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Meeting: Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

Members: Councillors Philip Barrett, John Cattanach, Mark Crane, Melanie Davis (Vice-Chair), Caroline Goodrick, Hannah Gostlow, Paul Haslam, David Ireton, David Jeffels, Steve Mason, Subash Sharma, David Staveley (Chair), Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass.

Date: Wednesday, 10th April, 2024

Time: 10.00 am

Venue: Brierley Room, County Hall, Northallerton, DL7 8AD

Members of the public are entitled to attend this meeting as observers for all those items taken in open session. Please contact the Democratic Services Officer, whose details are below, if you would like to find out more.

This meeting is being held as an in-person meeting.

Recording is allowed at Council, committee and sub-committee meetings which are open to the public, please give due regard to the Council's protocol on audio/visual recording and photography at public meetings. Anyone wishing to record is asked to contact, prior to the start of the meeting, the Democratic Services Officer whose details are at the foot of the first page of the Agenda. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

AGENDA

1. **Apologies for Absence**

2. **Minutes of the Meetings held on 18 January and 1 February 2024** (Pages 3 - 22)

3. **Declarations of Interest**

All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.

4. **Public Participation**

Members of the public may ask questions or make statements at this meeting if they have given notice (to include the text of the question/statement) to Will Baines, Senior Scrutiny Officer (*contact details below*) no later than midday on Friday 5 April 2024. Each

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

Website: www.northyorks.gov.uk

speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

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

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

5. Verbal Update from the Corporate Director of Environment

6. National Highways Update (Pages 23 - 26)

7. Preventing Flooding on Highways - Gully Clearance and Maintenance (Pages 27 - 40)

8. Scientific Team Update - AQAP (Pages 41 - 64)

Lunch Break (12:30pm approx)

9. Annual Report of the Member Champion for Climate Change (Pages 65 - 122)

10. Report of the Highway Reinstatements and Road Closure Working Group (Pages 123 - 126)

11. Work Programme (Pages 127 - 132)
Purpose of the report: To ask Members to consider, amend and add to the Committee's work programme.

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

13. Date of Next Meeting
Monday 8 July 2024 at 10am in The Grand Meeting Room.

Members are reminded that in order to expedite business at the meeting and enable Officers to adapt their presentations to address areas causing difficulty, they are encouraged to contact Officers prior to the meeting with questions on technical issues in reports.

Contact Details:

For enquiries relating to this agenda, please contact Will Baines, Senior Scrutiny Officer - Tel: 01609 533885 or email: william.baines@northyorks.gov.uk

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Tuesday, 2 April 2024

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

Minutes of the meeting held on Thursday, 18th January, 2024 commencing at 10.00 am.

Councillor David Staveley in the Chair plus Councillors Mark Crane, Melanie Davis, Caroline Dickinson (substitute), Hannah Gostlow, Paul Haslam, David Ireton, David Jeffels, George Jabbour (substitute), Tom Jones (substitute), Steve Mason, Arnold Warneken and Steve Watson.

Officers present: Melisa Burnham, James Farrar, Michael Leah, Allan McVeigh, Simon Moss and Will Baines.

Apologies: Councillors John Cattanach, Caroline Goodrick, Phil Trumper, Robert Windass, Subash Sharma and Philip Barrett.

Copies of all documents considered are in the Minute Book

1 Apologies for Absence

Apologies for absence were received from Councillor John Cattanach, Caroline Goodrick, Phil Trumper, Robert Windass, Subash Sharma and Philip Barrett.

Councillors Caroline Dickinson, George Jabbour and Tom Jones attended as substitute members.

2 Minutes of the Meeting held on 19 October 2023

Resolved -

That the minutes of the meeting held on 19 October 2023, having been printed and circulated, be taken as read and confirmed by the Chair as a correct record.

3 Declarations of Interest

There were no declarations of interest.

4 Public Participation

One public statement had been submitted prior to the committee from Mr Ian Conlan:

Concerning Agenda item 5, on including the DfT guidance in your 20mph policy: "Traffic authorities can introduce 20mph speed limits on major streets where there are - or could be - significant numbers of journeys on foot/cycle, and this outweighs the disadvantage of longer journey times on the motorist.

In Malton and Norton, just one major NW to SE route, B1257 Broughton Rd to B1248 Beverly Road through Butcher Corner, is responsible for half, or 30 out the 60 casualties in Malton and Norton urban area over the last 5 years, including 1 fatality 6 serious injuries

and 23 minor injuries, many of them pedestrians, child cyclists, elderly residents. Most casualties are on this or other main roads, many of them at junctions.

The decisions based on the current policy demonstrate that there is such extreme reluctance to bring in 20mph on main roads as to make it impossible. This policy in practice treats pedestrians and cyclists as second class citizens in their own communities, and takes a Victorian approach of profit before safety. But doing nothing effective about road safety costs society in the long run.

Removing onerous conditions such as has occurred in Cornwall and elsewhere is essential in order to make any significant and lasting improvements in road safety. Hiding behind a restrictive interpretation of DfT guidance should fool no one.

Will councillors select to instead agree to the Action Vision Zero Target of zero killed and seriously injured on our roads by 2030 in this committee, with an intermediate target of 50% reduction in killed and seriously injured by 2027.

With the new Mayor for York and North Yorkshire holding significant power and funds on Transport policy and direction, it is essential that North Yorkshire speak up on road safety, and actually listen to the most vulnerable residents: 77 out of 99 residents who returned surveys in Malton backed the Town Council's position on making 20mph the normal speed limit for the town.

