addition, there are also a range of national, regional and local organisations and associated websites that provide practical help and advice to communities within North Yorkshire. These have been listed on the North Yorkshire website.
	All sources	1	Improve and maintain the LLFA Flood Risk Management web pages with the NYCC website – with relevant information and links to partner organisations	Ongoing	Medium	LLFA		£2k per annum	The website has been updated on an ongoing basis. This includes the uploading of flood investigations reports, updates to protocols and guidance.
	Ground Water (GW)	2 and 4	Develop a pilot monitoring and warning system for Ground water flood risk - with a view to deployment at appropriate key locations across the county	2014/16	Medium	LLFA	EA / District LA	£30k	Following significant flooding in Malton and Norton from a combination of surface water, ground water and main river NYCC as Lead Local Flood Authority have worked alongside partners to develop an early warning system for communities to better prepare for flooding from these sources.

Local Flood Risk Strategy 2022-2027

Consultation Draft



Section 3: Reviewing Flooding Incidents

How we review and prioritise flooding incidents, and what happens next when a problem is identified

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3 Reviewing and investigating flooding incidents in North Yorkshire

The Flood and Water Management Act 2010 identifies a crucial role for Lead Local Flood Authorities in the review and investigation of flooding incidents and flood risk. Whilst we can't investigate every case in detail, we are committed to helping communities and individuals to understand as much as possible about the nature of the risks they might face.

Our Flood Risk Management Investigation Protocol helps us to identify and prioritise those locations at the greatest risk from flooding.

However, we are also aware that communities that have suffered flooding in the past, though they might not now carry the greatest risk of future flooding, are often the most proactive in contacting the authority seeking help and protection.

This protocol sets out how we intend to strike the right balance between focussing on those communities that we believe are exposed to the greatest level of threat, whilst also recognising the importance of responding effectively to direct requests from communities and members of the public.



3.1 Establishing the scale of the issue

Flooding can cause a [variety of problems](#), and our expertise is increasingly sought for a wide range of flood-related issues. The first stage in assessing an issue is to determine the scale of the flooding, to establish whether our involvement can be justified as Lead Local Flood Authority.

Though we can often provide valuable guidance and assistance to any flooding query, there is a significant amount of effort required to establish all the facts relating to a particular issue. We have to be satisfied that the impact of the flooding is significant enough for our resources to be diverted from the delivery of other planned flood risk reduction activities, before launching a more significant review.

It is not possible to determine a quantitative measure of significance, but the following features should be considered when determining the scale of our response:-

- Number of properties believed to be affected (internal flooding)
- Number of risk management authorities likely to be involved
- The scale of the impact on critical infrastructure
- The reported frequency of the issues
- The reported circumstances that generated the incident

3.2 Response Options

Depending upon the outcome of the desktop assessment of the initial evidence base, a wide range of potential responses can be considered, the most common of which are set out in the table below.

General description	What we will do
Flooding reported with no internal property impact, and no significant impact on infrastructure. One-off or relatively infrequent occurrences associated with heavy rain	Respond with a clear indication of our role, register the incident(s), request any further evidence, pass details to other relevant Risk Management Authorities (RMAs), refer to longer term strategic review, provide details of community planning, offer guidance for riparian owners, consider informing the elected member
Flooding reported with either limited internal property impact, or moderate impact on infrastructure as a one-off or relatively infrequent occurrences associated with heavy rain, OR, relatively frequent occurrences that are causing significant inconvenience or distress	As above, but with a more active exploration of the circumstances surrounding the issue, including direct discussion with RMAs. Generate a letter in response that sets out the current protection being provided, any initiatives that are currently being pursued, and where appropriate any future actions that could be considered Active engagement with elected members and senior management report
Flooding reported with either several internal properties impacted, or a significant impact on infrastructure as a one-off, OR, relatively frequent occurrences affecting a single property	As above, but in these circumstances the issue will be given greater priority and we would consider taking a more direct leadership role in the pursuit of solutions In these circumstances we would also consider raising a 'hot spot' scheme via the local levy, national partnership funding, or from our own flood reserve
Significant property flooding and impact on critical infrastructure	As above, but with a significant communication plan. It is likely that a formal investigation will be carried out in accordance with Section 19 of the Flood and Water Management Act.

3.3 Formal Investigations

Occasionally, the severity or nature of a flooding incident will generate the need for a formal investigation to be carried out. This section sets out the criteria that we consider when assessing whether a formal investigation under s.19 will be carried out.

The policy has been developed in partnership with the Environment Agency and Yorkshire Water, reflecting the critical nature of partner organisations in the investigation process. The policy recognises the benefits to lead local flood authorities (LLFAs) and their partners that a consistent platform across the region for the development of investigation policies can provide.

One of the key aspects of the policy is the suggestion that it should recognise and clearly articulate that not all flooding will require a formal investigation under the Act. Where the criteria for a formal investigation are not met, North Yorkshire County Council might nonetheless progress the flooding issue though not as a S19 investigation, recognising the broader responsibility to manage flood risk in its area as LLFA.

3.3.1 Background

In his review of the summer 2007 floods, Sir Michael Pitt recommended that local authorities should be given a duty to investigate flooding.

His recommendation came in response to complaints from flood victims that they had struggled to get satisfactory responses to their questions regarding the causes and responsibility for flooding affecting their properties and communities.

The Flood and Water Management Act 2010 received Royal Assent on 08 April 2010. The Act implements the recommendations made by Sir Michael Pitt which require primary legislation, including the recommendation that local authorities should have a duty to investigate flooding.

3.3.2 S.19 Lead local authorities: duty to investigate

Section 19 of the Act states the following:

Local authorities: investigations

(1) On becoming aware of a flood in its area, a lead local flood authority must, to the extent that it considers it necessary or appropriate, investigate—

(a) which risk management authorities have relevant flood risk management functions, and

(b) whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood.

(2) Where an authority carries out an investigation under subsection (1) it must—

(a) publish the results of its investigation, and

(b) notify any relevant risk management authorities.

3.3.3 Defining ‘Necessary or Appropriate’

The first test applied to a flooding incident in terms of the need for a formal investigation relates to the degree of support and openness being demonstrated by the relevant Risk Management Authorities. Wherever possible, it is our intention to carry out flood incident reviews in partnership with other Risk Management Authorities before we consider the application of the formal section 19 process.

Where we consider that a formal investigation might be necessary or appropriate, we will then consider the nature and scale of the incident against the following characteristics. This policy does not set specific quantitative thresholds.

3.3.4 Characteristics of a Flood

The following ‘characteristics of a flood’ have been identified which can be used to determine whether or not it is appropriate to generate a formal s.19 Investigation in response to a flood.

- Level of support and engagement from other Risk Management Authorities
- Number of properties internally flooded
- The depth, area or velocity of flooding reported
- The frequency of flooding in a given location
- The nature or extent of critical infrastructure impacted by the flood
- The nature or source of requests for an investigation received by NYCC
- Whether the flood relates to a known issue

Number of properties affected - Flooding which does not impact upon a property internally will not generally be considered to require formal investigation. At the other end of the spectrum, the internal flooding of more than 100 properties would seem certain to meet any LLFA's definition of necessary or appropriate.

Depth or velocity of flooding – NYCC will consider this characteristic of a flood to reflect the increased risk to life and limb associated with deep or fast flowing water

Frequency of flooding – Flooding that would not reach the threshold for investigation, when it occurred as an isolated incident, might warrant consideration if repeated incidents are experienced. The number of repeats required to trigger formal investigation would need to reflect the severity of the flooding.

Critical Infrastructure – NYCC will take into account the impact of the flooding upon critical infrastructure, including circumstances which could be considered to be a 'near miss'.

Investigation requests - To reflect democratic principles, NYCC may wish to consider whether requests made by their elected members, committees, or other democratically elected bodies, will be considered as a factor in determining whether a formal investigation should be carried out.

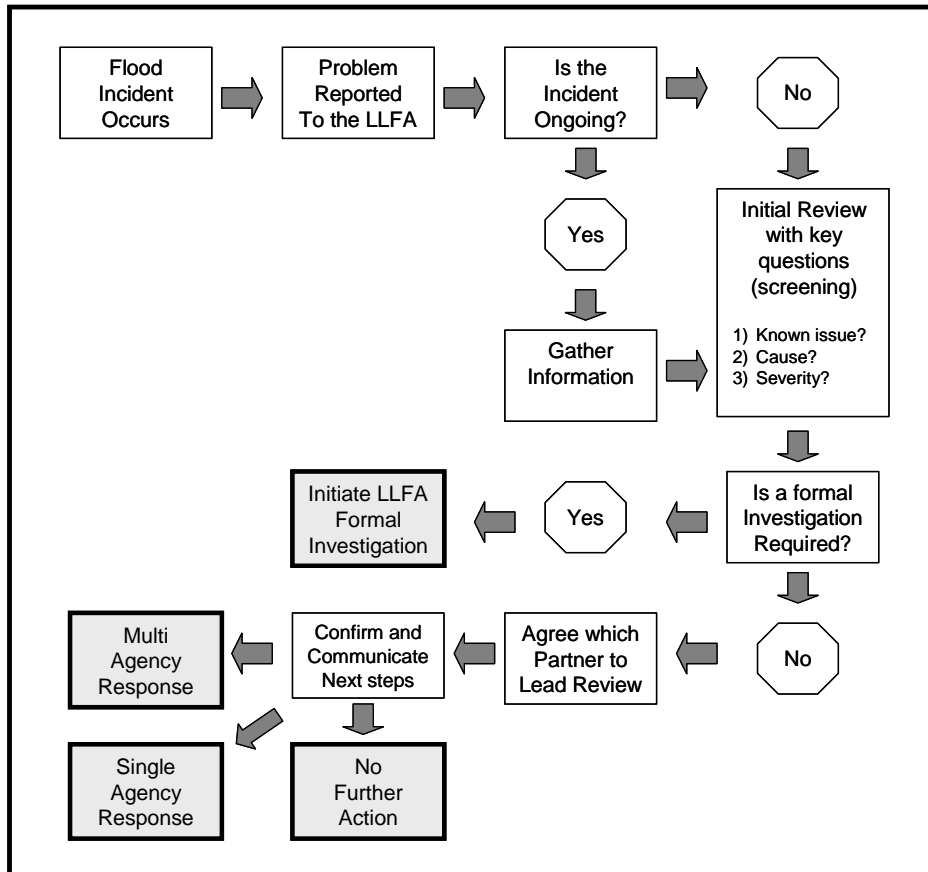
Known flooding - In relation to known flooding issues, an investigation may still be appropriate, but NYCC may wish to use its discretion and judgement to avoid the expense associated with a formal investigation in circumstances where the nature of the issue is already well established. An example of where this might be appropriate would be flooding from a main river for which the EA have already developed detailed models and a comprehensive suite of risk management responses.



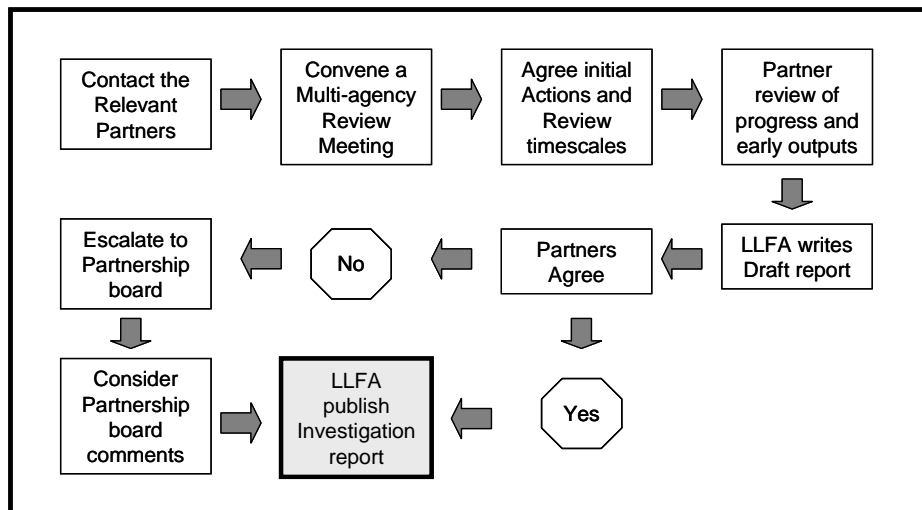
3.3.5 Process for Determining Whether a Formal Investigation is Appropriate

The investigation of flooding often requires input from partner organisations, and it may often be more appropriate for them to lead the investigation where the cause is believed to relate to their assets or areas of responsibility.

Establishing whether the formal process is required



NYCC Formal Investigation Process



3.4 Being clear about our role

3.4.1 Delivering our Statutory Duties Effectively and Efficiently

Flooding is often caused by a complex range of factors, and investigating flooding can therefore be a very time consuming and costly exercise. It is therefore critically important that the County Council uses the resources available in the most effective way possible, and in the way that the law requires us to.

Regrettably, this may mean that we will not always be able to investigate all incidents reported to us as flooding, or we may not be able to include in our investigations all the things that communities or individuals may want us to.

3.4.2 Who is responsible for flooding?

It is critically important that the extent and nature of our role in flood risk management is understood and appreciated by the communities and individual residents affected by flooding. It is equally important that we set out the roles that others, including riparian owners, are required to play. [Section 6](#) of our Local Strategy provides a description of each of the organisations and other parties involved in the management of flood risk.

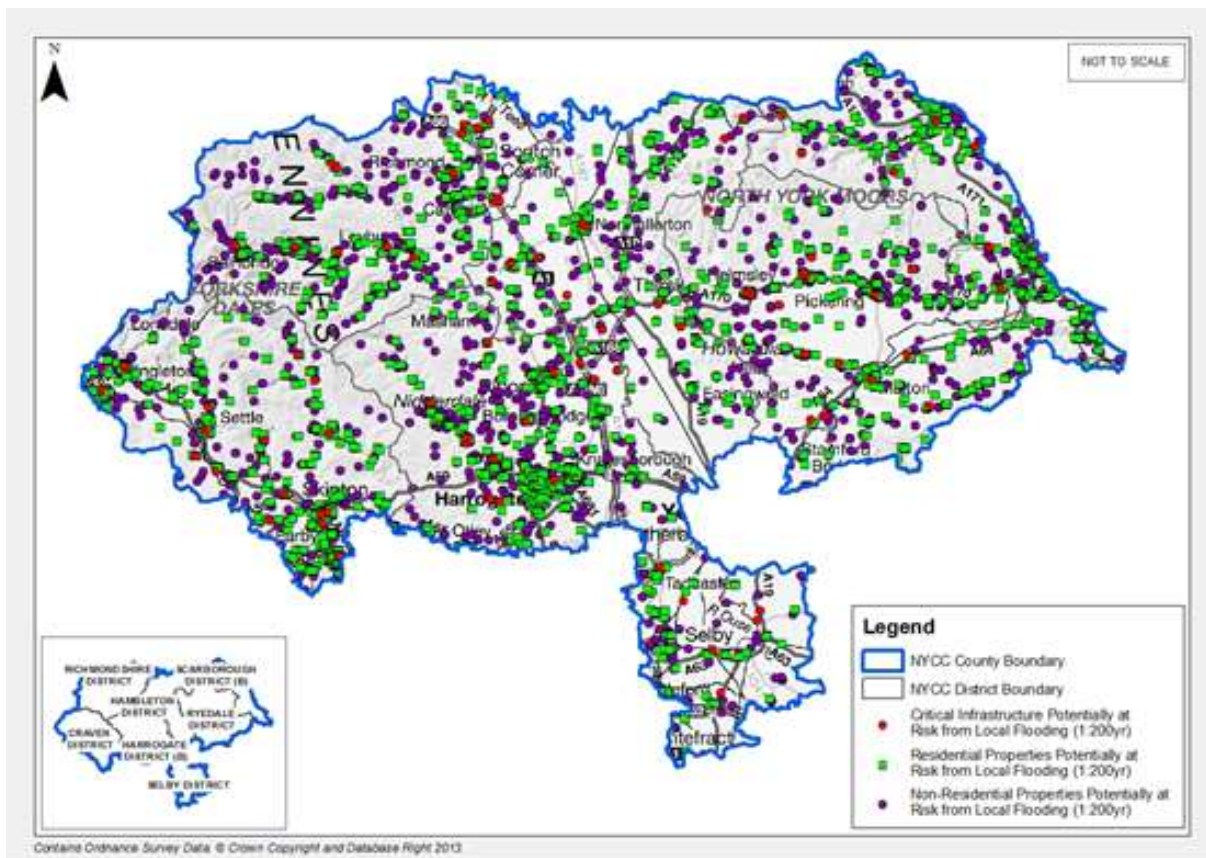
3.4.3 Capturing information about flooding

Whatever the scale or nature of a flooding incident, we are always keen to receive details and information regarding flooding incidents. Information on flooding incidents can really help us to understand how the drainage network operates and where weaknesses might exist.

This information is then used in conjunction with our own records and with predictive modelling to determine the nature and priority of our risk management activities, even if a specific project to deal with the flooding issues in a specific location is not possible straight away.

Information on recent or historic flooding incidents, including reports, photographs, maps and video clips can be sent to floodriskmanagement@northyorks.gov.uk

Local Flood Risk Strategy 2022-2027 Consultation Draft



Section 4: Flooding in North Yorkshire

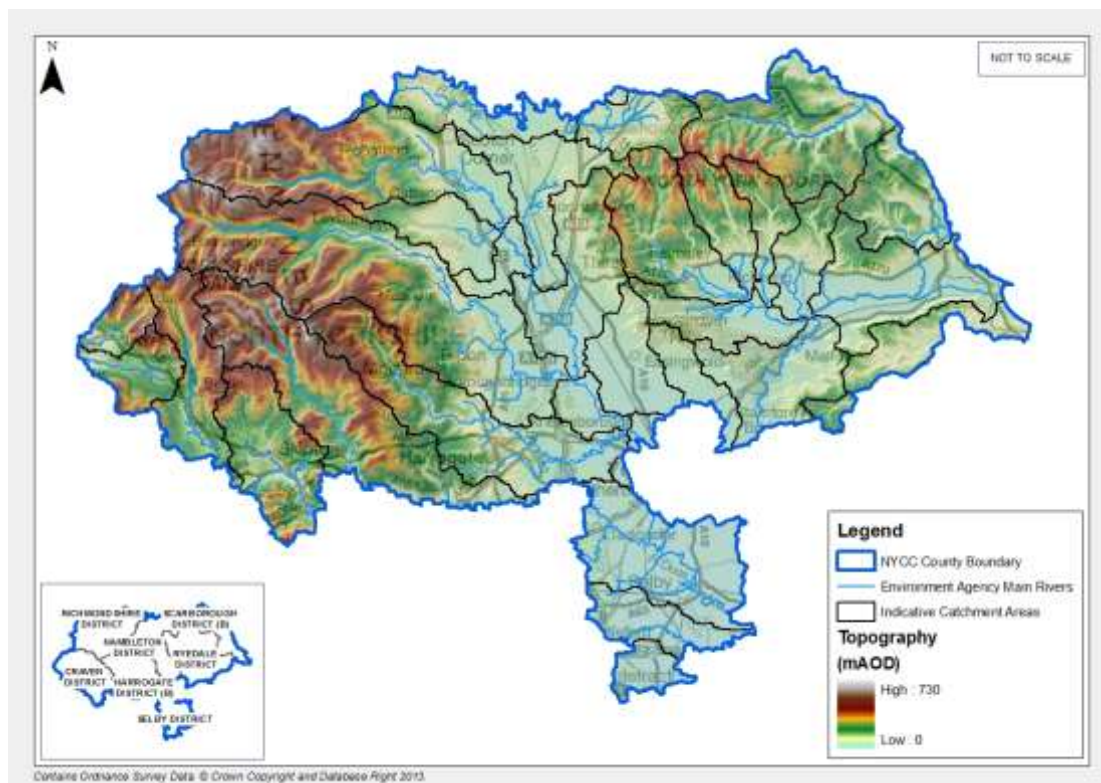
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4 Overview of the Authority Area

The County of North Yorkshire extends over 8,053 km² from the North Sea to Lancashire and from County Durham to Selby. The topography of the land varies from the high points of the Moors and Dales to the low lying Vales of Mowbray, York and Pickering.

The area is drained into the Humber Estuary to the south and directly into the North Sea to the east by over 1700km of main rivers and nearly 23,000km of ordinary water courses and land drainage.



North Yorkshire topography Main Rivers and catchment boundaries are also shown

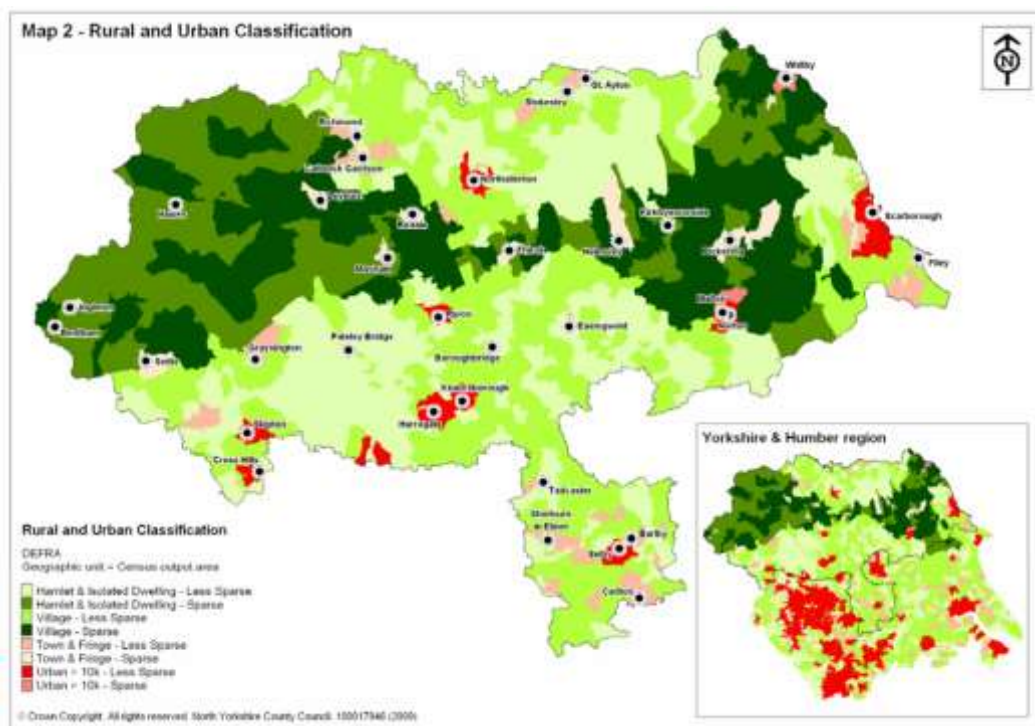
In the upper catchments the higher elevation and steeper terrain can lead to more rapid run off from the surrounding land, and a faster rise in the levels of local water courses. The flood risk tends to be from small watercourses and/or surface water occurring as a result of localised rainfall events and when specific local triggers within the catchment are reached. The duration of flooding that is experienced can range from a few hours to 1 or 2 days depending exactly where it occurs in the catchment. Particular challenges are associated with managing flood risk in upland catchments, where flooding incidents carrying a high level of hazard to the community can occur with very limited warning, and where the limited transport network, and isolated and dispersed nature of the population, can make emergency response difficult.

In the middle and lower parts of the catchments, the terrain becomes less steep and this is where several larger watercourses exist. The types of flooding that are experienced can be much more varied with complex interactions between different flood sources. Some of the larger watercourses can have high water levels for several days after rain has fallen on the upper parts of their catchments. These levels are monitored by a network of [EA gauges](#) throughout the county.

The longer response times of the middle and lower parts of the catchments enable earlier and more accurate forecasting of flood risk from the river system in these parts of the county. However, the high river levels over these longer durations can lead to a complex array of other flooding issues in surrounding local drainage systems. These areas also tend to be more populous, and the extended duration of raised water levels tends to lead to much greater levels of loss and damage to property.

4.1 Land use and population

North Yorkshire has a population of 604,900 (ONS Figures 2016) spread across a predominantly rural area. The 2004 Defra ‘rural definition’ study show North Yorkshire to be one of the most rural and sparsely populated counties in England with agricultural land, moorland and national parks making up approximately 77% of NYCCs administrative area.



Rural and urban classification in North Yorkshire

Within North Yorkshire the boroughs of Harrogate and Scarborough are home to 44% of this population between them; there are 38 market towns and larger settlements

that have a population of over 2,750 and the remainder of the population live in small villages and hamlets. The county's size and the disparate nature of its population is a key challenge in terms of providing local government functions, including the provision of flood risk management services.

4.2 Economy

Due to the natural geography and history of the County, tourism and agriculture form a key part of the economy and are dominant in the market towns and coastal areas. Employment is also provided by manufacturing and the public sector and the Ministry of Defence also have number of their bases within the County, though these are still generally consistent with the picture of a highly dispersed population.

Since funding for flood risk mitigation typically favours areas where the concentration of risk is high, and is also weighted in favour of areas where indicators of poverty and deprivation are similarly concentrated, our County faces a particularly significant challenge in terms of attracting funding for flood risk management. The funding system also anticipates contributions from the beneficiaries of flood defence initiatives, and in particular significant business interests, which again are difficult to secure when the direct risks and benefits are so widely distributed.

4.3 Understanding flood risk across the county area

Many areas across the county have been impacted by flood events in the past. Records of many incidents have been captured and collated, though it is not a complete record. In particular, records from more localised events, involving smaller water courses, surface runoff and groundwater have not always been captured.

To provide a more consistent basis for our future flood risk management activities, we have undertaken a County wide assessment to identify areas at greatest risk of flooding and to identify the different sources of flooding. We have used those historic flooding records that do exist, provided by flood risk partners and impacted communities, together with predicted flood risk from modelling carried out by the Environment Agency for rivers, surface water and coastal flooding. In addition to this mapping, we also undertook a further modelling exercise to identify the most likely flow routes for surface water during and after extreme rainfall events.

The results of this exercise have provided us with an initial high level assessment of the risk, scale and characteristics of flooding that could occur at any location in the County, from which we have identified a prioritised list of further detailed studies and a series of interventions and projects in specific locations.

The exercise has highlighted a significant level of risk to property and critical infrastructure, including:

- Approximately 13,800 residential properties;
- Approximately 6,500 non residential properties;
- Many parts of the highways and rail network;
- Approximately 50 items of critical infrastructure (hospitals, emergency service facilities, national power, energy and water/sewerage infrastructure, government offices, schools and nurseries)

4.4 Flood Source Descriptions

4.4.1 Ordinary Watercourses

An Ordinary Watercourse is every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and feature through which water flows, which does not form part of a Main River.

4.4.2 Surface Water

Surface water is essentially the water that cannot infiltrate into the ground or find its way to a watercourse or drainage system. It is normally observed flowing across the land surface towards natural low points, or, ponding in such low points.

4.4.3 Groundwater

Water held and flowing within permeable rocks and within the soil below the normal ground level is termed groundwater. Groundwater flooding occurs when the level of the water in the ground – sometimes referred to as the water table - rises above the ground level, or infiltrates underground structure which is designed to be dry. Groundwater flooding won't typically occur unless sustained periods of heavy rainfall over several months is experienced.

4.4.4 Local Flooding

A term given specific meaning by the FWMA being flooding from either one, or any combination of, Ordinary Watercourses, surface water and groundwater. NYCC as Lead Local Flood Authority has powers and duties for the management of the risk of flooding from these sources.

4.4.5 Main Rivers

Main rivers are the larger rivers and other critical watercourses, designated as such and managed by the Environment Agency. Main Rivers can also include any structure that controls or regulates the flow of water in, into or out of the channel.

4.4.6 Sewer Flooding

Flooding from any part of a sewerage system caused either wholly or partly by an increase in the volume of rainwater entering or otherwise affecting the system.

4.5 Ordinary Watercourse Flooding

North Yorkshire is drained by an extensive network of ordinary watercourses that are not classified as main rivers. They generally follow natural and historic drainage routes and range from being well-known and named becks, to underground networks of culverts and pipes which may have evolved over centuries, and for which there may be little or no record.

Landowners, be they individuals or organisations, are responsible for the upkeep of all watercourses and for maintaining the flow in them, as riparian owner (see Section 4.13). However, as many watercourses have been culverted or piped in the past, landowners may not be aware of their existence until a problem occurs. Lack of maintenance leading to blockages and collapse can pose a significant flood risk resulting in surcharge, overland flow and surface collapse.

Identifying these networks is a huge task that presents significant practical challenges and significant potential costs. Nonetheless, in areas where the flood risk is significant, the location and mapping of critical assets has a great potential for assisting in the management of flood risk by highlighting those risks and facilitating preventative actions. NYCC as LLFA intend to take a systematic, risk based approach to this task, identifying those areas of greatest risk and working with riparian owners and local communities to manage that risk. This will be supported by the gathering of information on local flood risk incidents and the development of the Asset Register (see section 5.3).

4.6 Surface Water Flooding

Surface water flooding is typically the result of high intensity, localised rainfall on either impermeable or saturated surfaces. The sheer volume of water over a short time period can surpass the rate at which the ground can absorb it and outstrip the capacity of the immediate drainage networks and watercourses.

The storm water will find and flow along the easier flow routes, often the road network and ponds in low points in the topography. Historically this kind of flooding has been associated more with urban areas where there are greater areas of impermeable surface. However, investigations into recent flooding events in the county have shown that surface water runoff is an increasing issue in rural areas.

This was particularly evident in 2012 and more recently in 2019 in the Dales , when high rainfall, month on month from late spring and throughout the winter months meant that the ground became saturated such that, in places, even modest rainfall could not soak in, forming overland flow and causing property and highway flooding. In some areas this water carried high levels of silt and debris into highway and private drainage systems causing blockages which restricted the performance of a system already under great strain.

The localised nature of this type of flooding makes it difficult to predict with certainty. However the Flood Forecasting Centre, established following the 2007 floods, does

provide extreme rainfall event forecasting (www.ffc-environment-agency.metoffice.gov.uk/services) and is now supporting partner agencies in planning emergency responses for such events.

4.7 Groundwater Flooding

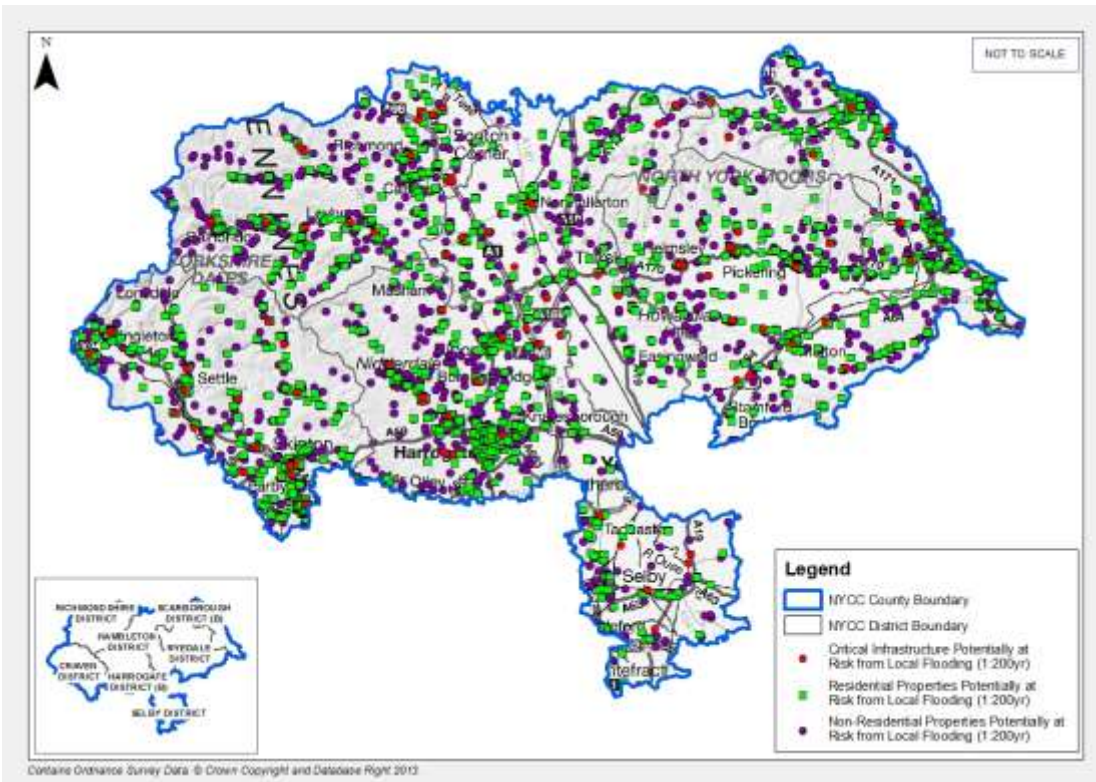
Groundwater flooding is less common in our County than other forms of flooding, but where it does occur the impact upon homes and businesses can be very significant. Groundwater flooding is often very difficult to address, and also tends to last for much longer than other types of flooding.

In North Yorkshire, groundwater flooding has occurred on the southern flank of the North Yorkshire Moors, where water levels in the underlying rock can lead to the activation of springs. Groundwater flooding has also been experienced adjacent to some of the larger rivers in the county.

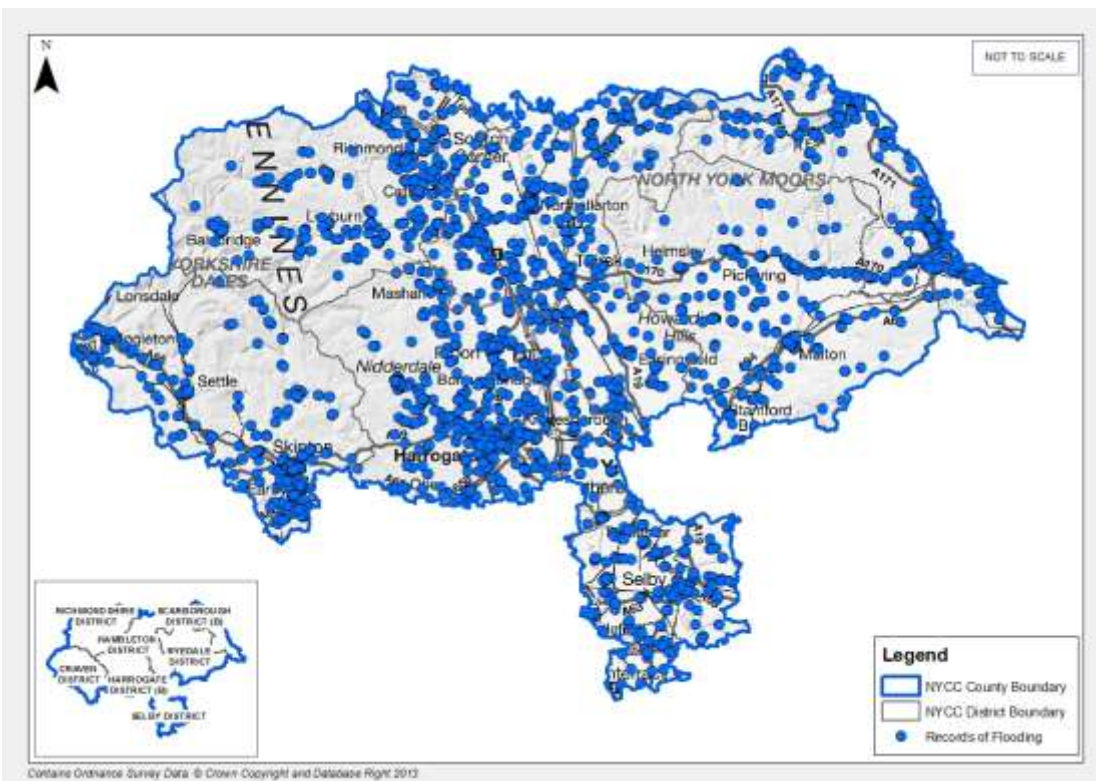
Locations where groundwater flooding occurs are often also at risk from other sources of flooding, and groundwater flooding problems can sometimes be masked by flooding from rivers and surface water.

4.8 Local Flooding

The scale and nature of local flood risk across North Yorkshire is significant and affects almost all parts of the County. We have carried out a series of hydraulic modelling exercises and surveys to help us to understand the risks, and we continue to build on this.



The map above shows the widespread distribution of flood risk across the County



The pattern of recorded flooding closely correlates with the flooding predicted by our modelling

4.9 Main River Flooding in North Yorkshire

North Yorkshire has experienced significant river or fluvial flooding events in its history, including several in years such as those experienced in 1999, 2000, 2004, 2007, 2012, 2015, 2019 and 2020. The Environment Agency manages the flood risk from the county's main rivers. The principle river systems in North Yorkshire are:

The Swale, Ure and Nidd – these rivers pass through the Yorkshire Dales and down through Vale of Mowbray to the Vale of York to become the **River Ouse**.

South of York, the **Ouse** is joined by the **Rivers Wharfe and Aire**, draining from the West, and the **River Derwent** from the East, before broadening into the upper reaches of the Humber Estuary at Goole.

In addition the Environment Agency publish flood risk maps, derived by using hydrological modelling techniques to establish the fluvial flood risk zones

4.10 Sewer Flooding

In England and Wales, the term 'public sewer' is specifically used to refer to the pipes and assets owned and operated by the local water company in their capacity as sewerage undertaker. Public sewers can be intended to carry foul flow, surface water or a combination of both.

However, it is important to note that the public sewer system exists alongside other drainage systems in most locations across North Yorkshire, the ownership of which is often private or can be the responsibility of the highway authority. These networks are often interconnected as a result of many different historical factors, meaning that it is rarely straightforward to establish a complete picture of the roles and responsibilities that each organisation or owner holds.

Local Flood Risk Strategy 2022-2027

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Section 5: Flooding & Land Drainage Legislation and Guidance

Overview of legislation, guidance & bodies that govern flood risk management and drainage

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5 Flooding and Land Drainage Legislation

5.1 Introduction

The scope of Flood Risk Management in England and Wales has been shaped by a series of historic events, and by legislation laid down over many years in response to drainage issues and flood risk.

5.2 Flood and Water Management Act (2010)

The significant flooding that occurred in 2007 led to a review by Sir Michael Pitt which in turn gave rise to the Flood and Water Management Act (2010), which now forms the key piece of legislation overseeing flood risk management in England.

The Flood and Water Management Act 2010 (FWMA) determines that flood risk will be managed by a combination of national strategies for England and Wales and a series of local strategies.

The FWMA gives local authorities significant new roles and responsibilities to help manage flood risk in a more co-ordinated way. It helps reduce flood risk by:

- Defining who is responsible for managing the various sources of flood risk
- Enabling effective partnerships to be formed
- Encouraging more sustainable forms of drainage for new development

5.2.1 The National Flood and Coastal Erosion Risk Management Strategy for England (FCRM), 2020

The FWMA requires the Environment Agency to ‘develop, maintain, apply and monitor a strategy for flood and coastal erosion risk management in England’.

Accordingly, the Agency has written the National Flood and Coastal Erosion Risk Management Strategy for England 2020 (the National Strategy)

This National Strategy sets out the principles for how flood risk from all sources should be managed. It provides strategic information about the various kinds of flood risk and the organisations responsible for their management. The Strategy’s long term vision is for ‘*A nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100.*’

The Strategy has three long-term ambitions:

- **Climate resilient places:** working with partners to bolster resilience to flooding and coastal change across the nation, both now and in the face of climate change

- **Today's growth and infrastructure resilient in tomorrow's climate:** making the right investment and planning decisions to secure sustainable growth and environmental improvements, as well as infrastructure resilient to flooding and coastal change
- **A nation ready to respond and adapt to flooding and coastal change:** ensuring local people understand their risk to flooding and coastal change, and know their responsibilities and how to take action

The FWMA requires risk management authorities (local authorities, internal drainage boards, sewerage companies and highway authorities) to act consistently with the National Strategy in carrying out their flood and coastal erosion risk management functions. The national strategy is available to view on the Environment Agency's website at: [National Flood and Coastal Erosion Risk Management Strategy for England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/672222/national_flood_coastal_erosion_risk_management_strategy_for_england.pdf)

The North Yorkshire Local Flood Risk Management Strategy has been developed around these guiding principles to ensure that communities in North Yorkshire benefit from a coordinated and fully aligned approach.

5.2.2 The 25 year Environment Plan

The UK government published the 25 Year Environment Plan in 2019 and set out the vision for a greener future to improve the environment. Flood risk and resilience plays an important role in working towards long term environmental sustainability and resilience for England.