Allan McVeigh, Head of Network Strategy responded as follows:

The North Yorkshire Council 20mph speed limit and zone policy that Mr Conlan refers to, is progressive and a significant step forward from its earlier iteration. The Council's Executive approved changes to a revised policy in 2022, which have resulted in 37 20mph scheme applications having since been received, with nine schemes approved from 12 that have been through the full review process; one of which being unprecedented in scale covering the Pannal Ash and Oatlands areas of Harrogate. This scheme does include Category 3A and 3B roads, which can be described as major streets. The policy revision and indeed a more recent report, approved by the Council's Executive in July last year, will also result in the introduction of a planned programme of speed limit reviews across the urban and rural road network, including major streets and is actually prioritising the vulnerable road users referred to by Mr Conlan.

The 20mph speed limit and zone policy already makes reference to acting in accordance with the DfT Circular 01/2013 and the York and North Yorkshire Road Safety Partnership Safer Roads Strategy refers to road safety partners, including North Yorkshire Council, working towards Vision Zero.

A review of speed surveys on the B1257 and B1248 through Malton and Norton shows speeds are already low with ranges between 17 and 25mph within the town, the majority being at or just below 20mph, which suggests there is not a problem with speed compliance on these roads.

We note the collision statistics referred to by Mr Conlan, which are consistent with the data held by the council. North Yorkshire Council undertakes annual and in-year analysis of collision data to identify the sites and routes with the poorest collision record in terms of number and severity of collisions. It is though essential to look at context and causation factors to identify any trends and patterns that can be mitigated through intervention.

I would seek to assure Mr Conlan that there is no reluctance to introduce 20mph speed limits on main roads, where it is considered to be suitable to do so, as evidenced by the proposed introduction of lower speed limits on major streets in Harrogate. There are many different criteria to consider through the assessment process and the Council's policy is explicit in recognising the need to move away from solely using collision and speed data

and recognising the benefits that lower speed limits can bring to communities, and modal shift is a key objective.

As a supplementary question Mr Conlan asked:

That said, how do you explain your decisions, for instance, in Langton and Welburn which concern one main road running through each village. I think there is an inconsistency and an unwillingness to actually embrace a default 20mph speed limit.

In response, it was noted that DfT Circular 01/2013 states that councils can consider introducing 20mph speed limits on main streets, where we consider it appropriate to do so, and in areas where we don't, then those proposals are not taken forwards. In terms of the perceived unwillingness to introduce 20mph schemes in North Yorkshire, the 20mph Speed Limit and Zone policy has been to the Executive, it was called in and considered by this committee. But it is not the policy of North Yorkshire Council to introduce default 20mph schemes. What it does do is it takes a proactive approach working with communities, and where there is support locally, and the council considers a 20mph scheme to be consistent with our policy, then it absolutely does look to implement those.

It was also added that in terms of January 2022 when North Yorkshire Council introduced the revised 20mph Speed Limit and Zone policy approach, there was a lot of criticism then that the policy would create additional barriers to the creation of future 20mph speed limit zones in North Yorkshire. It was felt by the officer that it has actually done the reverse, with a significant increase in the number of requests that have been received and as a result of that, a significant increase in the number of 20mph speed limit schemes that have been approved.

5 Question referred from Harrogate and Knaresborough ACC (1)

Considered – Report of the public statement and response text referred from the Harrogate and Knaresborough Area Constituency Committee (H&K ACC) on 23 November 2023.

Hazel Peacock attended to read out her original public statement to the committee, following which Allan McVeigh, Head of Network Strategy, then read out the response provided at the H&K ACC meeting.

A discussion then followed, in which questions and comments raised by elected members included:

- Councillor Arnold Warneken asked whether major streets in Harrogate were not able to be classified as 20mph speed limit zones because of the large volume of traffic on them? For example, on Hookstone Road or Wetherby Road in Harrogate, is the volume of traffic so high that it cannot be considered for speed reclassification. In response, it was noted that traffic volume is one of the considerations for implementing 20mph speed limits, but it is not the only one or the overriding one. Other factors include the collision history of the road, the composition of the road users, the function of the road, the proximity to schools and high footfall areas – a whole host of different criteria set out in the DfT circular 01/2013 – 'Setting local speed limits'.
- Reference was made to plans for the Harrogate Gateway scheme and comments made concerning potential speed restrictions on Station Parade.
- There was a concern of transparency for the public on how to find out what a main road is defined as to assist when making an application for a 20mph speed limit. It was also asked whether road category information could be made available in a user friendly way on the Council's website. In response, it was noted that road category information

is set out in the Code of Practice for Highways Maintenance. The road network is set out and categorised according to its functions, such as whether it is a strategic road designed to move high volumes of traffic over long distances, or is it more residential in nature for pedestrians and cyclists to use. Effectively, you have a road hierarchy that sets this out in North Yorkshire, from category 2 roads, which are strategic roads, going down to 3a, 3b, 4a and 4b. Typically in North Yorkshire, carriageways are category 2 or category 3 roads.

- In terms of transparency, the network hierarchy for North Yorkshire is online, but it is accepted by officers that it is difficult to find currently. It is proposed to make this more visible by sitting a table alongside the 20mph Speed Limit and Zone Policy on the website, so that the reader can refer to both documents at the same time. A series of planned speed limit reviews across the whole of the network in North Yorkshire, both urban and rural, are to be undertaken in the coming months and years, so officers will be proactively engaging with communities.
- Councillor Hannah Gostlow asked what the impact would be if the speed limit reductions had taken place on the roads under discussion. Is the issue the delays to journeys? In response, it was explained that delays is not necessarily the main factor, there is also the congestion and negative impact on air quality to consider alongside this.
- It was asked if physical barriers could be used to protect pedestrians on narrow pavements?
- A Member felt as a council we need to listen to the priorities of local people and change our default position, to look at different ways of doing things.
- In response on a question on enforcement, it was noted that North Yorkshire Police has commissioned a study to look at the feasibility of fixed and average speed cameras in the county, it is an active project.
- On implementing 20mph speed limits outside schools, it was emphasised that the revised policy states that there will be more 20mph speed limits outside schools and high footfall areas.
- It was reaffirmed that the local elected member will be a central part of the local engagement process in any traffic plans put forward.
- Councillor Paul Haslam asked if there is a halfway house option of a timed window of speed restrictions. In response, it was not believed that this was enforceable, but the officer committed to coming back with a fuller response.
- Councillor David Ireton felt that motorists do not take notice of speed limits unless they are enforced.
- The pros and cons of introducing 20mph speed limits in other areas of the country, and how much this was accounted for when developing the revised policy for North Yorkshire was asked about. In response, the background research undertaken of 20mph schemes elsewhere in the country, such as in Wales, Scotland and other parts of England was set out and formed a key part of the most recent report to the Executive.
- Councillor David Jeffels asked in areas where there are difficulties introducing a specific speed limit, can Vehicle Activated Signs display 'Slow Down' to offer more flexibility.

Despite not implementing 20mph speed limits on the roads in question, officers explained that they are engaging with alternative options to keep road users safe. As part of this:

- Road signage and lining reviews are taking place to see if improvement measures can be made.
- A pilot School Streets, the first in North Yorkshire, has been introduced for Oatlands Junior School to limit traffic in term

- Officers are recommending a 20mph speed limit in front of one entrance to Oatlands Infants School
- Traffic calming measures including a 20mph speed limit on Oatlands Drive and a new crossing point at the end of Oatlands Drive
- Seeking to improve and widen the existing crossing at St Aidan's CE High School.

There is one school that is not covered as part of these improvements outside it, but officers are working with that school on travel planning and improving the existing signing and lining. Officers are also meeting with the primary school on Wetherby Road and are committed to a review of the signage and lining and the existing crossing points on that road.

A significant amount of work has been undertaken to review these areas for potential improvements, and later this year the extensive implementation of 20mph speed limits in residential areas in South and West of Harrogate.

A proposal was moved and seconded to set up a Task and Finish group to consider the issues raised in detail, to review current policies and their impact in terms of making road safer for all users, in particular people and active travel alongside the good work already underway.

Upon being put to the vote, this proposal was lost.

In summing up the discussion, the Chair noted he was reassured by the ongoing and commitment to proactive work by officers and that the local member is a key part of any consultation process for speed limit mitigation work. A future update from officers on how this area of work is progressing, picking up the main issues raised by elected members at the meeting, was requested.

Resolved – That the further information and clarifications requested form part of a future report to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee.

6 Question referred from Harrogate and Knaresborough ACC (2)

Considered – Report of the public statement and response text on active travel referred from the Harrogate and Knaresborough Area Constituency Committee (H&K ACC) on 23 November 2023.

Councillor Arnold Warneken began the discussion by asking officers what would be done differently to make the Council more successful in future bids for active travel funding and learning from previous submissions?

In response, Allan McVeigh, Head of Network Strategy, noted that although recent bids to the Active Travel Fund (ATF) had not been successful, in overall terms it was felt that the Council has been successful in capital and revenue terms to secure funding for active travel schemes, such as through the Local Sustainable Transport Fund (LSTF) packages, National Productivity Investment Fund and Emergency Active Travel funding.

Following the recent ATF funding rejections, it was confirmed that the Council always seeks to receive feedback from the Department of Transport as to why a particular bid at that time wasn't successful.

It was noted that since 2010 and the significant reduction in integrated transport block funding, there has been a focus on the priority of managing and maintaining the highway network. That is now starting to change, and it's likely that we will be receiving more money

for developing active travel in the future, potentially through the Mayoral Combined Authority for improvement-type active travel schemes.

Councillor Haslam felt that there are a number of easy wins that could be achieved, particularly in Harrogate, and they should be looked into. For example, there are lots of bits of footpaths and cycleways that are “unmade” and could be improved for a low cost into suitable paths/routes. These could be quick wins for active travel and safe cycling provision in the borough.

He felt that instead of focussing on big schemes and waiting for money to be handed down from government, that carrying out smaller pieces of work in the meantime would have a beneficial impact.

e.g. (1) Path behind Hornbeam Park that crosses various roads in various places, to make it safer.

(2) A61 into Harrogate, there’s a left turn onto the Greenway and you would be on a safe route right into the middle of Harrogate, but due to insufficient signage it isn’t widely used by cyclists and pedestrians.

These are labour intensive but low cost projects. As long as these smaller projects build into a wider active travel policy, then it was felt that they would be beneficial and improve public satisfaction. We would be seen as a Council to be a) taking action and b) when money becomes available from central government for bigger projects in the future, we’d be ready to go.

In response, the officer felt that it is exactly the approach the council has taken, but there is always more to do, as shown in the examples given.

It was noted that the council has been proactively engaging with the Harrogate and District Cycle Action Group (H&D CAG) to formulate a network of cycle plans together for in and around Harrogate. There is a meeting with H&D CAG shortly to discuss progress and will lead to a report going to the Corporate Director and Executive Member for Highways and Transportation. A Member asked whether consultation would take place with the ACC and Town/Parish Councils on the Corporate Director/Executive Member report. This was to be considered.