The main parts of the 25 Year Environment Plan which relate to this strategy include:

- Thriving plants and wildlife,
- Reduce the risk of harm from environmental hazards,
- Enhance the natural environment,
- Mitigate & adapt to climate change.

5.2.3 Local flood risk management Strategies

The Act designates NYCC as the Lead Local Flood Authority (LLFA) for its area, with duties and powers to lead the co-ordination of flood risk management at a local level, as well as to carry out a specific role in managing flood risk from local sources – Surface water, groundwater and Ordinary Watercourses.

The FWMA places a duty on all risk management authorities operating in an area to act in accordance with the local flood risk management strategy when carrying out their flood risk management functions – outlined in section 5. These functions are subject to scrutiny in accordance with the LLFA's democratic processes.

The statutory duties of the LLFA set out in the Act are detailed in section 5 but in summary are:

- Develop, maintain, apply and monitor a local flood risk management strategy (this document)
- Maintain a register of drainage and flood assets
- Investigate flooding incidents where appropriate
- Establish an approving body for sustainable drainage systems (SuDS)

Additional powers handed to the LLFA through the FWMA are:

- Designation of flood risk management structures when deemed necessary
- Permissive power to undertake works where deemed necessary
- Powers to consent works on ordinary watercourses

In addition to the specific duties and powers identified in the legislation for Lead Local Flood Authorities, the Act also requires that all the publicly accountable bodies named as a Risk Management Authority should act consistently with this strategy, and that the water companies should also have regard to the strategy in the delivery of their services.

Section 6 of this strategy describes the role that each organisation plays in the management of flood risk, and the partnerships that ensure these duties are delivered in a coordinated way that meets the requirements of this strategy.

5.3 The EU Floods Directive and the Flood Risk Regulations (2009)

The Flood Risk Regulations implement the requirements of the European Floods Directive which aims to provide a consistent approach to managing flood risk across Europe. The approach is based on a 6 year cycle of planning which begins with the publication of:

- Preliminary Flood Risk Assessments (PFRAs) by 22 December 2011
- Hazard and risk maps by 22 December 2013
- Flood risk management plans by 22 December 2015

North Yorkshire County Council's Preliminary Flood Risk Assessment can be found [here](#).

The Hazard and Risk maps published by the Environment Agency can be found [here](#).

The Flood Risk Management Plan (FRMP) for North Yorkshire are currently being drafted following consultation from October 2021 to April 2022 developed and will be published in

Autumn 2022. The County Council is working closely with the EA and other organisations to develop a coherent and consistent set of measures and objectives for managing flood risk from all sources of flooding.

5.4 National Planning Policy Framework (NPPF) on development and Flood Risk Management

The spatial planning and development management process has a critical role to play in managing the risk of flooding by directing development to areas of lowest risk, by managing land use and by ensuring development on a site does not increase the flood risk elsewhere.

The planning process handles the delicate balance between the economic development of an area and potential risks of flooding in the future. Planning authorities and Developers have a key role to play in managing and mitigating flood risk in new developments and should have regard to this strategy. New development should also look for opportunities to make a positive, sustainable contribution to the overall flood risk of an area and realise both environmental and social amenity benefits.

In March 2012 the Government introduced the [National Planning Policy Framework](#) (NPPF) (updated 2021).

The Government requires that the NPPF be taken into account in the preparation of local plans and is a material consideration in planning decisions. As LLFA, NYCC supports an approach by planning authorities in its area that reflects the presumption in favour of sustainable development contained in the NPPF.

5.5 North Yorkshire Planning Authorities & Local development plans

General planning development control and planning policy are the responsibility of the 7 district councils and two National Park Authorities (North York Moors and Yorkshire Dales) and the unitary authority for the City of York.

The county council has responsibility for planning only for waste management and mineral sites across the area and for its own developments such as schools and libraries.

From April 2023, the 7 district councils and the County Council will become one planning authority for all areas relating to planning.

Links to the local plans of each planning authority are available via the county council website by following this link: <http://www.northyorks.gov.uk/article/26340/Local-plans>

5.6 North Yorkshire Flood Resilience Forum

Under the Civil Contingencies Act 2004, the purpose of the North Yorkshire Local Resilience Forum (NYLRF) is to prepare and plan for emergencies to reduce the impact on the people of North Yorkshire when such events occur.

The NYLRF has the responsibility of developing plans for an effective response to a major emergency. This means working closely with emergency services, NYCC, District and Borough Councils, the National Health Service, and other agencies that can help to prepare and respond to any event.

The NYLRF partnership brings together expertise and resources from different organisations during a flood event. Whatever the original source or sources of flooding, this team will provide those communities and individuals affected by flooding with a coordinated multi-agency response that can support the people affected by flooding when it occurs.

The composition of the team comes from a wide range of disciplines, including emergency planning, flood risk management, sewerage, highways, communications teams and the voluntary sector. Other disciplines from within NYCC and other organisations can also be drawn upon in an emergency.

5.7 Land drainage law and regulation

The Land Drainage Acts 1991 and 1994 give NYCC as land drainage authority permissive powers (and Internal Drainage Boards in their districts) to maintain the flow in ordinary watercourses and to ensure they are free from obstruction. An ordinary watercourse is every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and passage through which water flows and which does not form part of a main river.

The council can require landowners to carry out work to remove any obstruction and maintain the flow. It can also carry out works on ordinary watercourses and undertake drainage work on private land to prevent flooding. The Environment Agency has similar land drainage powers in relation to main rivers under the Water Resources Act and the Flood and Water Management Act

It should be emphasised that, although NYCC and the EA have permissive powers relating to the maintenance of flow in watercourses, these organisations are only legally responsible for the physical maintenance of watercourses where they themselves are the riparian owners.

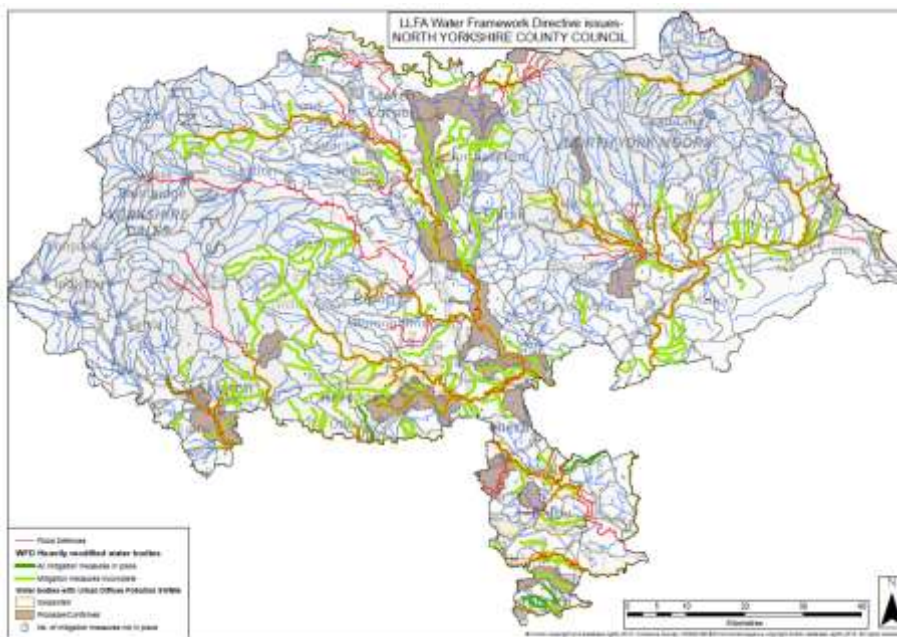
Internal Drainage Boards also have the powers to make (and enforce byelaws) (Section 66, Land Drainage Act 1991) ensure the efficient working of their drainage system in their Internal Drainage District.

5.8 Riparian ownership

Persons or organisations owning land or buildings next to or over a watercourse, or with a watercourse running through their land or buildings, are defined as riparian owners in common law. The Environment Agency’s has further information [here](#) which gives an overview of riparian owners’ rights and responsibilities. In general terms, these responsibilities relate to the upkeep of watercourses and drainage infrastructure – allowing water to flow unhindered and free from pollution.

5.9 Water Framework Directive

The European Floods Directive is a sister directive to the Water Framework Directive (WFD). Both directives use the same unit of management (river basin districts) and are based on the same 6 year cycle of planning. There is a requirement to coordinate delivery of the two directives.



The objectives of WFD include:

- Preventing deterioration in the status of surface water bodies, protecting them and improving their ecological status.
- Achieving at least ‘good’ status for all waters by 2015, 2021 or 2027 depending on the criteria set out in the Directive.
- Promoting the sustainable use of water as a natural resource, balancing abstraction and recharge
- Conserving aquatic ecosystems, habitats and species
- Progressively reducing or phasing out the release of pollutants which present a significant threat to the aquatic environment
- Progressively reducing the pollution of groundwater and preventing or limiting the entry of pollutants
- Contributing to the mitigation of the impact of floods and drought on surface water bodies.

The Directive sets a target that all surface and ground water bodies are to reach ‘good’ status by 2015. However, this target is extended to be one of ‘good ecological potential’ by 2027 for those bodies which have been heavily modified for example to provide water supply, flood protection or navigation. All new activity in the water environment requires assessing to identify any potential impacts which could hinder a water body from meeting its WFD objectives. However there is also opportunity for identifying flood risk management measures which can also deliver water body improvement and contribute to meeting WFD targets. A good example of this might be a scheme to provide upstream storage lagoons that retain both flood water and act as a sediment trap, thus reducing both flooding and pollution.

LLFAs and other RMAs have an important contribution to make in achieving WFD targets and objectives. Through effective coordination and planning of activities such as the consenting of works on ordinary watercourses, the promotion of sustainable drainage and working with communities and individuals to improve water body management, benefits can be realised for both water quality and flood resilience, as reflected in the Objectives for this Strategy

5.10 Links to North Yorkshires Council Plans

The North Yorkshire Council Plan for the period 2021-2025 forms the cornerstone of the council’s policy framework . It sets out the authority’s vision and priorities for the next four years, and how they will be achieved.

‘We want North Yorkshire to be an even better place for everyone to live, work or visit.’

This commitment is underpinned by five ambitions identified in our council plan, and our Local Flood Risk Strategy has been developed so that it reflects this commitment:

- 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, and
- Innovative and forward thinking Council

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Section 6: Who does what?

Overview of the flood risk management duties and responsibilities of organisations, businesses and individuals

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6 Who does what? : Flood Risk Management in North Yorkshire

6.1 The Yorkshire Regional Flood and Coastal Committee

The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010.



The RFCC brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience for three purposes:

- To ensure there are coherent plans for identifying, communicating and managing flood and coastal erosion risks across catchments and shorelines
- To promote efficient, targeted and risk-based investment in flood and coastal erosion risk management that optimises value for money and benefits for local communities
- To provide a link between the Environment Agency, LLFAs, other risk management authorities, and other relevant bodies to engender mutual understanding of flood and coastal erosion risks in its area.

6.2 Partnership working and the functions of risk management authorities

The Flood and Water Management Act 2010 (FWMA) defines certain organisations as ‘Risk Management Authorities’ with responsibility for management of flood risk.

In addition to the specific responsibilities and functions that each RMA is required to deliver, they also share:

- A duty to act consistently with the Local Flood Risk Strategy when carrying out flood risk management functions
- A duty to work in partnership to manage flood risk in the area and to co-ordinate flood risk management activities
- A duty to share information and data relating to their flood risk management activities
- A duty to be subject to the scrutiny of the LLFA’s democratic processes in respect of their flood risk management activities

In the Yorkshire region, four sub-regional partnerships have been developed to assist with the coordination of these flood risk management activities. The North Yorkshire Flood Risk Partnership comprises representatives from North Yorkshire County Council, City of York Council, the Environment Agency, Yorkshire Water, and representation from the Internal Drainage boards, the districts and the coastal authority in the sub-region.

The creation of the new unitary council for North Yorkshire in April 2023 will bring together the 7 district councils and the County Council. Any changes to the structure and working arrangements of the partnerships will be updated within the strategy.

FCRM Partnerships Model



The relevant authorities in the North Yorkshire Authority area are identified in the table below

Risk Management Authority	Organisation responsible within North Yorkshire
Lead Local Flood Authority	North Yorkshire County Council
Environment Agency	Environment Agency (Yorkshire - North East)
District / Borough Councils	District Councils: Craven, Hambleton, Ryedale, Richmondshire and Selby Borough Councils: Harrogate and Scarborough (Scarborough are also the coastal authority for their administrative area)
Water companies	Majority of County: Yorkshire Water Small areas near the northern border: Northumbria Water and United Utilities
Highways Authority	Trunk roads: National Highways Non trunk roads: North Yorkshire County Council
Internal Drainage Boards	There are six Internal Drainage Boards (within consortiums) that operate across the County

6.3 North Yorkshire County Council as Lead Local Flood Authority

NYCC recognises that it has an important and challenging role to play as Lead Local Flood Authority in facilitating the delivery of flood risk management in its area by co-ordinating the activities of all relevant agencies.

As well as this general responsibility the Act assigns specific management functions to NYCC relating to 'local flood risk' – defined by the Act as flooding from Surface Water, Ground Water and Ordinary Watercourses. These functions are expressed as 'Duties' – something we are legally obliged to do – and 'Powers' to be used at the authority's discretion.

NYCC's risk management duties are:

- To develop, maintain and apply a Local Flood Risk Management Strategy
- To develop and maintain information on flooding from ordinary watercourses, surface water and groundwater
- To investigate incidents of flooding in its area where appropriate and necessary and to publish reports
- To maintain a register of structures and features which have a significant effect on flood risk
- To establish and operate an approval body for sustainable drainage systems (SuDS) serving new development and redevelopment (expected to become effective in 2014)

NYCC's permissive powers are:

- The power to designate any structure or feature that affects flooding
- To consent to third party works on ordinary watercourses
- The power to carry out works to manage flood risk from surface water and from groundwater

NYCC's permissive powers under the Land Drainage Act are:

- Maintain and improve ordinary watercourses and build new works
- Serve notice on any person or body requiring them to carry out necessary works to maintain flow in ordinary watercourses

Although NYCC has powers to do works in ordinary watercourses, the responsibility for the maintenance lies with the riparian owner. Hence NYCC is only responsible for maintenance where it is the riparian owner.

6.4 North Yorkshire County Council as Highway Authority

There are approximately 9,000km (5,592 miles) of road, 4,400km (2,734 miles) of footway and over 2,000 bridges in North Yorkshire. North Yorkshire County Council is the local Highway Authority for the County and is responsible for the management of most of these roads (excluding Motorways and Trunk Roads such as the A1(M) and A64(T) which are managed by the National Highways).

The Highways Act (1980) places a responsibility on the council to drain the highway of surface water and to maintain the highway drainage systems. To meet this responsibility, the highway Authority may undertake works on the highway or on land adjoining it for the purpose of draining the highway or to prevent surface water flowing onto it and causing flooding.

Surface water from the highway drains either into the public sewer network (maintained by the Water Company), into separate highway drains (maintained by the highway authority) or into roadside ditches (maintained by the landowner). Much of this drainage is via drainage gullies which are cleaned out every six months, or annually, depending on need. This need is established through a risk based approach. Cleansing is carried out in order to ensure the free flow of water from the highway. More regular gully emptying takes place at sites across the county where poor drainage has been identified. This increased frequency of emptying reduces the risk of flooding and helps to reduce damage to the network whilst also maintaining access for transport users.



6.5 The functions of the Environment Agency

Under the FWMA the Environment Agency (EA) has a strategic overview role for all sources of flooding as well as an operational role in managing flood risk from Main Rivers, reservoirs and the sea. As part of this role the EA have developed a National Flood and Coastal Erosion Risk Management Strategy for England – ‘Understanding the Risks, Empowering Communities, Building Resilience.’

This national strategy outlines the EA’s strategic functions as:

- Ensuring that flood risk management plans (FRMPs) are in place and are monitored to assess progress. The plans will set out high-level current and future risk management measures across the catchment
- Publishing and regularly updating its programme for implementing new risk management schemes and maintaining existing assets
- Supporting risk management authorities’ understanding of local flood risk by commissioning studies and sharing information and data
- Supporting the development of local plans and ensuring their consistency with strategic plans
- Managing and supporting Regional Flood and Coastal Committees and allocating funding

The EA’s operational functions are/include:

- Risk-based management of flooding from main rivers including permissive powers to do works including building flood defences
- Regulation of works in main rivers through the consenting process
- Regulation of reservoirs with a capacity exceeding 10,000m³
- Working with the Met Office to provide severe weather warnings – available to Risk Management Authorities
- Provide warning of flooding on main rivers
- The maintenance and operational management of main river assets including flood defences
- Statutory consultee to the development planning process

- The power to serve notice on any person or body requiring them to carry out necessary works to maintain the flow in main rivers



6.6 Internal Drainage Boards

Internal Drainage Boards (IDBs) are local operating authorities established in areas of special drainage need in England and Wales.

IDBs have permissive powers to undertake works to secure clean water drainage and water level management in designated drainage districts. In managing water levels IDBs have an important role in reducing flood risk in areas beyond their administrative boundary. They also have byelaws (Land Drainage Act 1991, S66) to ensure the efficient working of a drainage system in their district or area.

IDBs are funded by special levies from local authorities, capital grants awarded by the Environment Agency and general drainage rates paid by landowners.

There are six Internal Drainage Boards whose geographical area of responsibility falls either partly or wholly in the administrative area of North Yorkshire County Council. They are:

- [The Kyle and Upper Ouse Internal Drainage Board](#)
- [Ouse and Humber Internal Drainage Board](#)
- [Shire Group of Internal Drainage Boards](#)
- [Swale and Ure Internal Drainage Board](#)
- [Vale of Pickering Internal Drainage Board](#)
- [York Consortium Internal Drainage Board](#)

6.7 Responsibilities of riparian owners in North Yorkshire

Landowners whose land is adjacent to a watercourse are known as 'riparian owners'.

A landowner can be an individual e.g. home owner or farmer, private business or an organisation e.g. the district council as park owner, on school grounds the county council as property owner.

A watercourse is defined as every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and feature through which water flows, but which does not form part of a Main River.

Riparian owners have legal duties, rights and responsibilities under common law and the Land Drainage Act 1991 for watercourses passing through or adjoining their land. These responsibilities are to:

- Pass on the flow of water without obstruction, pollution or diversion affecting the rights of others
- Accept flood flows through their land, even if these are caused by inadequate capacity downstream.
- Maintain the banks and bed of the watercourse and keep structures maintained
- Keep the bed and banks free from any artificial obstructions that may affect the flow of water including clearing litter, heavy siltation or excessive vegetation.

Guidance on the rights and responsibilities of riparian ownership are outlined by the Environment Agency and can be found [here](#).

Although risk management authorities do have permissive powers to carry out works to reduce flood risk related to Main Rivers and Ordinary Watercourses these will only be used as a last resort and do not replace the responsibilities of the riparian owner under common law and the Land Drainage Act 1991.

Where surface water runs off land or is managed via land drainage systems, this naturally contributes to flows in our drainage networks and watercourses. For much of the County, this runoff is managed by private landowners and farmers. As such, the effect of land management on local flood risk issues is often well understood by the communities and the people who live and work in them.

Where uncertainty exists in terms of responsibilities, or when disputes arise between adjacent landowners or authorities, a judgement from the [Agricultural Land and Drainage Tribunal](#) may be requested.

Given the size of the County, effective land management and stewardship by landowners therefore needs to play an important part in managing flood risk. Individual landowners can help reduce flood risk on a localised scale, but their collective effort can also assist RMAs

by reducing the cumulative impacts, because runoff from several localised catchments may combine as the watercourses make their journey to the larger rivers and the sea.

We recognise the importance of sustainable and effective land management, and will work with communities and businesses to achieve this.

6.8 The function of the Water & Sewerage Companies (WaSC)

The water companies of England and Wales are both water supply service providers and sewerage undertakers. The water and sewerage industry is regulated by Ofwat, through the Water Industry Acts 1991 and 1999 and the Water Act 2003, to ensure that consumers' interests are protected. The water companies' flood risk management responsibilities relate to their operations as sewerage undertakers, reservoir owners and provider of infrastructure to new developments.

There are three Water and Sewerage Companies that operate within the administrative area of North Yorkshire County Council. They are:-

- [Yorkshire Water Services Limited](#)
- [Northumbrian Water Services Limited](#)
- [United Utilities Limited](#)

6.8.1 Water company sewerage and flood risk management functions

Particularly in urban areas, some rainwater falling on buildings, impermeable surfaces and roads drains into public sewers owned by one of the water companies. In the NYCC administrative area these are Yorkshire Water, Northumbrian Water and United Utilities.