It was asked if the current list of active travel plans have a priority order for delivery? Is there a record of the active travels schemes that we don’t go ahead with? It was understood that there is little available spending in the current Council budget, due to the need for expenditure on adult social care and home to school transport.

Councillor Steve Mason raised efforts in the Malton area to get kids walking and cycling to school. He noted the work of the Ryedale Cycling Forum in raising concerns. He asked for an update on the Malton to Pickering cycle route, as surfacing of the route had not been completed. Despite lobbying for someone to finish off the route to make it happen, no one is wanting to take responsibility for it. That would be a quick win. The officer agreed to look into this project.

Councillor Arnold Warneken asked about the delays in forming an Active Travel team within the new unitary council and the reasons for this?

In response, it was explained by the officer that following a significant reduction in integrated transport block funding around 2010, active travel delivery has for a number of years now, been reliant almost exclusively on external funding from bidding opportunities and local developments.

Looking forward there is likely to be more funding available through the proposed Mayoral Combined Authority in the form of the **Page 6** announced Local Integrated Transport

Settlement (LITS), which will begin in 2025. The expectation is that this will provide a greater level of funding and critically, provide funding stability, as the money will be over seven years. This will facilitate a forward programme of works over a sustained period of time and provide the Council with the funding to invest in the resources required to deliver against that programme.

In the meantime, a new post has been established in Harrogate, which will be focussed on managing improvement projects and ensuring delivery of active travel schemes on the ground.

Also, the development of a new Local Transport Plan will allow for a focus on low carbon transport which will steer funding towards active travel modes.

It was asked if the council could take a basic version of the active travel framework from the Harrogate model and apply the principles to other areas in North Yorkshire, to try and adopt a more consistent approach and to create some momentum around active travel delivery.

In response, it was noted by the officer that some of the reasons why delivery is slower than liked is down to resource pressure. The new post referenced above is predominantly focussed on Harrogate currently as that is where the funding has been allocated and schemes currently exist. If another significant active travel scheme was successful in another area, then there is no reason why that postholder could not move to work onto that.

Councillor Melanie Davis emphasised the need to step up as a council on active travel, join up the dots and find the resource to be able to deliver.

In rounding up the discussion, Councillor David Staveley noted many examples under predecessor councils of planning applications where active/green travel plans are submitted. He felt that it is clear that we should be looking for solutions, although funding is currently a big issue to overcome for the delivery of active travel schemes. However, with the formation of a new Combined Authority shortly and a new Mayor elected in May, this does give another opportunity to influence and champion spending on active travel schemes, particularly given the transport powers are set to sit under its remit.

It is clear from the comments made that there are currently inconsistencies across the county on delivering active travel.

The Chair suggested a working group be set up later in the year, once the Mayor is appointed and in post, to look at how to establish consistent active travel plans across the county and also link to the planning work with developing a new Local Plan for North Yorkshire. It was noted that the committee was set to receive an update on the Local Transport Plan at an additional committee meeting in two weeks' time, so it was agreed to wait until that date to consider next steps.

Resolved – That the referral of the public question to the committee and the comments arising be noted.

7 Notice of Motion on United Nations Sustainable Development Goals

Considered – A report providing an overview of the current work of North Yorkshire Council in relation to the United Nations Sustainable Development Goals.

The committee were joined by Michael Leah, Assistant Director – Environmental Services and Simon Moss, Strategy and Performance Team Leader to answer technical questions on the UN SDGs.

As the proposer of the Notice of Motion, Councillor Steve Mason set out the rationale and

context behind it, the key points of which were:

- The motion was submitted to try and bring the UN SDGs into the strategies of the Council.
- It is about changing our collaboration with partners, finding potential black spots in the Council Plan in relation to the UN SDGs and identify where we can do better.
- Achieving better social value, for example through the allocation of Member Locality Grants and the potential multiplier effect of funding allocations.
- The LGA recommends that undertaking a mapping exercise will lead the council into making choices about which SDGs and targets align most to its own locality and communities, rather than having to adopt them all.
- He felt the Council could publish a report together with the Council Plan to show the external wider public the progress made against the SDGs as a local authority and by doing this it would help to encourage other organisations such as NGOs, businesses and community groups to get involved and engage with us.
- He noted the recommendations of the Audit Committee and felt they could be echoed as part of any recommendations from the Transport, Economy, Environment and Enterprise O&S Committee.

Simon Moss from the Strategy and Performance team detailed the work undertaken to map the North Yorkshire Council Plan Objectives against the UN SDGs (Appendix B) and subsequent work to look at other strategies and services provided by the Council that contribute to the UN SDGs (Appendix C). This showed that all of the 17 goals are covered by at least two of the NYC Council Plan objectives.

Of the underlying 167 targets, although some are applicable to the function of the council e.g. reducing waste generation and integrating climate change measures into policies and plans; many are not, for example reducing the illicit arms trade or combatting desertification. It should also be noted that a lot of the underlying targets are aimed at encouraging developing countries that are furthest behind to improve in particular areas, such as infant mortality, so a selective approach is required into which of the targets that we as North Yorkshire Council want to focus on and collaborate with others.

On the reporting, given the close relationship between the Council Plan and the SDGs, it was felt the right approach was to use and reference the SDGs into the next Council Plan, rather than creating a separate piece of work. It was noted that the SDGs are a useful tool to aid our current framework and thinking.

Following this and some general comments made by members, it was

Resolved - That the following recommendations on the UN SDGs motion be considered by Full Council on 21st February 2024:

1. The Committee notes that the Council is already working towards delivering some of the objectives that the UN SDGs outline; and;
2. Ask that the Executive Member for Managing our Environment informs Council Leadership Teams to make them aware of the importance of and the commitment to the UN SDGs, and;
3. The Council use and reference the UN SDGs in the ongoing development and communication of the Council Plan.