This water can then be conveyed:-

- Through the combined sewer network, where it mixes with foul water (including sewage) and passes on to sewage treatment works

Or

- Through surface water only sewers, to be discharged directly to rivers and streams

The water companies are risk management authorities and are responsible for the management of the risk of flooding from both combined and surface water public sewers due to excess rainfall entering them.

Responsibility for private sewers lies with the landowners (see section 5.11), but in 2011 the ownership of many private sewers was transferred to water companies. Further guidance can be found [here](#).

6.8.2 Water company as reservoir owner and operator

The water companies maintain the 27 reservoirs in North Yorkshire in accordance with the Reservoirs Act 1975 and the Flood and Water Management Act 2010. Independent engineers appointed under these Acts use industry guidance to ensure the integrity of the reservoir when subject to flooding.

6.9 District and Borough Councils

There are seven borough and district councils in North Yorkshire, and the County Council works closely with each to manage flood risk.

- Richmondshire District Council
- Hambleton District Council
- Scarborough Borough Council
- Ryedale District Council
- Craven District Council
- Harrogate Borough Council
- Selby District Council

The information set out below highlights the range of mechanisms available to District and Borough Councils in the exercise of their flood risk management functions. After April 2023 the districts, borough and county council will become one authority.

6.9.1 Responsibilities under the Flood and Water Management Act 2010

- Section 6 District Councils are classed as Risk Management Authorities.
- Section 11 In exercising its flood and coastal erosion risk management functions and any function that might affect a coastal erosion or flood risk, a district council must act in a manner which is consistent with the national strategy and associated guidance, and also act in a manner which is consistent with local strategies and associated guidance.
- Section 13 A District Council must co-operate with other Risk Management Authorities in the exercise of their flood and coastal erosion risk management functions.
- Section 27 In exercising a flood or coastal erosion risk management function, district councils must aim to make a contribution towards the achievement of sustainable development.
- Section 39 A district council may carry out work (as specified by Section 3 (3) (a) to (e) of the Act) that will or may cause flooding, increase water below the ground or coastal erosion.

Schedule 1 District Councils are allowed to designate a structure, or a natural or manmade feature of the environment where the authority thinks that the existence or location of the structure or feature affects flood risk. The effect of designation is that a person may not alter, remove or replace a designated structure or feature without the consent of the responsible authority.

6.9.2 Responsibilities under the Land Drainage Act 1991

Section 14A A District Council may carry out flood risk management work, where the authority considers the work desirable having regard to the local flood risk management strategy for its area, and that the purpose of the work is to manage a flood risk in the authority's area from an ordinary watercourse.

Section 66 A District Council may make byelaws to secure the efficient working of a drainage system in the authority's district or area, to regulate the effects on the environment, to secure the effectiveness of flood risk management work within the meaning of section 14A and/or to secure the effectiveness of works done in reliance on

6.9.3 Responsibilities under the Public Health Act 1936

Section 260 A district council may undertake works to manage statutory nuisances in connection with watercourses, ditches, ponds, etc as outlined by Section 259 of the Public Health Act 1936. This includes the clearance of any obstruction or impediment to the proper flow of water. Other provisions within the Public Health Act 1936 outline further provisions related to watercourses, culverting and land drainage.

4.20. Responsibilities under the Environmental Protection Act 1990

Section 79 (Statutory nuisances and inspections therefore) outlines that the following would constitute a statutory nuisance; that any water covering land or land covered with water which is in such a state as to be prejudicial to health or a nuisance.

6.9.4 Responsibilities under the Localism Act 2011

Section 9FH & 9JB A district council (as a risk management authority) must comply with a request made by a lead local flood authorities overview and scrutiny committee, in the course of its arrangements to review and scrutinise the exercise by risk management authorities of flood risk management functions which may affect the local authority's area. District councils must have regard to reports and recommendations of an overview and scrutiny committee in the course of arrangement outlined above.

6.9.5 Planning Legislation

Borough and District Councils operate their development planning and control functions, having due regard to the National Planning Policy Framework and associated technical guidance. These duties also apply to the National Park Authorities.

Local Flood Risk Strategy 2022-2027

Consultation Draft



Section 7: Financing the Strategy

Overview of the funding options for flood risk reduction and management

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7 Financing the strategy

The UK Government has committed £5.2 billion from 2021-2027 to create 2000 new flood and coastal defences and better protect 336,000 properties. This includes 25 areas of risk receiving a combined total of £200 million for innovative resilience projects. One such project involves a joint initiative between North Yorkshire County Council and the City of York Council targeting landowners with financial incentives to flood land upstream of affected communities.

7.1 Introduction

The avoidance of the significant costs associated with flooding, particularly when flood water enters homes and businesses, makes a compelling case for investment in defences and other measures that can help to reduce the risk.

But despite this compelling case, raising the necessary finances to fund improvements is one of the greatest challenges we face.

This section of the strategy sets out some of the principle sources of funding that can be used to fund flood risk reduction measures, and describes how the County Council ensures that the limited financial resources available are prioritised.

Each funding stream has a different, and in some cases only a specific part to play, but we are committed to unlocking the most flexible possible approach to funding flood risk reduction in North Yorkshire.

7.2 Flood and Coastal Resilience Partnership Funding

Formerly known as 'Flood Defence Grant in Aid' (FDGiA), Partnership Funding is the name given to funding that can be made available from central government (The Department of Environment Food and Rural Affairs) for flood risk initiatives that meet their criteria. These criteria relate to the number of properties and businesses that will be protected, as well as factors that recognise any environmental benefits associated with the proposals and can be bid for by any RMA to manage all forms of flooding

As the name suggests, in addition to the government funding element, there is a requirement for projects promoted via this mechanism to seek and secure funding from other sources wherever possible (see sections below). North Yorkshire County Council as Lead Local Flood Authority (LLFA) and other Risk Management Authorities must apply to the Environment Agency through a [partnership funding](#) approach. LLFAs can apply for funding to cover or contribute towards the cost of capital schemes for surface water, ordinary watercourses and groundwater flood risk management.

Some projects can be fully funded by the government grant, but in many cases we will need to secure other local sources of funding in order that projects can proceed.

7.3 Yorkshire Regional Flood and Coastal Committee levy funds

Each year, local authorities in the Yorkshire region pay into a fund that can be used to support or deliver flood risk projects. The fund is managed and allocated by the Regional Flood and Coastal Committee (RFCC), who have identified criteria for eligible projects or initiatives. Levy funding can be used as a partnership funding contribution, as a means of funding investigations and other projects that do not attract central grant funding, or to fund regional initiatives that benefit all the authorities in the region. North Yorkshire County Council funding

Lead Local Flood Authorities currently receive a small amount of grant funding each year from DEFRA to support the delivery of our statutory duties, and to a limited extent for supporting the delivery of some specific flood risk reduction measures and projects. Allocation of this funding is carried out in accordance with a prioritisation methodology which takes into account the following characteristics:

- The nature and scale of impact of the flooding
- How closely the proposals fit with our duties and responsibilities
- The availability of, and opportunities for, contributions from other sources
- How clear the proposals are, and how confident we can be about delivering the outcomes
- How fairly our resources will be distributed between communities at risk from flooding

Typically, the prioritisation of North Yorkshire County Council contributions to flooding schemes will be carried out as part of broader National and Regional funding prioritisation process. This helps to ensure that local contributions are allocated in the manner that maximises the total value of flood risk investment in the County and protects the greatest possible number of homes and other assets.

In exceptional circumstances, consideration may also be given to opportunities that occur outside the normal investment cycle, though this will typically be limited to occasions when significant contributions from other sources are contingent upon financial support from the County Council.

7.4 Environment Agency revenue funding

The Yorkshire RFCC receives a revenue grant from DEFRA to finance the revenue-based activities and staff costs of the EA'S Yorkshire region. The grant funds:

- maintenance programmes for the EA's regional assets and watercourse repairs
- revenue projects to cover legal requirements, investigations and studies in line with national guidelines
- the remaining revenue allocation covers EA's regional staff costs

7.5 Private and business funding

Funding from private sources and from businesses is becoming increasingly important to the successful delivery of flood risk reduction proposals. The government wish to see a greater contribution to projects from those that will benefit from the protection, and in many cases the grant available to pursue projects will not be sufficient in the future unless it is supplemented by funding from others sources.

7.6 Water Company Investment

The water companies have their own investment strategies, which are agreed with, and then monitored by, the water industry regulator OFWAT. Funding from water companies work on a 5-year investment cycle called asset management periods (AMP). The current cycle is AMP7 and runs from 2020 until 2025. A key part of AMP7 is to reduce the risk of sewer flooding.

Where the outcomes of their regulatory targets can be aligned with wider flood risk reduction initiatives, we are committed to working with the water companies to ensure that the best possible value is secured for our residents, both as tax payers and through their water bills.

7.7 Internal Drainage Boards

Internal Drainage Boards derive their income for drainage and flood risk work from agricultural landowners, special levies annually from District Authorities and development contributions and commuted sums.

Where our investment programmes align with the works carried out by the IDBs we are committed to working to reduce risk to properties, people and infrastructure.

Consultation on Local Flood Risk Management Strategy

This report was generated on 13/06/22. Overall 32 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 20 codes.

Do you agree that this draft strategy sets out the most significant flood risk issues for North Yorkshire?



If No, please state why:

We live on the fearby/Leyburn Road junction opposite the site of the old auction mart in Mahsam. Fearby road regularly floods when the river burn bursts its banks and our home has fallen victim to serious flooding twice. There is a planning application in progress for housing to be built over on the old auction mart site yet no strategy to protect existing properties on lfearby road and Leyburn Road as the site has acted as a soak away for many years.

The draft strategy cites watercourses and surface water flooding, pluvial, but largely concentrates of watercourse associated events. I speak from experience at Fily where there is no watercourse but suffered significant flooding from aricultural surface water run off in 2002 and 2007.

It doesn't include coastal flooding (I know that it does not say this is in its remit, but coastal flooding will be an increasing problem.)

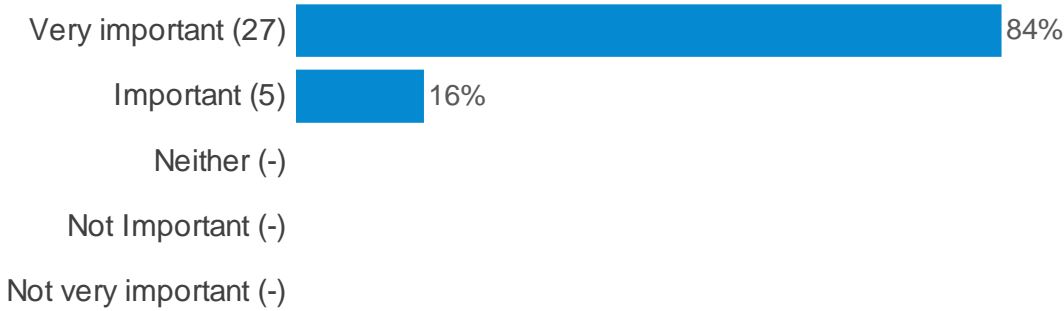
Some flooding is a result of freak natural excess rainfall. Some flooding is due to adverse conditions created by poor planning which shifts excess water from one risk area to another area not previously known as risk area.

The Council welcomes Section 1.4. which sets out six objectives to help secure effective flood risk management for communities and businesses in North Yorkshire. Of particular interest is objective 1.4.1: A greater role for communities in managing flood risk. The document is lengthy and goes to great lengths in describing flood risks across North Yorkshire. However, the document only mentions the river Wharfe once and then only to say where it enters the river Ouse at Caywood. It is extremely disappointing that Tadcaster is not mentioned at all in Section 2 in any of the Action Plans which covers projects up to 2027.. This being despite of the major Boxing Day 2015 flooding of the town (highest ever recorded river height and subsequent collateral damage to property and businesses in the town) and partial collapse of the road bridge which caused major disruption in the town for over a year. This event necessitated a Section 19 Report which concluded that the flood defences in the town had to be increased. Since then there have been several 'near misses' and, in spite of warnings that there was a strong risk of the river overtopping again, it did so on 21 February this year. We understand a further Section 19 Report on this event is pending. In late 2019, Central Govt. allocated £11.5m to fund the Tadcaster Flood Alleviation Scheme, yet there is no mention of this project in the Action Plans. There is nothing about any temporary measures, following the 2022 flooding, whilst projects elsewhere in the County are cited. According to this document, as it stands, Tadcaster does not have a flood risk worthy of note.

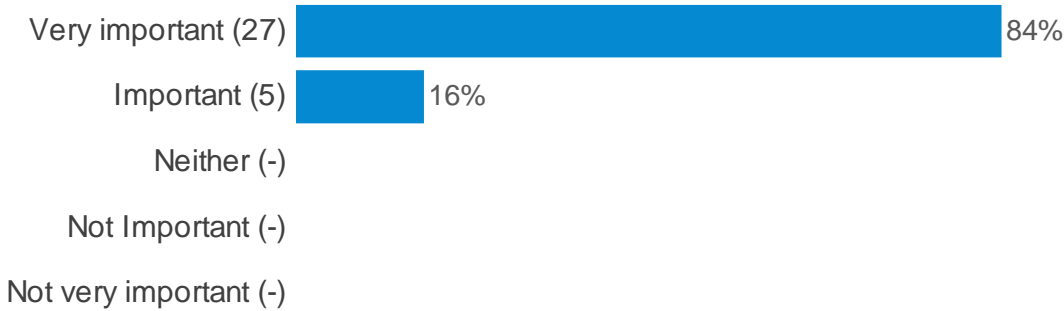
Such a large county that some areas have not been considered

Consultation on Local Flood Risk Management Strategy

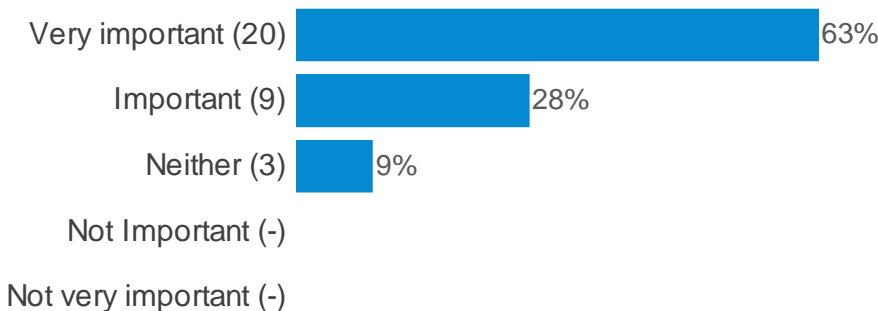
From your opinion of the strategy, how important are the following key themes for managing the risk of flooding in North Yorkshire? (The use of Natural Flood Management (NFM) measures)



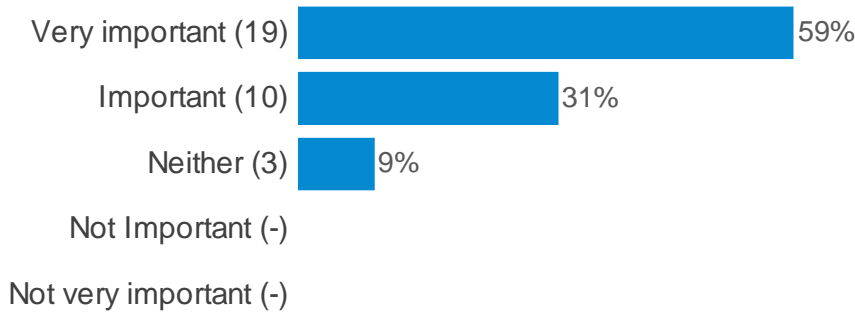
From your opinion of the strategy, how important are the following key themes for managing the risk of flooding in North Yorkshire? (Promotion of Sustainable Development (including use of SuDS))



From your opinion of the strategy, how important are the following key themes for managing the risk of flooding in North Yorkshire? (Climate Change)

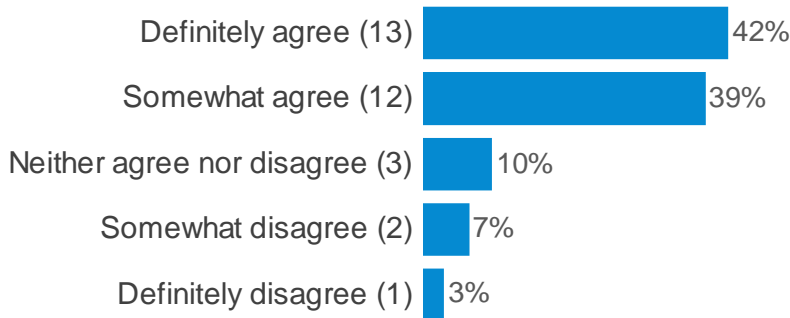


From your opinion of the strategy, how important are the following key themes for managing the risk of flooding in North Yorkshire? (Community Involvement)



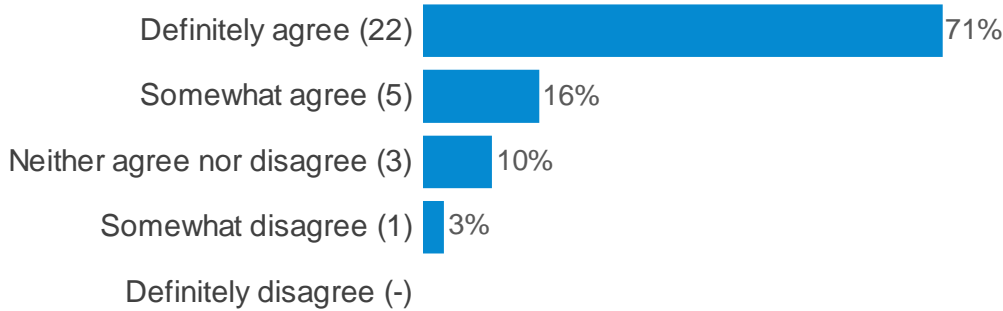
The draft strategy sets out objectives for managing local flood risk (please see Section 1 of the Strategy).

How strongly do you agree or disagree with each of the following objectives? (A greater role for communities in managing flood risk)



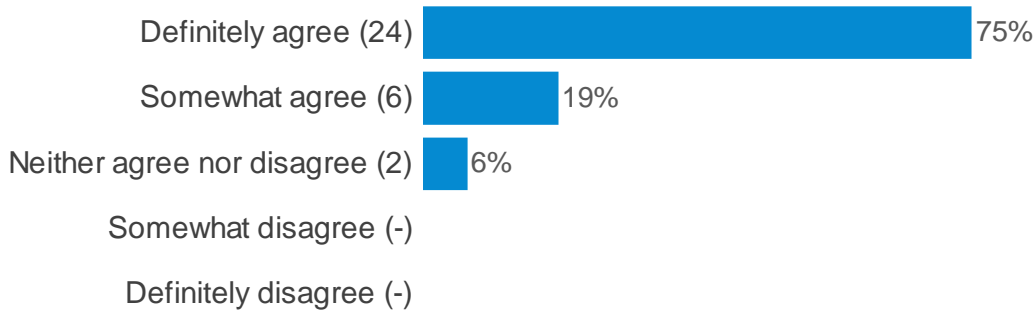
The draft strategy sets out objectives for managing local flood risk (please see Section 1 of the Strategy).

How strongly do you agree or disagree with each of the following objectives? (Improved knowledge and understanding of flood risk and management responsibilities within North Yorkshire County Council and amongst partners, stakeholders, communities and the media)



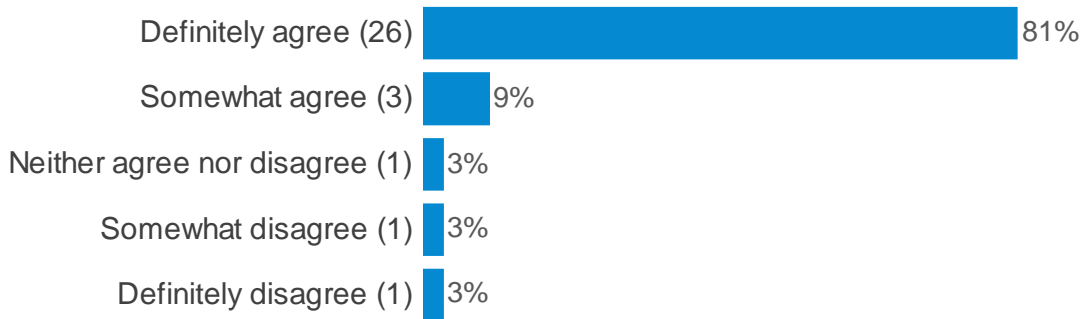
The draft strategy sets out objectives for managing local flood risk (please see Section 1 of the Strategy).

How strongly do you agree or disagree with each of the following objectives? (Sustainable and appropriate development utilising sustainable drainage where ever possible)



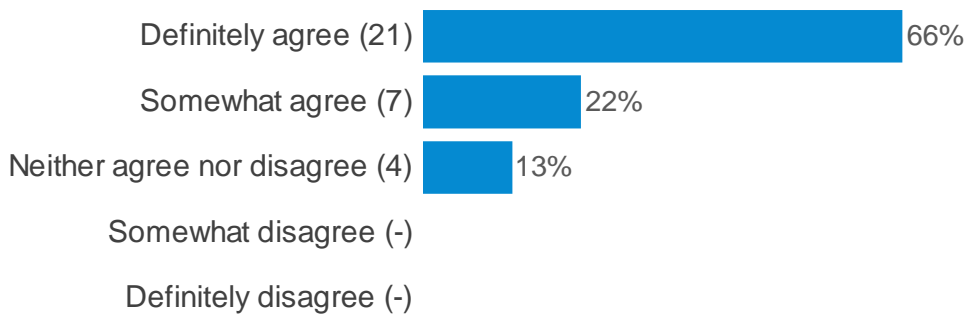
The draft strategy sets out objectives for managing local flood risk (please see Section 1 of the Strategy).

How strongly do you agree or disagree with each of the following objectives? (Improved knowledge of watercourse network and drainage infrastructure)



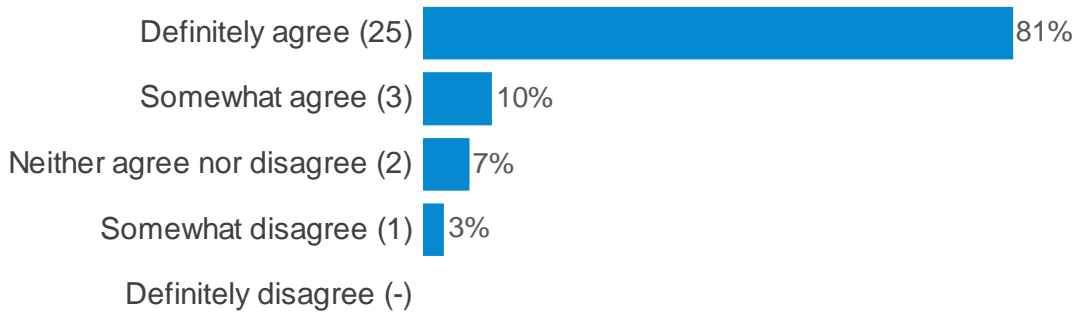
The draft strategy sets out objectives for managing local flood risk (please see Section 1 of the Strategy).

How strongly do you agree or disagree with each of the following objectives? (Flood risk management measures that deliver social, economic and environmental benefits)



The draft strategy sets out objectives for managing local flood risk (please see Section 1 of the Strategy).

How strongly do you agree or disagree with each of the following objectives? (Best use of all potential funding opportunities to deliver flood risk management measures)



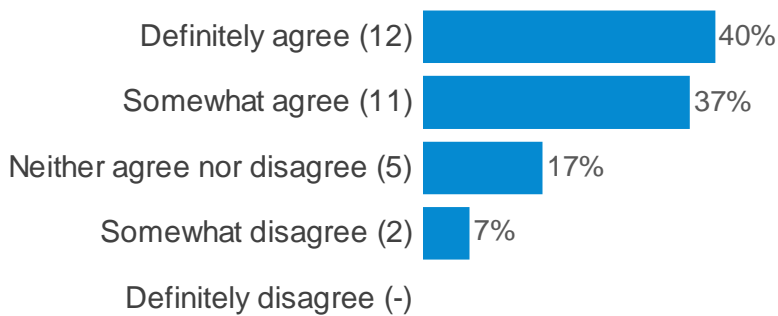
If you disagree, please state which ones and why:

It should not be up to communities to manage flood risk which they may have no input to.

"Improving drainage infrastructure" seems to be just moving the problems downstream. I believe that the priority should be on altering land use and slowing the flow from the catchment areas, for example through tree planting where appropriate or by allowing more space for rivers to overspill and meander naturally. Banning the draining of moorland would be a good start.

In section 2 of the draft strategy we set out proposed actions to meet the objectives and so manage the risk of flooding in North Yorkshire.

How strongly do you agree or disagree with these actions? (In section 2 of the draft strategy we set out proposed ac...)



Please make any comments or suggestions about the proposed actions:

There needs to be consultation with local communities effected by flooding - they often know the area better than anyone else and can work together with the local authority. I live in Birstwith - an area with increased levels of flooding in recent years - several times i have seen professionals come to look at the river and leave unsure about what to do next, hence no action is taken. Community action plans need to be drawn up and communities involved in the change. Local residents would be willing to support with any activity and this would support with budget issues. Also a greater awareness of what support is available to houses effected by flooding and financial support e.g. for flood doors and the increase in home insurance costs.

The strategy continues to manage flood risk in a proportionate manner, subject to the constraints of funding and resource availability.

There is not enough emphasis on prevention. I can't see practical proposals which will empower local communities to be involved in the response either.

You appear to have covered all the bases - but see later comments.

Living in Thirsk i have noted that the beck is clogged in numerous places , especially around the main bridges in the town centre, these have become clogged with silt and now the majority of area underneath these bridges is blocked up with grass and weeds growing, in fact the main bridge on one way system into town only has one section left where water freely flows , the others have now been closed off by grassy areas growing, in times of flood this means there is less area for free flowing water to stay within the confines of the beck and more chance of flooding into town and nearby road areas. An easy action would be to remove all of this probably with much less cost involved than any flood defence.

Make use of tree planting as a long term flood mitigation measure

must involve the Swale and Ure Drainage Board who are undertaking an hydrology report. While the IDB actively maintain - dredge all of the water ways in their area the Enviromental Agency have taken control of the Wiske from Northallerton to the Swale . The EA have many rolls and maintenance of their bit of Wiske (critical for the movement of water) is not high on their agenda. The have not manitaned or give permiision to dredge the Wiske . This used to be done regularly when the IDB looked after the river. Riparian land owners are now seeing increased flooding to their businesses for longer periods of time.

I am generally happy with the proposals

I agree for the need to develop a more integrated system, with all the stakeholders involved. Communities need one point of contact. People need trained personnel who they can turn to for guidance and leadership. I live in a small village, Appersett, that has now formed a community group to try and improve flood resilience. The process of seeking help has been extremely difficult, stressful and for months unproductive. I agree that communities need to be more proactive in flood prevention measures to their homes/properties, but I believe there is a need for professional guidance and a coordinated response to incidents of flooding. After a serious incidence of flooding in November 2020, preceded by 3 less serious incidences of flooding since 2016, we have struggled to navigate through all the agencies and organisations that we believed could help with the measures we are considering. These range from individual property protection, flood warnings, unmaintained drainage system in the village, NFM measures upstream, repair of damaged wall adjacent to Widdale Beck and all the permissions that would entail. Communities that have experienced flooding need one point of contact and some one to liaise with on improving future risk. Funding streams is another area to navigate and many sources of funding are only available to professional bodies e.g. FCERM grants. If communities fall between the cracks for lead responsibility then they are left very much on their own. Our main problem is that a section of our small beck is classed as a main river therefore not under the jurisdiction of NYCC FRMT. As a result we have been omitted from recent initiatives that can benefit small hamlets and villages and addressed collectively to warrant the spend. This of course appears to still be the case in the new proposed strategy for 2022-2027 and NYCC only deal with watercourses, not main rivers, even if it is a watercourse a few yards upstream.

Please make any comments or suggestions about the proposed actions:

Planning consents which shift flood risks to alternative properties must always be avoided. AfterAll when another areas floodwater is shifted to innocent properties which were not built on flood plains and thus affect thier value and insurability then this must be avoided as a paramount importance

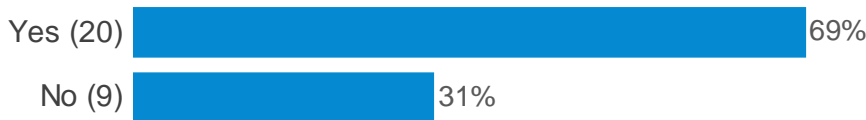
Unclear and unspecific and no sign of any significant change on what has already been done in major flood areas in the past. The strategy continues to ignore regular small scale flooding events.

No building on flood plains nor change of use.

Engaging the community is key - not just paying lip service but they should influence decision making

These Local Flood Risk Strategy actions are an excellent idea. However, the Local Council should have 'teeth' that they can use to enforce Housing / Business Developers to conform to regulations! In approving planning for Housing or Business development, Flood Risk Assessment should be completed and approved PRIOR to any other planning approval. (It is no good approving plans, and then say '...oh we will deal with the flooding problem and drainage thereof later on') New Housing Developments : Local Planning departments should seriously investigate any flood risk, especially Surface Water Flood Risk, given that in most cases local residents have more historical flood data and understanding the underlying cause of flooding, than they are given credit for! Currently, Housing Developers have been granted planning permission, due to the Local Council planning departments being threatened with Appeals should they turn a planning application down!

Is there anything you feel is missing from the Local Flood Risk Management Strategy that you think should be included?



If Yes, please provide more information here:

I think ditches on private land should be cleared more often around rural areas. This diverts water away from properties. The local shooting moor near Bentham never clears it's ditches.

Further consultation with individual communities and individualised action plans drawn up. Further support for those effected by flooding (not just the financial implications but also the emotional impact and stress levels that increase with the water levels!).

Proper dredging of rivers and waterways to help relieve excess water.

The council needs to protect the people living here by challenging national government on its planning laws, on its failures to adopt a robust strategy for carbon zero and its destructive land use subsidies, all of which are contributing hugely to the problems we are having here in Yorkshire.

as described , use mother nature to sort half the issues instead of expensive flood defense which just moves the problem downstream.

Permaculture methodologies.

Look at introduction of beavers in upper reaches of rivers

must include the Swale and Ure Drainage Board who are undertaking an hydrology report and all the IDBs in North Yorkshire using their knowledge and skills .

Far more work on the topography of north Yorkshire where there are no watercourses, again I cite my expeience of the devastating flloods at Filey

If Yes, please provide more information here:

Need to ensure that watercourses near New build housing estates have adequate drainage to prevent run off into the housing developments. Need to ensure that NYCC Highways are cleaning and maintaining these water courses, so they are free from rubbish/trees etc

In Section 1, it may be useful to mention the Internal Drainage Boards as another authority with permissive powers alongside NYCC. In Section 5, we would like local Land Drainage Byelaws to be included in the references to legislation, as these apply in IDB areas and have specific requirements for work affecting watercourses. These have an impact on new developments and are therefore worth signposting at this stage, perhaps with information pointing to our website for full details.

Do not provide planning consent which shifts the lie of flood water to innocent property

The Council welcome Section 1.4. which sets out six objectives to help secure effective flood risk management for communities and businesses in North Yorkshire. Of particular interest is objective 1.4.1: A greater role for communities in managing flood risk. The document is lengthy and goes to great lengths in describing flood risks across North Yorkshire. However, the document only mentions the river Wharfe once and then only to say where it enters the river Ouse at Caywood. It is extremely disappointing that Tadcaster is not mentioned at all in Section 2 in any of the Action Plans which covers projects up to 2027.. This being despite of the major Boxing Day 2015 flooding of the town (highest ever recorded river height and subsequent collateral damage to property and businesses in the town) and partial collapse of the road bridge which caused major disruption in the town for over a year. This event necessitated a Section 19 Report which concluded that the flood defences in the town had to be increased. Since then there have been several 'near misses' and, in spite of warnings that there was a strong risk of the river overtopping again, it did so on 21 February this year. We understand a further Section 19 Report on this event is pending. In late 2019, Central Govt. allocated £11.5m to fund the Tadcaster Flood Alleviation Scheme, yet there is no mention of this project in the Action Plans. There is nothing about any temporary measures, following the 2022 flooding, whilst projects elsewhere in the County are cited. According to this document, as it stands, Tadcaster does not have a flood risk worthy of note.

You need to focus on areas where known flooding occurs regularly regardless of number of houses and other buildings etc affected. You are merely following EA guidance in insisting on action being taken only where large numbers of properties are affected. You also need to build into the strategy emergency relocation plans and direct assistance to be provided to people in the event of extreme flooding. This is not at all clear in any of your documentation.

Referring to sections 1.4.4, 4.6 and 6.4. Although I agree with the broad aims of this strategy, I feel [and know] that it will not be effective in my village, Bradleys Both. The strategy seems to be a wish list of grand aims which may or may not receive funding. I don't think anything has changed since the last NYCC report into the Boxing Day flooding of 2015. Global warming, for us, tends to mean that many rain storms carry a far larger volume of water in a shorter space of time than we have been used to. We can only hope to mitigate the effects of potential flooding. I think that small focussed works will give far better value for money. To my mind this means making better use of our existing surface water drainage from the public highways. In Bradley we have an excellent system of drainage which has never been properly maintained by NYCC highways area 5. Records of the routes have been lost or discarded, responsibility is passed around via Yorkshire Water, and the record keeping of the infrequent gulley emptying is confusing and contradictory. The supervision of the private contractors has been poor. None of the french drains, roadside verges, nor the numerous catchpits on the steep roads leading down to the centre of the village have recently been maintained or cleaned out. Our PC has complained numerous times, but to no avail. We have local knowledge, but nobody is willing to use it; we just have to be content with the so called routine gulley emptying. There will always be budgetary restraints, but I think better management and allocating resources now to look after what we already have will be cheaper than the cost of dealing with what could be more extensive flooding.

Any engagement of the community and subsequent action must involve taking on board their views , opinions and experience

If Yes, please provide more information here:

Responsibility of Developers

Are there any other actions that you think should be included?

If so please explain what they are and why they should be included.

Please say who should be responsible for these measures. (Are there any other actions that you think should be included? If so please explain what they are and why they should be included. Please say who should be responsible for these measures.)

See above. In relation to Birstwith - it is clear that there is a blockage in one of the bridge arches that needs to be cleared - over the years this has had a direct impact on the flow of the river and is directing the water closer to houses - local council should be responsible for talking to us about this.

The reference to 'Living on the Edge' needs to be updated to reflect the new title for the Guidance 'Owning a Watercourse' in the section for Riparian Owners. The hyperlinks for the IDB's do not work and need to be reinstated.

The council also needs to strengthen and act on its own climate change strategy. This is a climate emergency - Councillors must take the long term view on their responsibilities.

Your documents mention, several times, community involvement. I feel that this is essential because local communities can make a real difference to controlling their own specific local flooding issues. An example of this was the work done, earlier this year, by Luttons Parish Council (LPC), whereby the Gypsy Race (GR), at West Lutton, was cleared of a number of years of silt build up. The PC was assisted by NYCC who undertook the clearance of the under roadway watercourse crossings - for which they are responsible. The outcome of this work has been that the GR, within West Lutton, is now flowing as freely as anyone can remember, and that wildlife, not seen for some years, has returned. The point being that LPC took the initiative to undertake this work in an effort to alleviate a local flooding issue adjacent to Luttons Church - and for a stretch of road approx 400m westwards from there. Finance for the works was from the PC's own budget together with a grant from NYCC. The PC's intention is to continue with a similar exercise, year on year, along the length of the GR (within LPC's domain) in order to try and restore the flow of the watercourse along its length and, by doing so, hoping to alleviate local flooding. If other PC's did the same then one does wonder what could be achieved to the benefit of all!

as described , clear the rivers of debris and when waters are high it remains contained.

Clear watercourses

Have permaculture methods/principles been explored? ...taking into account topography of the land, implementing trees, swales and such to retain water, prevent flooding and maximising the use of water that can be captured/harvested.

More tree planting

The IDBs are critical . Maintenance , management of water ways is important to moving floodwater . There seems to be a line now of holding flood water up stream - my view is that that makes for more problems . "keep the water moving " . Riparian land owners of waterways should be involved .

Investigation of potential areas likely to suffer surface water run off where there are no watercourses. Involve "Joe Public" who will have far more practical knowledge of the area in which they have lived for many years. Don't just rely on the advice, theoretical knowledge of officers and consultants. NYCC and then NYC i.e. a One Stop Shop

Are there any other actions that you think should be included?

If so please explain what they are and why they should be included.

Please say who should be responsible for these measures. (Are there any other actions that you think should be included? If so please explain what they are and why they should be included. Please say who should be responsible for these measures.)

The criteria in Section 3.2 of the strategy is extremely woolley. I would welcome clarity on the wording : 'limited internal property impact', 'several internal properties impacted', 'relatively frequent occurences' If levels of response is being judged on this criteria it needs to be quantifiable. For example in our case 10 out of 23 properties in the village had water ingress on most recent occasion (Nov 2020). This was preceded by 3 properties having water ingress on 3 occasions over the previous 4 years. What would the response be if it was classed as a watercourse? Is it down to numbers of properties, percentage of the community, domestic or business dwellings?

In Section 6, we would ask that Land Drainage Consent for certain actions in IDB areas is referenced, such as the requirement for consent for any construction with 9 metres of a watercourse or any new discharge. Again it would be useful for signpost our website for full details. Finally, we would ask that developers in IDB areas consult with the IDB at an early stage in relation to drainage design, as this helps ensure sustainable drainage solutions are promoted at an early stage in the process.

Emergency relief for those affected by extreme flooding including temporary accommodation and recovery of their properties.

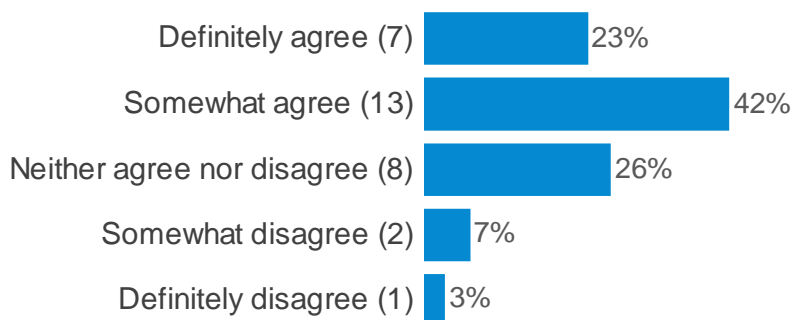
There should be more [legal?] pressure on riparian owners to keep the waterways clear of obstructions.

Much more interaction with local areas who understand the flooding better

Representatives from the community across all affected areas should be involved to the point where the strategy can be changed for the greater good

Ensure that the Developers are responsible for any subsequent flooding of local residents, where the flooding should have been stopped, should they ignore any actions advised in this Strategy.

Do you feel that the Local Flood Risk Management Strategy will help to reduce local flood risk?



Please explain why you feel this way:

i would need to see a clear action plan about what is being done to address specific areas where flooding near residential properties is a concern.

The LFRMS sets out clearly how the Risk Management Authorities (RMA's) should work together to manage flood risk, and the achievements of the previous strategy demonstrate how effective this can be.

There are a great number of words - how many will be translated into actions?

We continue to underestimate the scale of the change which our climate is undergoing and the sort of response which is needed. I am worried that some of the infrastructure based "solutions" could actually make the problems worse.

You appear to have covered all the bases.

doing something about it!

Difficult to comment when I am do not know what the strategy is. Flooding is increasing ,

I feel the necessary steps in flood risk management are being addressed

Any work will be of benefit

It should have a positive impact IF everyone works together and in the knowledge of what each of the interested agencies are doing. Currently I feel everyone is working in individual pockets in a less coordinated way.

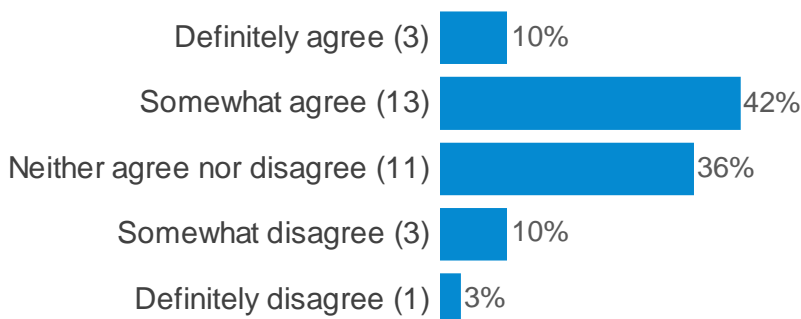
The report in 2007 and the subsequent act in 2010 has resulted in little or no change to people affected by regular flooding in knaresborough. Correspondence with NYCC since the flooding in 2015 has resulted in no action being taken and all other requests for changes to local laws regarding the control and management of local reservoirs have been ignored or dismissed. I see nothing in this strategy that will mean any change for the people of knaresborough.