8 York & North Yorkshire LEP Capital Investment Programme and Delivery Plan Review

Considered – Report of the Director of Transition setting out the impact of the York & North Yorkshire Local Enterprise Partnership (YNY LEP).

The LEP will transfer across to the Combined Authority from 1st February 2024 and will be the organisation taking this agenda forwards in the future.

James Farrar started by thanking the committee for the positive challenge put forwards in many areas over the years of the YNY LEP since its formation in 2010.

- During its tenure, the YNY LEP has invested over £270m in the region. Through the Local Growth Fund, £145.9m was secured in infrastructure investments for 56 projects. For every £1 invested, £9 private sector investment has been delivered, totalling over £1.2 billion into the economy of the region.
- Following Covid-19, an additional £15.7m investment was secured through the 'Get Building Fund' in 15 projects, in particular to improve the digital infrastructure on nine rural business parks and 20 town centre WiFi areas.
- Nine flood resilience projects totalling £7.1m levered over £26m additional investment and will create or protect 1570 jobs and a cost benefit ratio of 9:1 when looking at the wider impact.
- Facilities for colleges were improved through a £12.3m investment to help young people prepare for careers of the future right across the region.
- Enterprise Zone status has been secured for the 'York Central' scheme, investing an additional £7.5m in infrastructure. Master development partners were appointed just before Christmas to progress the scheme, which will benefit not just York but the wider region as well, and is envisaged to deliver 6500 new jobs, 2500 new homes and £1.1billion Gross Value Added (GVA) benefit.
- The work of the YNY LEP couldn't have been achieved without the partnerships with the former district and county councils. The public/private sector partnership approach has delivered a range of capital projects and using a range of expertise to work through any difficulties and uncertainties has proved invaluable.
- The LEP also led on securing over £90m EU funding, in particular over £7m into the Northern Powerhouse Investment Fund, which has subsequently delivered a huge rate of return on investment (the highest in the North of England), benefitting many businesses and SMEs in North Yorkshire.
- The European Social Fund saw £44.5m in skills investment, with £17m in social inclusion and £19m in the workforce that supported over 25,000 individuals to improve their skills or address barriers to employment.
- North Yorkshire benefitted from over £13m investments from the European Agricultural Fund for Rural Development (EAFRD) to support the creation of 22 food processing businesses, 304 new jobs and bringing 59 new products to market alongside business development and tourism infrastructure to help stimulate activity.
- The LEADER programme, managed by the YNY LEP supported Community Led Local Development in the most deeply rural areas, such as the Yorkshire Dales and the North York Moors, coast and hills communities.
- Wider work has seen the 'Routemap to Carbon Negative' developed to provide ambitious plans for the region to deliver net zero and beyond, as well as taking advantage of the economic opportunities it represents. The scale of challenge is enormous, but the work to develop the routemap has seen the region be selected by government to pilot an approach to securing private sector investment into natural capital (£1m) and to explore the potential for private sector investment into Local Area Energy Plans (£2m).

- £750k from the Community Renewal Fund to pilot new approaches in the hardest to decarbonise homes, such as the old stone houses in rural North Yorkshire, plus working with the NHS to deliver feasibility studies at key hospitals whilst also decarbonising community buildings. This will be built on by the £7m Net Zero Fund agreed as part of the Devolution Deal for the new Combined Authority. This requires a collaborative approach, such as the 'Grow Yorkshire' initiative that brought together the National Farmers Union, the Country Land and Business Association (CLA), Yorkshire Agricultural Society, University of York and FERA.
- Support for business has always been at the heart of the LEP work, such as small business support through The Growth Hub and COVID support grants to businesses during national restrictions of lockdown 1, 2 and 3, which will continue as part of a new collaborative 'One Front Door' model under the Combined Authority.
- Lessons learnt include the development of strong relationships across a key range of stakeholders, embedding partnership in everything we do. The YNY LEP is a public/private partnership and the mutual respect and genuine joint working has been key to its success.

As the Combined Authority is set up, it is hoped to continue these strong working relationships, with trust and transparency to be bigger, better and bolder in the future to deliver on our key ambitions.

Resolved – That the committee note the impact of the LEP since its inception; and thank the LEP team for all their hard work.

9 Work Programme

Considered -

Resolved - That the work programme be noted.

10 Any other items

There were no other items.

The meeting concluded at 1.15 pm.

Public Document Pack

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

Minutes of the meeting held on Thursday, 1st February, 2024 commencing at 10.00 am.

Councillor David Staveley in the Chair plus Councillors Phillip Barrett, John Cattanach, Mark Crane, Melanie Davis, Caroline Goodrick, Hannah Gostlow, David Ireton, David Jeffels, George Jabbour (substitute), Subash Sharma, Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass.

Councillor Steve Mason attended virtually.

Officers present: Andrew Clarke, Jos Holmes, Robert Ling, Louise Neale, Alastair Taylor (NYnet), Paul Thompson and Will Baines.

Apologies: Councillor Paul Haslam

Copies of all documents considered are in the Minute Book

1 Apologies for Absence

Apologies for absence were received from Councillor Paul Haslam (substitute Councillor George Jabbour).

2 Minutes of the Meeting held on 18 January 2024

Consideration of the minutes from the 18th January 2024 meeting was deferred to the April meeting date.

3 Declarations of Interest

Councillor David Jeffels declared a personal interest in agenda item 8 – ‘Bus Services in North Yorkshire’ as a Trustee of Scarborough Dial A Ride.