See previous comments

Lack of community engagement - community engagement should not be a nominal tick box exercise - real engagement , involvement and an absolute influence on policy is key. This will need professional and competent facilitators

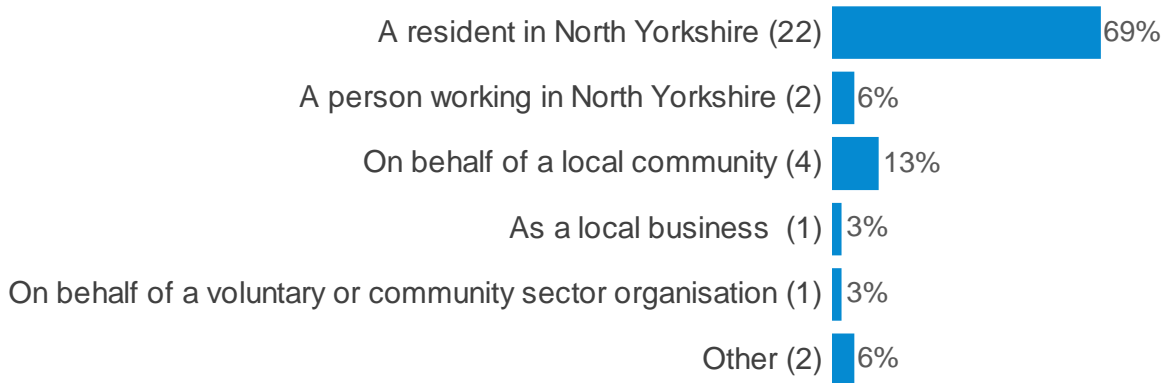
It will help if Planners and Developers take heed!

Do you feel that the strategy addresses the potential impacts of climate change sufficiently? (Do you feel that the strategy addresses the potential imp...)



Consultation on Local Flood Risk Management Strategy

Please tell us whether you are responding to this survey as an individual or as an organisation to allow us to understand the views and concerns of different groups of respondents.



If responding as part of a group or organisation please tell us its name?

- _____
Luttons Parish Council
- _____
Chair of Filey Working Group from 2002 until the construction of the Filey Flood Alleviation Scheme
- _____
I am chair of Appersett Flood Group but have answered as an individual.
- _____
Yorkshire and Humber Drainage Boards (group of Internal Drainage Boards)
- _____
Settle Town Council
- _____
Tadcaster Town Council
- _____
Knaresborough flood committee
- _____
Chairman of Bradleys Both PC

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Informative report concerning the process of public consultation and publication of the revised Local Flood Risk Management Strategy. (LFRMS).		
Officer(s) carrying out screening	Mark Henderson		
What are you proposing to do?	Seek comments on the updated LFRMS		
Why are you proposing this? What are the desired outcomes?	To inform of the changes made following consultation with stakeholders and the public and seek comments on the revised Local Flood Risk Management Strategy.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
NYCC additional characteristic			
People in rural areas		No	
People on a low income		No	

Carer (unpaid family or friend)		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:
Reason for decision	This draft is an update on the existing Strategy and reflects the changing national priorities and revised actions now being undertaken by North Yorkshire County Council and its partners. There is no impact on people with protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	17 June 2022		



Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	North Yorkshire Local Flood Risk Management Strategy
Brief description of proposal	Draft consultation on the North Yorkshire Local Flood Risk Management Strategy
Directorate	Business and Environmental Services
Service area	Development Management Team
Lead officer	Mark Henderson
Names and roles of other people involved in carrying out the impact assessment	Emily Mellalieu
Date impact assessment started	

Options appraisal

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

No this relates to an existing document that has already been published and is a legal requirement that the Council publish and review it.

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

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

The action plan includes indicative costs for a series of proposed actions relating to the County Council's functions. The allocation of funds towards specific projects will however be submitted for approval to the relevant committees for decisions when more detailed information is known and at the appropriate stages of project development. There is therefore no financial implication associated with the Strategy review at this stage, although decisions will be required during its delivery.

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		X				
	Emissions from construction			X	Potential negative impact of constructing flood risk assets. Re Flood Defence Grant in Aid (FDGiA) government financing scheme requires the completion of a carbon calculator to identify the carbon impacts of any project. These assessments will come forward as and when projects progress.	Actions to offset, mitigate or reduce carbon emissions will be identified through the use of the carbon calculator tool.	The schemes will, wherever, possible use low carbon or carbon neutral materials.
	Emissions from running of buildings		x				
	Other		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		x				
<p>Reduce water consumption</p>		x				
<p>Minimise pollution (including air, land, water, light and noise)</p>			x	<p>Potential negative impact of constructing flood risk assets. The Flood Defence Grant in Aid (FDGiA) government financing scheme requires the completion of a carbon calculator to identify the carbon impacts of any project. These assessments will come forward as and when projects progress.</p>	<p>Actions to offset, mitigate or reduce carbon emissions will be identified through the use of the carbon calculator tool.</p>	<p>The schemes will, wherever, possible use low carbon or carbon neutral materials.</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	x			<p>The schemes are directly linked to providing communities with assets that take into account future increases in flood risk frequency and impact and better protecting and providing greater resilience for them.</p>		

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

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

There are a number of standards included within the Strategy which relate to the design of SuDS systems to protect properties from flood risk, for example.

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

Overall the Strategy will provide environmental enhancements to communities. In addition the Strategy will provide improved protection and resilience from flood risk as a result of climate change impacts, through the programme of works identified.

The inclusion of natural flood management measures will go hand in hand with flood defences and is a positive as it provides co-benefits.

Sign off section

This climate change impact assessment was completed by:

Name	Mark Henderson
Job title	Senior Flood Risk Engineer
Service area	Development Management Team
Directorate	Business and Environmental Services
Signature	Mark Henderson
Completion date	15/06/2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 17 June 2022

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Transport, Economy and Environment Overview and Scrutiny Committee

11 July 2022

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 Transport, Economy and Environment Overview and Scrutiny Committee in October 2021.

2.0 Key Background Information

- 2.1 Since December 2020, the Council has taken a more proactive stance on the matter on reducing single use plastics both within its own affairs and also, by influencing others, the affairs of external organisations such as schools and suppliers.
- 2.2 An update was provided to Transport, Economy and Environment Overview and Scrutiny Committee in October 2021. At that point in time some progress had been made across the action areas, it was noted that significant demand for Council resources existed, notably exiting from COVID-19 lockdown measures as well as Local Government Reorganisation. However, some opportunities were highlighted, for example with staff returning to office space the profile of this agenda could be raised to help move it forward.
- 2.3 It was also agreed that this agenda be rolled into the Beyond Carbon initiative and monitored through that arrangement. So, whilst this update is stand alone on the agenda, in future it will be covered through a broader set of environmental measures.

3.0 Recent Progress and Update

- 3.1 The recommended actions are split into short and medium term considerations however the action is best captured under three categories: 1) Procurement & Contract Management, 2) Property & Facilities and 3) Public Engagement (education). It should also be recognised that Council resources continue to be strained across a number of significant areas, notably Local Government Reorganisation and the emerging issue of pay and staff retention.

Procurement and Contract Management

- 3.2 The current procurement and contract management strategy expires at the end 2022, having been in place for four years. This had a clear focus on bringing category management to the Council's third party spend of approaching £500M per year and in the delivery of £1.275M of targeted savings.

- 3.3 A refresh to the strategy has commenced, led by the Council, with initial conversation with the procurement functions within all the borough and district authorities. To date two common themes have been identified:
- i) Working with local SME / VCSE. Defining what local means for the new council and how the balance between delivering social value and commercial pressures is aligned.
 - ii) Delivery of a sustainable future. Commencing with baselining the current supply chain against the aspirations of the new council and taking forward those requirements in a staged and practical manner as we approach 2030.
- 3.4 The refreshed strategy intends to be a roadmap, taking steps including the immediate compliant delivery of the new council, moving forward towards the better engagement of SME alongside delivery of carbon neutral targets. As the new council's directions are crystallised and made clear the refreshed strategy will need to map and evolve to those aspirations.
- 3.5 The anticipated reform to public sector procurement in 2023 will be included in the strategy roadmap. The expected change to the requirement for the acceptance of the most economically advantageous tender to simply the most advantageous tender which will add transparency to enable wider considerations of value.
- 3.6 Other aspects of the developing refreshed strategy are on the elimination in use of problematic or unnecessary single-use packaging, diversity in the supply chain, biodiversity and minimisation of environmental impact.

Commercial lifecycle

- 3.7 While in development of a procurement, encouragement is made with stakeholders to implement best practice with regards to sustainable procurement and contract delivery. Going beyond the minimal legislative standards cannot be currently enforced by the Procurement and Contract Management Service and reliance on deliverables remains with the commissioning service.
- 3.8 Contract performance is the next key aspect in the transition to carbon neutrality and delivery of social value. The outcomes promised in any contract must be managed, monitored and reported upon to ensure they are delivered otherwise their opportunity may be lost and value eroded.
- 3.9 With an ongoing focus on contract management, the Service encourages all contract stakeholders from the Senior Responsible Officer to the operational lead to undertake training via the toolkit offered. The Service continues to work with the Government Commercial Function in developing its approach to contract management best practice.

Property and Facilities

- 3.10 Internal staff communication is a useful aid to help raise the profile of single use plastics and the impact they have on the environment. As an example, The Big Plastic Count (<https://thebigplasticcount.com/>) has recently been promoted through the intranet and internal communications (shown in Appendix 1).
- 3.11 To date, the water dispensers at Council offices have been provided with single use plastic cups, steps have been taken to wind down that provision. Whilst 'compostable' cups will be provided instead, messages will continue to be communicated that people should use their own drinks cup (e.g. re-usable bottle, mug, etc...) and only use the provided cup sparingly. For catered meetings, glasses will be provided on the catering trolleys. The Workplace team are the responsible service and budget holder. They have worked together with Procurement colleagues to source the compostable cups and are now identifying appropriate disposal options / green waste contracts at each site.

- 3.12 Plans are in place to re-open the County Hall staff canteen. As part of that planning, steps are being put in place to minimise single use plastics. In a similar way to the water dispensers, the message will be to bring your own re-useable mug or bottle for take-away coffees.

Public Engagement

- 3.13 This area is focused on outward facing messages and engagement. Since the last update, a number of communications have been launched. Some examples are shown in Appendix 1 as well as the following links:
<https://www.northyorks.gov.uk/how-cut-back-single-use-plastics-work-and-home>
<https://www.refill.org.uk/refill-schemes/start-a-scheme/>
<https://www.northyorks.gov.uk/north-yorkshire-rotters>
- 3.14 Through its role, the Council has been engaging with schools more broadly to support and promote their own environmental sustainability agenda. Council officers have been speaking with schools and signposting to resources available to help them. Some examples include:
<https://www.pect.org.uk/projects/blueprint/>
<https://plasticfreeschools.org.uk/>
'Plastic Clever' schools award – created by 2 children [Kids Against Plastic](#).
- 3.15 The Council has also been working with supermarkets to promote the use of plastic wrap recycling points at their shops. Whilst not directly publicising the need to reduce single use plastic, by encouraging shoppers to use recyclable material instead and also making easy to do so, then it is more likely they will be conscious of what packaging they are buying.

4.0 National Intervention

- 4.1 In addition to the activity taking place by the Council, it is important to recognise the broader picture and that through the Resources & Waste Strategy, the government is looking to intervene and see improvements in this area.
- 4.2 Through that strategy, there are a variety of different measures many of which will not have a direct impact on single use plastics. However, the most relevant one is what's called Extended Producer Responsibility (EPR). Quoting government:
“Extended Producer Responsibility is an established policy approach adopted by many countries around the world, across a broad range of products and materials. It gives producers an incentive to make better, more sustainable decisions at the product design stage including decisions that make it easier for products to be re-used or recycled at their end of life. It also places the financial cost of managing products once they reach end of life on producers.”
- 4.3 In other words, the cost for processing and disposing of product packaging will be borne by the producer. It is expected that cost will be passed on to the customer thereby a direct incentive to produce less packaging waste. This policy and therefore charging will come into force from 1 April 2024.

5.0 Finance

- 5.1 There are no financial implications arising specifically, however, some of the direct steps the council is taking through its procurement strategy and supply chain management could have financial implications for the Council and these would be picked up as part of specific decisions in these areas.

6.0 Conclusion

- 6.1 The Council recognises the importance of reducing single use plastics both within its own affairs and also, by influencing others, the affairs of external organisations. It continues to take steps to promote the issue and provide guidance and resources where appropriate. It is also taking direct steps through its procurement strategy, supply chain management and use within its facilities to reduce availability and consumption of the material.
- 6.2 Looking ahead, this agenda will feature as part of the Beyond Carbon programme rather than be presented as a standalone item.

7.0 Recommendations

- 7.1 It is recommended that:
- Transport, Economy and Environment Overview and Scrutiny Committee note the update on Single Use Plastics provided through the report, and
 - Recognise this theme within the wider Beyond Carbon programme.

Michael Leah, Assistant Director Travel, Environmental & Countryside Services

Date: 11 July 2022

For further information, contact the author of the report

Examples of social media communication

The Big Plastic Count 2022

Submitted by Charley Christopher on Mon, 16/05/2022 - 11:06

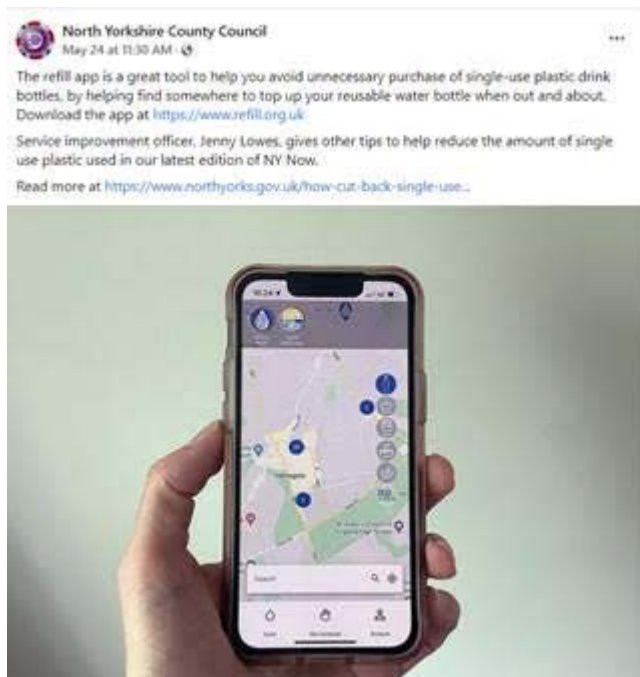


Count your plastic for one week - 16-22 May 2022.

This week, across the country, households of all shapes and sizes, schools, community groups and businesses, will gather new evidence. How much plastic are we really having to throw away, and what happens to it?

We're going to show the government it's time to commit: reduce single plastic use by 50% by 2025 by switching to reusable options that work for everyone - and ban sending our waste to other countries.

To get involved follow the link: [The Big Plastic Count](#)
You'll be sent a fantastic digital pack with a tally sheet to enable to you keep track of your plastic!





northyorksc: • Following

northyorksc: Alerton Waste Recovery Park recently found that 12% of rubbish was plastic wrap and films. We often don't realise how much plastic wrap there is in the kitchen – biscuits, crisps, bread bags, frozen food bags, yoghurt lids, cereal bags...

It's now easier than ever to recycle these at most supermarkets.

Find your nearest participating supermarket at: <http://www.recydenow.com/peatthecycle>

Supermarkets collect the plastic film at the front of the store and then use "reverse haulage" so that when new stock is delivered, the empty lorry takes away all their plastic wrapping. The plastic is recycled at UK reproducers, which use it to make recycled plastic carrier bags and rubbish bags.

Plastic bags and wrapping are lightweight plastics that cannot be placed in recycling bins at home, here's what to do:

- Clean it – First, rinse your packaging out.
- Scrunch it – Now, scrunch it up tight – if it pings back, that's a useful indicator it's soft plastic.
- Recycle it – Pop it into one of the soft plastics recycling units in a supermarket near you.

#Recycling #Recycle #PlasticRecycling #NorthYorkshire #NorthYorks #Yorkshire

4 likes

Add a comment...



Transport, Economy and Environment Overview and Scrutiny Committee

11 July 2022

Report of the Corporate Director Business and Environmental Services

Rail Update Report

1.0 Purpose of Report

- 1.1 To update members on rail developments and forthcoming changes for the railway and rail passengers in North Yorkshire. The report also provides Members with an overview of the rail industry to aid understanding of the opportunities for engagement and influence.

2.0 Current Position

- 2.1 The rail industry in the UK is governed by national legislation. This provides the framework for how the industry operates and what responsibility various bodies have for differing aspects of rail activity and delivery.
- 2.2 The current structure is dominated by national bodies and central control (see Appendix A) with little influence or control able to be exercised by local government. There is however a growing impetus for change in the rail industry, largely due to the impact of events such as the May 2018 timetable disruption, the on-going impact of the COVID-19 pandemic and the move towards more devolved powers.
- 2.3 In May 2021, the government announced its plans for the biggest reform to the railway in three decades, in the **Williams-Shapps Plan for Rail** (see Appendix B). Within the Plan there are chapters and key themes:
- Integrating the railways – creating Great British Railways (GBR) by 2024
 - It will be the single guiding mind and lead the rail industry and the rail network in the public interest and will replace Network Rail.
 - The government will hold the railways' leaders accountable for meeting the needs of the customers and communities the network serves.
 - Providing a 30 year Whole Industry Strategic Plan (WISP), all stations will be operated by GBR and there will be closer links and partnerships with devolved authorities and Community Rail Partnerships.
 - Replacing train operator franchises - franchising will be replaced by new Passenger Service Contracts. There will be a focus on meeting passengers' priorities and incentives to grow rail usage.
 - A new deal for passengers – easy payment, pay as you go, simplified fares, fares integration with other modes.
- 2.4 Other chapters include – “unleashing” private sector potential (including SME's) especially around economy, environment, connectivity and innovation and empowering rail staff.

2.5 Great British Railways HQ

2.5.1 In late 2021 the Department for Transport ran a competition for expressions of interest to locate the GBR HQ outside of London. The County Council strongly supported the submission from the City of York who have along with 42 other towns and cities across the UK put in bids - <https://bit.ly/3u9i2ET>. It is expected that DfT will confirm the shortlist of towns/cities through to the next round this summer with ministerial visits and some public engagement to follow.

2.6 Integrated Rail Plan

2.6.1 The Department for Transport in November 2021 announced its Integrated Rail Plan (IRP) with £96bn invested in rail in the Midlands and the North and delivery earlier than the originally proposed schemes. Within the plan was:

- The removal of High Speed 2 (HS2) Eastern Leg – a high-speed rail network that would have linked London – Birmingham – East Midlands Parkway (retained) – Sheffield – Leeds and York.
 - Replaced with a £100m study on how to connect Leeds to the High Speed network and the development of a mass transit network for Leeds and a high speed link between Leeds and Bradford.
- Investment in the East Coast Main Line (ECML), including increasing capacity just north of York station and a new layout at Northallerton to accommodate expected growth. Enhancements on the ECML south of York will also reduce journey times to/from London and the South East by a further 14 minutes
- York – Birmingham journey time is expected to be 110 minutes. Currently 147 minutes though with HS2 it would have been 57 minutes.
- The removal of Transport for the North (TfN) Northern Powerhouse Rail concept.
 - Replaced by £17.2bn of funding to upgrade the current Trans Pennine Route between Liverpool and York including new railway routes (not via Bradford) and electrification and with a journey time of 55 minutes (currently 83 minutes) between York and Manchester.
 - Removal of NPR plans between Leeds – Selby - Hull and Sheffield – Selby/Goole - Hull.