4 Public Participation

No public questions or statements were received.

5 Rural Connectivity

Considered – Report of Robert Ling, Transformation Director and Alastair Taylor, CEO of NYnet to update on the progress of digital connectivity across North Yorkshire.

The key points highlighted in the report are as summarised below:

- NYnet, the North Yorkshire owned telecoms company has delivered four phases of Superfast North Yorkshire contracts in conjunction with Building Digital UK (BDUK).

- In 2009, superfast broadband coverage across North Yorkshire was at approx. 41%. By 2020, coverage had climbed to 94%, with a wireless contract awarded to Quickline in 2020 to increase coverage further by 2024.
- North Yorkshire Council offers a free WiFi service in 21 market towns across the geography. The service started in 2021 with support from a Government grant to combat the impact of COVID-19. Currently the service across North Yorkshire attracts around 70k users per week and helps to track tourism in some market towns. Discussions are ongoing to look to extend the network.
- A new 'Project Gigabit' has now been launched by BDUK to roll out gigabit-capable broadband to hard to reach premises. Procurement for available lots in North Yorkshire (31 and 8) is ongoing with contract awards expected shortly. It is hoped this will take coverage in North Yorkshire up to approximately 97%.
- Voucher funding to act as help for people experiencing slow broadband speeds in rural areas has been paused in North Yorkshire. This is expected to reopen after the contract awards for any areas not covered, for other providers to offer demand-led projects.
- The Department for Science, Innovation and Technology (DSIT) has launched trials and a consultation around Very Hard to Reach premises (VHTR). It is likely that North Yorkshire will have a disproportionate amount of VHTR premises (above the average of 0.4%) due to its geography. The solution for these premises will therefore be of the utmost importance. Alpha trials using Low Earth Orbit Satellite are taking place at Rievaulx Abbey, although superfast broadband has already been made available very close to this area through NYnet.
- On mobile signal coverage, the county is lagging behind, with North Yorkshire 5G signal patchy despite a national rollout cycle being well underway. 4G is running at around 70%, so we have a significant challenge to face. The Shared Rural Network is progressing forwards but slowly, and officers continue to speak to mobile providers to try and improve the situation. There is a challenge around the siting of masts to facilitate this and install important infrastructure for the future in the best way possible.
- Smart places are the next wave of innovation and transformation around how we use sensors and monitors as part of the local infrastructure.
- Public phone boxes are being removed across the country by BT if they meet certain conditions as set out by OFCOM. Public phone boxes can be removed from the community should the area have good mobile coverage from the four major telecoms providers and they have made less than 52 calls in a twelve-month period. This then triggers a planning process to seek their removal. Members were asked to feed back if phone boxes in their divisions are not working and therefore not getting the calls made data that would be expected.
- The BT/Openreach switchover from the analogue phone network to digital phone lines is ongoing, with a target date of the end of 2025. This will see upgrades from the old copper network to a new digital connection, but this new connection will now require power in order for it to operate, unlike with the copper network. Work is ongoing with NYC service areas to understand those vulnerable residents and those with lifelines who may be affected by this. There is a concern that publicity and communication on this at the moment is limited at the moment, which is of a concern.

Following this, comments and questions raised by the committee included:

- Do local communities still have the option to buy back the decommissioned public phone boxes to turn them into other uses such as mobile libraries, for the storage of defibrillators or tourism information? It was confirmed that they do.
- In response to a question on the Project Gigabit rollout, it was explained that properties

not currently covered by superfast broadband will be prioritised under the new Project Gigabit. Work is also ongoing to look at ways to make potential solutions such as Starlink more affordable in the most rural areas.

- A Member shared the concerns raised about poor mobile phone signal across North Yorkshire, even in relatively urban areas. It was asked if more can be done to press the mobile phone operators to do a better job? In response, having a good working relationship with the mobile phone operators is key, but there is a balance to strike. As a county we can make ourselves more open to mobile phone operators, by making it easier and simpler for them to build masts, but we understand that some local residents do not like having these structures sited in particular areas, such as in areas of outstanding natural beauty or in close proximity to residential properties. Becoming a unitary council allows us the chance to develop these working relationships and officers are actively holding discussions to better understand the planning issues involved.
- If companies are not supporting North Yorkshire residents who require extra support to manage the digital switchover, could the regulator step in to oblige Openreach to fund marketing and publicity campaigns to promote the change? It was highlighted with changes such as the digital switchover, you need people who you can trust to support you through this change. The Council has to use the levers we have, such as talking to voluntary and community organisations and Citizen's Advice to work with suppliers and providing a safety net for those who slip through the net.
- The issue of lifeline users who cannot afford broadband was raised. In response, it was accepted we need to do more work around the affordability of broadband provision and look more at it from a more rounded view.
- The importance of better digital skills to give people greater confidence to use technology was highlighted.
- It was asked what the publicity requirements are for applicants when planning to install phone masts close to residential properties? It is just a sign required.
- It was noted that installing fibre internet to premises is a now requirement of planning policy. Openreach will provide FTTP free to sites with 20 or more premises.
- It was felt that there is always more we can do on skills and good working relationship with providers for broadband and mobile phones to link the infrastructure with digital skills.

Resolved – To note the progress update and the comments received.

6 Update on the Development of the New Local Transport Plan

Considered – Report of Louise Neale, Transport Planning Team Leader, to update on progress with developing a new Local Transport Plan.

Some of the key points highlighted in the report and presentation are as summarised below:

- The Local Transport Plan (LTP) is a statutory document required of us by the Local Transport Act 2000. The existing LTP was adopted back in 2016, so since 2022 transport planning officers have been working towards a full redevelopment of the plan.
- Whilst official guidance from the Department for Transport has yet to be published and is unlikely before a General Election, officers have been working on developing the LTP to the best of their knowledge, based on the limited advice coming out of government, and insight from within the transport planning sector.

- Public engagement took place in summer 2023 under the 'Let's Talk Transport' banner, with an online survey and public events and meetings held to raise awareness and help people to complete surveys, either online, or on paper form. Almost 5,000 people participated in the public engagement, making it the highest level of response of all the 'Let's Talk' activities so far.
- There was a general dissatisfaction with transport in North Yorkshire, such as transport choice and the affordability of it, along with issues around road safety and climate change.
- An improvement to public transport provision came out strongly, along with active travel provision and looking at highway maintenance.
- A further 100 responses were received to a stakeholder questionnaire, with public transport again seen as a priority. Officers have met with stakeholders on an individual basis to have more detailed discussions.
- Alongside this, staff sessions to get their views and two sessions with each Area Constituency Committee have also taken place.
- A Headline Strategic Transport Prospectus is in production along with City of York Council colleagues. It is hoped that this will be ready in time for the election of the new Mayor for York and North Yorkshire in May.
- The data collected is starting to help formulate policies and strategies.

Following this, comments and questions raised by the committee included:

- Ensuring reference to equality issues for public transport is included as part of the final LTP document
- Transport provision in rural areas is addressed within the new LTP and in particular how to support initiatives such as community transport to improve the local offer and provide choice for residents
- When an operator makes a commercial decision with regard to the operation of bus services, will the development of the Local Transport Plan help to give residents choice for how to try and take some control and influence back.
- Pavement size and maintenance to be taken into consideration to encourage walking for shorter journeys.
- Ensuring routes are safe for those riding bikes and trikes, but also making it easier for them to be kept securely when making journeys into town centres or visitor attractions.
- The Local Transport Plan is required to be an ambitious and aspirational document, so it becomes a business case document and that the different places across North Yorkshire get the efficient transport system required.
- An appropriate level of funding is required to support this LTP and to match the aspirational nature of the document.
- It will be key to ensure cross border dialogue is regular and maintained with neighbouring authorities when developing the LTP. In response it was noted that initial meetings have taken place with neighbouring local authorities and combined authorities.
- It was felt important that there is a strong link with the new Local Plan for North Yorkshire under development and that the new LTP becomes an enabling tool for the future.

A previous proposal to wait until receiving this report before considering whether to set up a working group following the election of the new Mayor for York and North Yorkshire to look at how to establish consistent active travel plans across the county and also link to the

Planning work with developing a new Local Plan for North Yorkshire was not taken forward at this meeting. It was to be picked up under the work programme update at the 10 April meeting.

Resolved - That the Committee note the progress report on developing a new Local Transport Plan.

7 Climate Change Delivery Pathway

Considered – Report of Jos Holmes, Climate Change Strategy Manager, to feed back on the development of the draft Climate Change Delivery Pathway.

Some of the key points highlighted in the report are as summarised below:

- Following the approval of the North Yorkshire Council Climate Change Strategy back in July 2023, officers are now in the process of creating the Climate Change Delivery Pathway (CCDP), outlining the key short-term (to March 2025) tasks and indicate the medium-term (to 2030) actions which will need to be undertaken to deliver the Strategy.
- Proposed metrics in the form of outcomes and outputs are included under each section of the Strategy, as well as the potential return on investment. Most of the activities are following a business plan approach and run on an invest to save basis.
- The development of Directorate Action Plans will support the identification of project sponsors for each task to ensure they are embedded within services, and ownership is taken.
- The CCDP is a dynamic document. It will be constantly updated and reviewed to ensure that new opportunities presented by future political, economic, technical, and social changes are embraced.
- Work on the adaptation section is ongoing and progress will be reported at a future stage.
- Following the review by this committee, a community-based workshop will be undertaken to further engage our residents in developing the actions to be undertaken. It will then be reviewed by Management Board and the Executive.

Following this, comments and questions raised by the committee included:

- It is good to see we are working with partners, such as the Yorkshire Marine Partnership to support projects such as the 'Great Yorkshire Kelp Forest'.
- In response to a question regarding plans for home insulation and how these would be funded, it was noted that we have legislative responsibilities as the landlord for a large number of domestic and non-domestic properties and are required to bring them up to particular energy performance standards. For most of operations, an invest to save approach is to be taken with regard to our property and fleet, such as property decarbonisation plans. Projects to combat poor insulation are taking place, such as a LEP study to look at hard to heat properties, e.g. Victorian terrace and also stone built properties in rural areas. The council has successfully applied for Home Upgrade Grant (HUG) funds to incentivise private households to apply to put in various energy efficiency measures. The council is also involved in a consultation exercise around the next round of HUG and the Local Authority Delivery (LAD) scheme, and will be advocating more flexibility with the grants and to feed back the difficulties faced in administering the scheme in a rural area such as North Yorkshire.
- Further to this, work around listed buildings is taking place in conjunction with National Parks, to help support our Building Conservation Officers to give good advice on these matters.