2.7 The wider context

2.7.1 Transport for the North (TfN) is the statutory sub-national transport body for the north and is primarily responsible for producing the Strategic Transport Plan (STP) for the North which was published in 2019. Work is commencing on a STP refresh for 2024 which will align with the work to also refresh the authority's Local Transport Plan. TfN's Strategic Rail team plays a key role in shaping and informing rail-related issues within the STP and its outputs for the Region.

2.7.2 The Rail North Partnership (RNP) acts on behalf of the Department for Transport and TfN to manage the Northern and TransPennine Express rail operator business plans for rail services across the north. TfN's Strategic Rail team reports back to local authority partners on RNP activities at member and officer forums.

2.7.3 Invest East Coast Rail - East Coast Mainline Authorities (ECMA) <https://bit.ly/3OplyCd> represents 41 local councils, combined authorities and Scottish Regional Transport Partnerships from across the area served by the East Coast Main Line and works with other stakeholders to lobby for investment in the line.

2.7.4 Network Rail business planning runs in 5 year cycles known as Control Periods and the next Period (CP7) is 2024 – 2029. North Yorkshire County Council are a

consultee as plans are developed and have regular meetings with them on specific projects and initiatives.

2.7.5 There is similar engagement with the Train Operators to work together on future investment opportunities and with their future business planning. North Yorkshire County Council currently has little direct influence over services and performance in our area however this could change as Great British Railways evolves and plans to move to a Combined Authority develop.

2.8 COVID-19 Impacts

2.8.1 Railways were seen as an essential service throughout the pandemic and most routes remained open, especially to ensure key workers could still get to work. In North Yorkshire at the start of the pandemic the number of train services halved with a few routes having all services withdrawn, and passenger numbers fell to below 10% for a considerable time. Currently the number of services in North Yorkshire stands at around 90% with passenger numbers overall reaching 80% of pre-Covid levels until the recent strikes.

2.8.2 The biggest change has been in how the trains are used, and whereas before the pandemic commuting and business travel dominated, with the move to more working from home and meetings moving on-line the numbers travelling have dropped significantly with both at around 40-50% of pre-Covid levels. In sharp contrast leisure and more discretionary travel especially at weekends and during the holiday periods has seen a significant increase with much higher demand than pre-Covid.

2.8.3 Rail freight also saw some growth especially in container trains supporting retail during the pandemic an example was a new train running Monday – Friday between Tesco's distribution centre at Daventry and Teesside (via Northallerton).

2.8.4 Overall the Government has funded the railways throughout the pandemic at a cost of £16bn to the UK taxpayer and is now looking at ways to reduce these costs which will include whether all pre-Covid services still need to run.

2.9 The railway in North Yorkshire

2.9.1 The County Council's Strategic Transport Prospectus is clear that North Yorkshire is at the geographical centre of the North of England, has much of the North's strategic transport infrastructure running through it, contributes to the current economic prosperity of the North and has huge potential for future growth. The Prospectus identifies the following three strategic transport priorities:

- Improving east – west connectivity
- Improving access to High Speed and conventional rail
- Improving long distance connectivity to the north and south

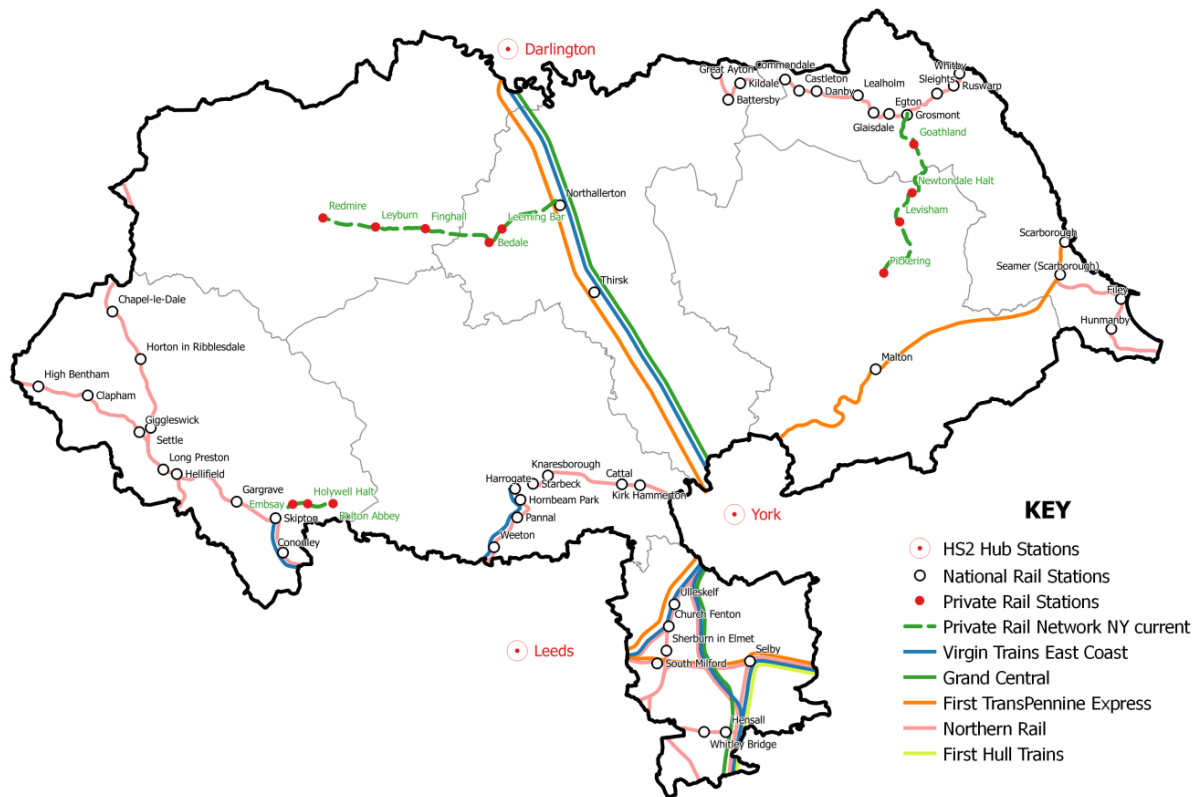
2.9.2 Railways are a driver and facilitator of sustainable economic growth and social wellbeing connecting cities, towns and communities across the UK, the North and within North Yorkshire.

2.9.3 Overall, there are 260 miles (418km) of rail routes in North Yorkshire and pre pandemic some 8.75m rail journeys (reduced to 2.1m in the pandemic) were made annually to and from the 46 stations within North Yorkshire.

2.9.4 Two stations recorded over 1 million users a year (Harrogate at 1.77m, and Skipton 1.2m), a further three stations over half a million (Scarborough 973k, Northallerton 712k, Selby, 675k), Knaresborough 439k and 6 others, (Hornbeam Park, Malton,

Thirsk, Starbeck, Cononley and South Milford) recorded usage over 170,000 passengers a year. See Appendix C.

2.9.5 Over recent year until the pandemic, rail patronage in North Yorkshire had grown by over 2.1 million extra journeys.



2.9.6 The above map highlights the rail network in North Yorkshire where national operations, local operations and open access operators provide the following rail services:

- London North Eastern Railway (LNER): to and from London and Scotland serving Skipton, Harrogate, Selby, and Northallerton;
- TransPennine Express (TPE): North East and East Coast Via York and Leeds to Manchester and Liverpool, serving Northallerton, Thirsk, Scarborough, Seamer, Malton and Selby;
- Northern Rail: Local Franchise services to York and Leeds serving Harrogate, the Dales, Skipton, Esk Valley & Selby;
- Grand Central (GC): Open Access between Sunderland & London serving Northallerton & Thirsk;
- Hull Trains (HT): Open Access between Hull & London serving Selby.

2.9.7 There are three key national rail gateway stations close to North Yorkshire at York, Leeds and Darlington.

2.9.8 There are also three heritage rail operators in North Yorkshire though they are not part of the national rail network. They are North Yorkshire Moors Railway, Wensleydale Railway Company, and Embsay & Bolton Abbey Steam Railway.

2.9.8 Rail freight is important with many operating through and within North Yorkshire. Aggregates from Swinden Quarry and Arcow quarry in Horton-in-Ribblesdale has increased the number of freight trains and follows the Dales National Park policy of

reducing HGV movements. Drax Power station relies on rail for biomass delivery, and freight including metals and container trains travel from Teesside and the other east coast ports to/ major inland distribution centres. Whilst this is good for removing HGV's off the roads there are some capacity challenges on the rail network and potentially increased impacts at level crossings.

2.10 On-going rail related work

2.10.1 Esk Valley Line – Additional Train Services

- Additional train services and infrastructure improvements along the Esk Valley, Whitby – Middlesbrough railway line are part of the York Potash (now Anglo-American) Section 106 agreement.
- At the time of the agreement there were only four trains a day in each direction, the agreement looked to ultimately increase this number to seven (by December 2024) and then eight trains per day in each direction.
- In December 2019 the number of services increased to six however due to resources issues at Northern Trains the number of trains has temporarily gone back down to four since May 2022. Northern have however doubled the capacity of the remaining train services and committed to restoring the other two services at the earliest opportunity.
- Work to finalise the planned infrastructure improvements is ongoing with the aim of modernising the railway, providing faster journey times and a much more reliable train service for passengers.

2.10.2 Transforming Cities Fund (TCF)

- This is a fund launched in 2018 aimed at improving productivity by investing in public and sustainable transport infrastructure in and around English cities, and in partnership with the West Yorkshire Combined Authority the following have been developed.
 - Skipton Station Gateway project - <https://bit.ly/3xo0SEk>
 - Selby Station Gateway project - <https://bit.ly/3Hlfk4o>
 - Harrogate Station Gateway project - <https://bit.ly/3HiSIlg>

2.10.3 Levelling Up Fund (LUF)

- In partnership with Scarborough Borough Council (SBC) and Ryedale District Council, the bid due to be submitted by 6 July will improve access at and to four key railway stations (Seamer, Scarborough, Thirsk and Malton). The benefits will be:
 - Decarbonisation of the transport network;
 - Increased Rail Station Usage;
 - Reduced Rail Journey Times; and
 - Improved active mode access to each station
- Seamer station proposals
 - A new pedestrian and cycle link connecting the station to residential sites in the west, a new three span open footbridge across the rail line and A64 including lifts to platforms 1 and 2 and a new station car park to the east of the track on to the A64.
 - The proposals will complement National Highways proposed shared use path along the A64 which finish at the Dunslow Road roundabout.
 - The scheme will deliver key access enhancements for users, improve safety, create increased access to employment sites and business opportunities and increase station passenger demand and subsequently revenue.
- Scarborough station proposals

- A Transport Hub which will host facilities including cycle storage, hire, repair and amenities, bus stands and waiting areas, taxi booking stands, electric vehicle rental facilities and some commercial space.
- The transport hub is part of a wider master plan for the station and surrounding area, led by SBC, but can be delivered independently.
- SBC have already successfully secured £6.68m of Towns Fund grant to deliver public realm improvement and station access works and their LUF bid builds upon the Towns Fund project and the Transport Hub bid to deliver regeneration of the station and town centre buildings.
- The proposals will reinvigorate a historic part of central Scarborough, and strengthen the connections between the train station and the town centre and sea front.
- Thirsk railway station proposals
 - Replace the existing footbridge with a new two span bridge design with three lift towers with one adjacent to the upper car park and the other two located on the island platforms. A high-level walkway will connect the new footbridge to the drop-off point to the west on Carlton Road.
 - These proposals will offer step free access to every platform, enhancing pedestrian and cycle access at the station. The existing barrow crossing will be extinguished.
- Malton Station proposals
 - Aimed at delivering improvements to access especially for walking and cycling between Malton and Norton to the town and public transport interchange via the station forecourt and a new accessible link via a second platform and new bridge.
 - The second platform will also improve reliability and resilience of the York – Scarborough railway line and for the wider rail network including the East Coast Main Line and Transpennine route both of which the Government are investing in heavily.

2.11 Rural Commission and rail issues

- The Rural Commission requested that the County Council review car parking spaces at railway stations. Pre-pandemic most station car parks were full, however the pandemic has changed this with more people working from home and travelling less regularly, it has meant that there are parking spaces for those travelling later in the day helping leisure travel.
- Many North Yorkshire stations are close to the communities they serve and active travel options, along with appropriate station facilities can encourage this, as well as the use of public transport where available which can sometimes be a viable alternative to use of the car.
- Some stations act as railway gateways to the communities they serve and provide the alternative to long distance drives, for example Northallerton and Thirsk in recent years have seen increases in car park provision and funding bids for Scarborough, Selby and Seamer are looking to provide more car park provision. As potential new opportunities arise, the County Council will work with the rail industry and the District Areas (especially planners) to develop future car park capacity.
- Any car park developments coming forward would also be expected to help deliver the York and North Yorkshire Routemap to Carbon Negative.

2.12 Timetables

- Usually change twice a year in December and May, although during the pandemic timetables were changing around every eight weeks due to rapidly changing circumstances. The role of the County Council is to be part of the timetable consultation process and to try to influence future timetables.

- For May 2022, resource issues meant Northern Trains consulted on some timetable changes and temporary reductions on the Harrogate Line, Esk Valley Line and around Selby. Despite representations from a variety of sources, including letters from local MP's, the County Council and local passenger groups to the Secretary of State, Northern were not able to amend the reductions, however some bus replacement services were provided.
- For December 2022 it is expected the services removed in May 2022 will be restored, alongside planned changes to the Scarborough and Selby services operated by Transpennine Express.
- For May 2023 (originally planned for May 2022) a new East Coast Main Line timetable will operate, which will see big changes to services on this nationally strategic route. In response to a consultation in 2021 the County Council highlighted issues with train stopping patterns and reduced connectivity for stations in North Yorkshire. Some of these concerns remain for the May 2023 timetable change whilst the current industrial relation issues detailed below could also force another delay to the timetable implementation date.

2.13 Industrial Relations

- On 7 June 2022, the Rail Maritime Transport (RMT) union announced that it was calling a national rail strike over pay, redundancies and the safety of the railway. The dispute is with Network Rail and thirteen of the train companies and in week commencing 20 June the three strike days effectively closed the network down and also had a significant impact on services either side of the strike days.
- Discussions between the rail industry and the RMT continue, and other rail unions are also balloting their members. At the time of writing, no agreements had been reached and a new round of strike days were likely to be announced.
- This is a dispute on a national level, and at a local level there is little that can be done, other than to work with the train operators to try and mitigate the impact on rail passengers in North Yorkshire.
- For further information on the strike impacts from the train companies operating in North Yorkshire see below:
 - Northern - <https://bit.ly/3mZ9CvX>
 - LNER - <https://bit.ly/3N4wS6e>
 - Transpennine Express (TPE) - <https://bit.ly/3N84z7a>
 - Cross Country – <https://bit.ly/39wBAMl>
 - Hull Trains – serve Hull-Selby-London - <https://bit.ly/3tHcSzX>
 - Grand Central – <https://bit.ly/3xwmcYp>
 - Network wide rail updates - <https://bit.ly/39wCyYZ>

2.14 Level Crossings

- A 2020 study by Network Rail identified savings in barrier downtimes at Starbeck (Harrogate Line) and Kildwick (Skipton Line) level crossings by relocating rail signalling infrastructure closer to the level crossing, therefore reducing delays to road traffic. North Yorkshire County Council then commissioned highway level crossing surveys to enable a highway model to assess the potential improvements.
- The outputs from this modelling exercise were used for a high level Value for Money (VfM) analysis to ascertain the commercial viability of improvement schemes, with the journey time benefits offset against the base cost of the scheme.
- Officers are now working with Network Rail to finalise the costs at Starbeck level crossing and at Kildwick, officers are working to resolve additional journey time/queue lengths before finalising costs.

- There are a number of potential funding sources including third party funding from developers, improvements as part of any future Harrogate to York re-signalling work and as part of mitigation measures due to the enhancements to the Leeds/Bradford airport service impacting Starbeck level crossing.

2.15 Community Rail Partnerships (CRP's)

- There are four CRP's in North Yorkshire:
 - Esk Valley Railway Development Company <https://bit.ly/3u8sCvW>
 - Leeds – Lancaster – Morecambe (Bentham Line) <https://bit.ly/3NtoM7r>
 - Settle & Carlisle Railway Development Company <https://bit.ly/3xYloui>
 - Yorkshire Coast Community Rail Partnership <https://bit.ly/3HVR896>

2.16 They are accredited by the DfT and are members of the Community Rail Network <https://bit.ly/3QRiyRM> and provide an important link between the railway and local communities often in deeply rural areas.

2.17 Community rail typically involves local people and organisations working in partnership to improve their local railways. Community rail initiatives such as station enhancements and innovative promotional schemes can help get better value for money from the rail network.

2.18 CRP's work can include improving bus links to stations, developing walking and cycling routes, bringing station buildings back into use, art and educational projects, working with charities like the Alzheimer's Society to create a Dementia friendly railway or local organisations such as Botton Village, input into fares and timetables, as well as organising special events promoting the railway.

3.0 North Yorkshire Line by Line Updates

- Leeds – Harrogate – York Line
 - A £10m infrastructure upgrade between Harrogate and York, funded by North Yorkshire County Council and York & North Yorkshire Local Enterprise Partnership enabled an increase in frequency to two trains an hour to run reliably all day.
 - LNER introduced six trains a day in each direction between London and Harrogate pre-pandemic and plan to re-introduce the services in the near future.
 - In May 2022, due to COVID, industrial action and a driver training backlog, Northern removed four services on the corridor in the early morning and late evening. Stakeholders have been advised that this is a short-term reduction and the plan is to return to full service from December 2022.
 - Northern have over the last few years transformed their customer service with improvements at stations along the line as well as more modern rolling stock (withdrawing all pacer trains).
 - The County Council is continuing to work with the local planning authority on developments such as Cattal that are close to the railway line.
 - The development by Network Rail of a scheme to enhance capacity north of York station on the East Coast Main Line will also help the Harrogate Line.
 - The Friends of Knaresborough Station Group are very active and the station has seen many improvements as a result.
 - Recent work to increase capacity into and out of Leeds station that will improve reliability has just been completed.
 - WYCA have developed plans for a new Leeds Bradford Airport Station.

- York – Scarborough Line (see also the LUF bid above in section 2.10.3)
 - Transpennine Express (TPE) have recently invested in new and refurbished trains on the route and improved facilities at all stations.
 - The current service is hourly and most services are shuttles between York and Scarborough, though from December 2022 the service will be to Manchester Piccadilly. The County Council are in discussions with TPE regarding the introduction in 2023 of additional services at key travel times throughout the day and year.
 - At Malton Station TPE were successful in bidding for Access for All funding for to extend the height of the platform to make the trains more accessible. A new waiting area and new accessible toilet facilities have also been delivered.
 - Transport for the North and Network Rail have also identified relatively cheap solutions to improve line speeds on the line. Work is ongoing to deliver some of these as soon as possible.
 - Haxby Station – City of York Council submitted a bid to the DfT New Stations Fund and have been successful in getting development funding and the plan is for the station to open in spring 2024. This will give access from the eastern side of York, and in a recent public consultation, 60% of responders said they would use the station to get to Scarborough.

- Skipton Line (including the Settle & Carlisle and Bentham Line)
 - There have been some improvements to frequency of services and improvements at stations, and new or refurbished rolling stock has also been introduced.
 - Like Harrogate there have been some short-term reductions in services but these again should return from December 2022.
 - Skipton Station – Northern Trains will be submitting a bid for Access for All funding this summer. This would remove some steep non-accessible ramps and use of the subway and replace them with stairs and lifts. It would also compliment the TCF scheme described in section 2.10.2.
 - The Bentham Line Community Rail Partnership have recently produced (with County Council involvement) a well-received strategic case for investment in the line. The Executive Summary is available <https://bit.ly/3u7eoeT>
 - Working with Ribbles Valley Borough Council and Lancashire County Council a bid was submitted to the Restoring Your Railway (RYR) fund for a new passenger services to operate between Clitheroe and Hellifield and potentially beyond. In June 2022, stakeholders were advised that the bid was unsuccessful, however they were advised to continue to pursue other funding opportunities.
 - The long running campaign (led by SELRAP) to reopen the Skipton – Colne line is not going through the RYR process, however further development of the scheme is currently with the DfT for decision.
 - Settle and Carlisle Line – one of the most visited and famous pieces of rail line in the UK and very popular as a tourism destination. Whilst services have improved in recent years there are issues with passenger capacity at peak leisure times and further enhancements to the services and use of different rolling stock are being lobbied for by stakeholders.
 - There was also a bid to the RYR fund to reopen the Garsdale – Hawes railway line but this was unsuccessful.

- Hull – Selby – Leeds Line
 - The Integrated Rail Plan had minimal mention of this route for investment, however the previous NPR work had started to develop proposals for

- electrification and identified opportunities to improve journey times. The County Council is continue to work with train operators and other local authorities on any potential quick win opportunities such as line speed improvements.
- TPE run the “fast” hourly services on this route continuing after Leeds to Huddersfield, Manchester and from December 2022 to Liverpool.
 - Northern run the “local” hourly service from York – Selby/Hull via Ulleskelf (lower frequency), Church Fenton and Sherburn-in-Elmet, and the Halifax - Leeds – Selby - Hull/Bridlington local service that serves South Milford. There have been some recent issues with reduced frequencies at South Milford and this should be resolved from December 2022.
 - Hull Trains and LNER run services between Hull – Selby and London.
 - Selby station (see Transforming Cities Fund in section 2.10.2) has been successful in getting Access for All funding for new lifts and stairs which will make the station fully accessible. The project is planned for delivery over the next year.
 - Selby District – there are two routes with a very limited service.
 - Goole – Leeds with only three services in total each day, stopping at Hensall and Whitley Bridge in North Yorkshire. There is a business case being developed and lobbying for this line to have an increased level of services in the future.
 - York – Sheffield via Ulleskelf, Church Fenton, Sherburn-in-Elmet, Moorthorpe, Pontefract, Rotherham and Meadowhall, it had three services each way until the pandemic when the service was withdrawn and these have yet to be restored.
- Scarborough – Hull Wolds Coast Line
 - The improvements on this line (Hunmanby, Filey, and Seamer stations in North Yorkshire) has seen the introduction of modern rolling stock and an hourly service, and this service goes on to Goole, Doncaster and Sheffield.
 - Connections at Seamer for the TPE trains to York are raised by passengers and the introduction of additional services on the Scarborough line to York would improve connectivity.
 - The Friends of Hunmanby Station and the local community are very active and successful in promoting rail travel from their village.
 - Since the pandemic with the increase in leisure travel and staycations, this line has been regularly highlighted as one of the busiest routes by Northern.
 - Esk Valley
 - Please see section 2.10.1 above.
 - Northallerton and Thirsk
 - The Integrated Rail Plan recognised Northallerton as a pinch point for the strategic East Coast Main Line. Proposals are being developed by Network Rail that could see a significant improvements to the track infrastructure at Northallerton. Proposals are at Business Case stage and the County Council would expect further engagement with Network Rail as the scheme comes forward.
 - Northallerton is served by TPE with services to the North East, Teesside (including new services to Saltburn), York, Leeds and across the Pennines to Manchester and Liverpool. LNER provide the services along the East Coast Main Line to Scotland, North East, Yorkshire, Lincolnshire and London. Grand Central provide services between Sunderland the Durham Coast, Teesside, York and London.

- Northallerton Station was successful in getting Access for All funding and the work on new lifts and stairs has recently been completed making the station fully access compliant.
- Thirsk (see LUF bid above in section 2.10.3) has TPE and Grand Central services stopping, though these are less frequent than at Northallerton. In recent years the car park has been improved and the capacity has increased.
- If the Thirsk Levelling Up Fund bid is not successful the business case work is very advanced and could form a bid to the Access for All fund for lifts and a bridge to make the station fully access compliant.

4.0 Recommendation:

- 4.1 It is recommended that members note the content of the report and the progress being made on rail matters across the county.

Authors: David Hern, Regional Transport Planner & Graham North, Rail Officer

Presenter: David Hern, Regional Transport Planner

Date: 11 July 2022

Background papers relied upon in the preparation of this report:-

Great British Railways HQ Bids - <https://bit.ly/3u9i2ET>

Invest East Coast Rail - East Coast Mainline Authorities (ECMA) - <https://bit.ly/3OplyCd>

Transforming Cities Fund Skipton Station Gateway project - <https://bit.ly/3xo0SEk>

- Selby Station Gateway project - <https://bit.ly/3Hlfk4o>
- Harrogate Station Gateway project - <https://bit.ly/3HiSIlg>

Train Operator Strike Information

- Northern - <https://bit.ly/3mZ9CvX>
- LNER - <https://bit.ly/3N4wS6e>
- Transpennine Express (TPE) - <https://bit.ly/3N84z7a>
- Cross Country – <https://bit.ly/39wBAMl>
- Hull Trains – serve Hull-Selby-London - <https://bit.ly/3tHcSzX>
- Grand Central – <https://bit.ly/3xwmcYp>
- Network wide rail updates - <https://bit.ly/39wCyYZ>

Community Rail Partnerships

- Esk Valley Railway Development Company - <https://bit.ly/3u8sCvW>
- Leeds – Lancaster – Morecambe (Bentham Line) - <https://bit.ly/3NtoM7r>
- Settle & Carlisle Railway Development Company - <https://bit.ly/3xYlouj>
- Yorkshire Coast Community Rail Partnership - <https://bit.ly/3HVR896>

Community Rail Network - <https://bit.ly/3QRiyRM>

Bentham Line Strategy Executive Summary - <https://bit.ly/3u7eoeT>

For further information contact the authors of the report

5. Key Implications

Local Member

None

All

Financial

None

Human Resources

None

Legal

None

Equalities

None

Environmental Impacts/Benefits including Climate Change Impact Assessment:

Positive Impact

How the railways work **currently**

Following privatisation in 1993, British Rail was divided into two main parts: one part being the national rail infrastructure (track, signalling, bridges, tunnels, stations and depots) and the second being the operating companies whose trains run on that network. Subsequently the rail infrastructure was returned to the public sector.

The **Secretary of State for Transport** took over strategic and financial responsibilities for the railways from the Strategic Rail Authority (SRA) under the Railways Act 2005. The Secretary of State is responsible for setting overall rail policy and strategic objectives, letting and managing the rail franchises in England, (in some cases jointly with bodies such as Rail North), providing funding and procuring new rolling stock.

The infrastructure is owned, maintained and operated by **Network Rail**, with the exception of the HS1 route through Kent, which is maintained and operated by a private company as part of a concession agreement. Rail infrastructure projects are planned on a five-yearly basis as part of the industry-wide Periodic Review. Network Rail is regulated by the **Office of Rail and Road (ORR)**, which is also the safety regulator.

Rail services are run by privately-owned train operating companies (TOCs), although most are now back under Government control after the pandemic and are running contracted out services and freight operating companies (FOCs). There are a limited number of 'open access' operators, who run rail services outside of the franchising process by securing "spare" timetable capacity from the regulator.

The **trains** (rolling stock) are owned by private rolling stock leasing companies (ROSCOs) and leased to the TOCs.

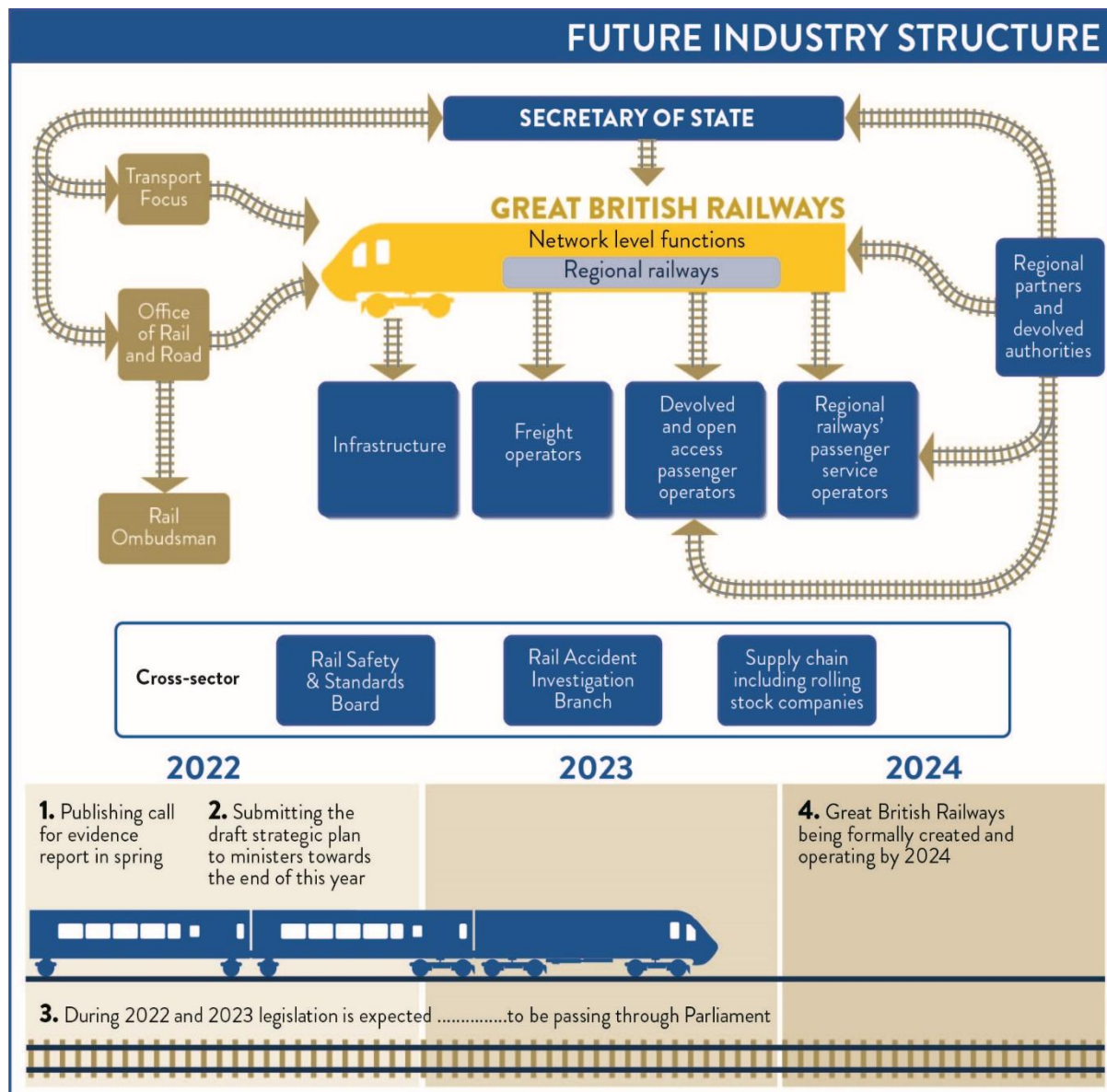
Railway **stations** are owned by the Network Rail and then most are leased to the TOC that is the main station user. Network Rail retains the operation of the larger passenger terminals.

There are two **passenger users' groups** which speak for the passenger, undertake research on their views, and can assist with complaints and have been more recently engaged in future developments. They are Transport Focus and London TravelWatch. In November 2018 a new Rail Ombudsman service was launched.

The **Community Rail Network (CRN)** previously known as the Association of Community Rail Partnerships (ACoRP) is a federation of community rail partnerships, station groups and rail promotion groups, which brings together railway companies, local authorities and the wider community to promote and develop local rail services. They are funded mainly by local authorities and the local train operator.

The **Rail Delivery Group (RDG)** represents the industry and develops policy on its behalf.

FUTURE RAIL STRUCTURE



Usage Data from the ORR Entry and Exit Data for Railway Stations in North Yorkshire Only

Station	Operated by	2019/2020	2020/2021	% Change between 2019 and 2020	% Change between 2020 and 2021	Rank by usage 2019/2020	Rank by usage 2020/2021
Battersby	Northern	1,760	396	16%	-78%	43	43
Bentham	Northern	29,932	4,990	13%	-83%	25	30
Castleton Moor	Northern	5,014	1,258	2%	-75%	39	37
Cattal	Northern	61,562	16,242	0%	-74%	21	21
Church Fenton	Northern	119,332	21,492	28%	-82%	18	18
Clapham (North Yorks)	Northern	8,492	1,188	29%	-86%	37	38
Commondale	Northern	2,444	434	4%	-82%	42	42
Cononley	Northern	187,196	58,386	-1%	-69%	11	9
Danby	Northern	6,796	1,132	10%	-83%	38	39
Egton	Northern	13,206	6,166	13%	-53%	34	26
Filey	Northern	139,748	48,056	32%	-66%	16	12
Gargrave	Northern	33,820	5,780	11%	-83%	22	28
Giggleswick	Northern	12,720	1,642	28%	-87%	35	36
Glaisdale	Northern	20,920	16,396	-10%	-22%	28	20
Great Ayton	Northern	8,614	2,064	11%	-76%	36	34
Grosmont	Northern	13,912	4,420	12%	-68%	31	32
Hammerton	Northern	28,862	5,994	1%	-79%	26	27
Harrogate	Northern	1,770,554	352,872	7%	-80%	1	2
Hellifield	Northern	32,234	6,528	32%	-80%	24	25
Hensall	Northern	170	94	-33%	-45%	46	45
Hornbeam Park	Northern	399,756	86,936	1%	-78%	7	8
Horton in Ribblesdale	Northern	19,648	5,068	4%	-74%	29	29
Hunmanby	Northern	32,458	13,832	43%	-57%	23	23
Kildale	Northern	1,498	386	2%	-74%	44	44
Knarborough	Northern	439,486	116,834	7%	-73%	6	6
Lealholm	Northern	15,168	8,726	-1%	-42%	30	24
Long Preston	Northern	13,624	1,678	17%	-88%	33	35
Malton	TPE	348,866	90,582	-4%	-74%	8	7
Northallerton	TPE	712,450	156,294	-1%	-78%	4	4
Pannal	Northern	164,174	31,474	1%	-81%	13	15
Ribblehead	Northern	23,102	4,754	20%	-79%	27	31
Ruswarp	Northern	3,064	684	27%	-78%	41	41
Scarborough	TPE	973,424	270,262	2%	-72%	3	3
Seamer	TPE	148,088	34,528	2%	-77%	15	14
Selby	TPE	674,836	124,042	3%	-82%	5	5
Settle	Northern	148,852	27,580	7%	-81%	14	16
Sherburn-in-Elmet	Northern	74,756	19,078	25%	-74%	20	19
Skipton	Northern	1,212,320	366,258	-0%	-70%	2	1
Sleights	Northern	4,732	1,038	13%	-78%	40	40
South Milford	Northern	177,066	26,662	2%	-85%	12	17
Starbeck	Northern	214,644	54,194	4%	-75%	10	10
Thirsk	TPE	221,504	47,994	-4%	-78%	9	13
Ulleskelf	Northern	13,636	3,100	88%	-77%	32	33
Weeton	Northern	82,360	15,042	6%	-82%	19	22
Whitby	Northern	135,238	49,828	3%	-63%	17	11
Whitley Bridge	Northern	562	62	3%	-89%	45	46
Total		8,752,600	2,112,446	3%	-76%		
Total Growth Year on Year		295,606	-6,640,154				
5 Year Growth		870,836	-6,081,128				
10 Years Growth		2,064,954	-4,822,610				

NB: 2019/2020 are pre-covid totals

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North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

11th July 2022

Work Programme 2022/2023

1.0 Purpose of Report

- 1.1 This report invites Members to consider the Committee's Work Programme for 2022/2023, taking into account the outcome of discussions on previous Agenda Items and any other developments taking place across the county.

2.0 Scheduled Committee dates/Mid-Cycle Briefing dates

2.1 Committee Meetings

- Thursday 20th October 2022 at 10.00 a.m.
- Thursday 19th January 2023 at 10.00 a.m.
- Wednesday 12th April 2023 at 10.00 a.m.

Mid Cycle Briefing Dates (Attended by the Chair, Vice-Chair and Political Group Spokespersons)

- Thursday 8th September 2022 at 10.00 a.m. (in respect of the Committee meeting on 20th October)
- Thursday 8th December 2022 at 10.00 a.m. (in respect of the Committee meeting on 19th January)
- Thursday 23rd February 2023 at 10.00 a.m. (in respect of the Committee meeting on 12th April)

3. Outline Work Programme

- 3.1 The topics for the Work Programme are identified by the Chair, Vice-Chair, Political Group Spokespersons and Members, as advised by the relevant Overview and Scrutiny Officer.
- 3.2 With this being the first meeting of the Committee since the County Council Elections in May, I have prepared a draft Work Programme (appended to the report), based on some of the Items which have tended to be considered annually and matters that I know Members had previously indicated that they would like to be considered. I hope that this will give Members a basis to work from.
- 3.3 Whilst the Work Programme is owned by the Committee, it is important to be realistic as to how much can be considered at each meeting and to be mindful that the Directorate and (depending on the subject area) partners will need reasonable notice of matters that the Committee are seeking information on.

4.0 Recommendation

4.1 The Committee is asked to:-

Confirm, comment, or add to the areas listed in the Work Programme Schedule

Report Author: Will Baines, Principal Democratic Services Scrutiny Officer

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June 2022

Background papers relied upon in the preparation of this report – None

NORTH YORKSHIRE COUNTY COUNCIL
Transport Economy and Environment Overview and Scrutiny Committee
Committee work programme
Dated: 1 July 2022

Meeting dates

- Scheduled future Committee Meetings: 10am on 20 October 2022; 10am on 19 January 2023; 10am on 12 April 2023
- Scheduled Mid Cycle Briefings (Attended by Chair, Vice-Chair and Group Spokespersons only): 10am on 8 September 2022; 10am on 8 December 2022; and 10am on 23 February 2023.

Meeting	Subject	Aims/Terms of Reference
11 July 2022	Introduction to Overview and Scrutiny at North Yorkshire County Council & Draft Work Programme 2022/23	To provide a summary of how overview and scrutiny is undertaken at the Council, the way in which subjects for scrutiny are identified, why it is important and what role committee Members have to play.
	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 – Michael Leah, BES, NYCC.
	NY Highways	To receive an annual report on the progress and performance of NY Highways (first 12 months of the new service) – Barrie Mason, BES, NYCC.
	Major schemes development	To provide an overview of large scale infrastructure development, including A59 Kex Gill re-alignment, the Transforming Cities Fund and the Levelling up agenda – Richard Binks and Louise Neale, BES, NYCC.
	Bus Update (Verbal item)	To receive an update on the national bus service improvement plan and what this means locally and on the Demand Responsive Bus Service in the Ripon area.
	Rail update	Update report on rail developments in the region – David Hern and Graham North, BES, NYCC.
	North Yorkshire Local Flood Risk Management Strategy	To provide an update on the consultation and the process associated with the publication of the revised North Yorkshire Flood Risk Management Strategy and to seek the views on the revisions made to the strategy – Emily Mellalieu and Mark Henderson, BES, NYCC.

20 October 2022	Carbon reduction plan	To receive an update on the progress of North Yorkshire County Council's Carbon Reduction Plan – Neil Irving, CS, NYCC.
	Civil Parking Enforcement	To provide an update on Civil Parking Enforcement in the county – David Kirkpatrick, BES, NYCC.
	Electric vehicle charging	Overview of electric vehicle charging infrastructure, Council commercial fleet and commercial buses – Michael Leah, BES, NYCC.
	Allerton Waste Recovery Park	To receive an update on the performance of Allerton Waste Recovery Park – Michael Leah/Peter Jeffreys, BES, NYCC.
	Road casualties	To advise Members of the road casualty figures in North Yorkshire and initiatives undertaken by the Road Safety Partnership – Fiona Ancell, BES, NYCC.
	Flood prevention – gully clearance and maintenance	Update members on the progress with gully clearance and maintenance – Barry Mason, BES, NYCC.
19 January 2023	York and North Yorkshire LEP	Annual update on the work of the York and North Yorkshire Local Enterprise Partnership – James Farrar, YNYLEP.
	20mph speed limit policy implementation	To advise Members on progress with implementing the revised 20mph speed limit policy for North Yorkshire, following its adoption in January 2022 - Barrie Mason, BES, NYCC (TBC)
	Waste Collection and Treatment in North Yorkshire	To provide an update on the national changes to kerbside waste collection and domestic and commercial waste processing and what this will mean locally (link with the implementation of a new unitary authority for North Yorkshire as of 1 April 2023) – Michael Leah, BES, NYCC
12 April 2023	North Yorkshire - Plan for Economic Growth	To receive an annual update on progress – Dave Caulfield, BES, NYCC.

Items where dates have yet to be confirmed	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) – Michael Leah, BES, NYCC.
	Levelling Up White Paper	Overview of the Levelling Up White Paper and what this means for North Yorkshire – Will Baines, LDS, NYCC.

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