- It was understood that we cannot work in isolation on this, and it will be important to collaborate with other agencies to deliver on projects in the most effective and efficient way to have the most impact in local communities.
- Plans for tree planting in urban areas was raised as a priority and ensuring that any trees removed are replanted. In response, the creation of the new verge management groups was explained and by working with the Parks and Grounds department as a unitary council, this would help to look at how to best we can utilise public open space for tree planting and adaptation work across North Yorkshire. It was noted that the council has recently appointed an officer to specifically look at all public spaces and develop accelerated tree planting in those areas.
- The inclusion of an acronym list in future versions was suggested.
- Future training requirements for home retrofitting projects and link to stock condition surveys.
- The inclusion of hedges within the tree planting section was to be added.
- It was commented that new housing developments sometimes gain planning permission despite not having adequate active travel infrastructure. Is there walking and cycling data to show how children travel to school across the county and how they feel about travelling to school? This suggestion will be fed into the schools wraparound group to consider further, particularly the idea of a survey that takes place on a specified day.
- Is there a way of parish and town councils contacting officers for help to identify potential areas for tree planting, as knowing who owns a piece of land is sometimes difficult. It was advised that this can now be done through the climate change officer team.
- It was asked what investment is the council putting into net zero and climate change measures to lead the way as North Yorkshire, and how much reliance is on grant funding from external partners? It was felt that there are private sector funding opportunities that can be tapped into accelerate progress. In response, the officer noted that grant funding has been the traditional route for local authorities to access funding, but officers are looking at more innovative funding mechanisms for investing in the various activities we want to undertake. For example, two of the Devolution Deal Net Zero projects involve large infrastructure projects, such as feasibility studies regarding decarbonisation at Allerton Waste Recovery Park and developing a green energy park at Seamer Carr. These involve new technologies and require more commercial, private sector investment. There is recognition that there isn't enough grant funding to do everything in the new delivery pathway, so a business plan approach is required to create a more commercial approach.

Resolved - That the draft Climate Change Delivery Pathway be noted and the feedback on the structure and content be incorporated into future versions.

8 Bus Services in North Yorkshire

Considered – Report of the Corporate Director – Environment to provide the committee with an update on bus services in North Yorkshire.

Some of the key points highlighted in the report are as summarised below:

- Bus services continue to be under significant pressure both locally and nationally following the Covid-19 pandemic. Passenger numbers have recovered to around circa 90% of pre covid levels, with this figure much lower for concessionary pass users at around 70%. This has particularly affected rural routes where older passengers

represented a greater proportion of users.

- There has also been a significant increase in operating costs along with national difficulties with recruiting bus drivers, engineering staff and sourcing spare parts. As a result of these added pressures, providers are reviewing their services more than ever before, resulting in commercial service level reductions and higher prices for routes operating under contract to the council.
- North Yorkshire Council has maintained its support for local bus routes over recent years, spending over £1.6m each year on bus services. We are also accessing grant funding from central government which is helping to keep the current bus network running.
- In rural areas there is no significant commercial network with services generally operating no more than two-hourly and with very limited, or no, evening and weekend services. Here bus services are largely financially supported by the Council, along with local community transport services and only very limited cross-boundary commercial routes.
- In areas with limited commercial and subsidised provision the Council also works in partnership with communities to establish community-operated, timetabled bus services or local voluntary car schemes. These are mainly in the more rural districts of Craven, Hambleton, Richmondshire and Ryedale. Community transport is typically small-scale, requires some subsidy and is heavily reliant on continued volunteer involvement to operate.
- Regular reviews are undertaken of the local bus services in receipt of financial support. As part of the formal review process, key stakeholders such as local members and parish councils are invited to contribute regarding service provision in their area.
- North Yorkshire Council expenditure on tendered bus services, community and demand responsive transport and concessionary travel is forecast to be over £9m for 2023/24. The Council is required to reimburse operators for concessionary journeys made by bus pass holders as part of the statutory national scheme and this alone accounts for over £6m of spend. The remainder supports local bus routes, community transport and park and ride services.
- Around a third of bus services have seen timetable reductions since the pandemic or have required additional financial support to maintain services. The Council is also receiving grants from the Department for Transport (DfT) to support previously commercial bus routes that would otherwise already have been withdrawn due to fewer passengers travelling and rising costs.
- While higher operating costs and a reduction in the number of trips being made by older passengers continues to put pressure on our rural bus services, we believe through a combination of council funding and these DfT grants we can keep the current network in place until at least 2025/26.
- Feedback from bus companies to the £2 fare cap is mainly positive, in that the scheme is generating more passenger journeys, although the level of funding provided is not always enough to provide extra capacity. The fare cap has been a significant factor in Yorkshire Coastliner's decision not to withdraw the Route 840 Leeds to Whitby service. However, it has led to some overloading issues, particularly on tourist routes and at busy times of the year.
- Government recently announced that additional funding for buses called "BSIP3" would be allocated to local authorities in the Midlands and the North following the decision not to proceed with the High Speed 2 rail project. NYC has been given an indicative allocation of £3.5m. This funding is to support delivery of our Bus Service Improvement Plan (BSIP) for interventions that it is felt will deliver the best overall outcomes in growing long term patronage and revenues (thus maintaining service levels), whilst maintaining essential social and economic connectivity for local communities. However, this is currently for one year only (2024-25) and so will need to be focused on schemes

that can be delivered in a relatively short timescale.

- Between April and June 2024, 20 new single deck and 19 new double deck battery electric buses will be introduced in the Harrogate district area, including the four declared air quality management areas in Ripon, Harrogate and Knaresborough, and will result in immediate air quality improvements in these locations and an improved customer experience.

Following this, comments and questions raised by the committee included:

- On the plans to spend the £3.5m additional BSIP3 funding, officers explained that they have been engaging with bus service operators already on potential plans, with a focus on improvements that can be delivered quickly given as the funding is only for one year. It is hoped further funding will follow in years to come, where a more longer term view can be taken.
- As it stands, the current £2 fare cap is only running until the end of the calendar year. However, the fare cap has been extended several times before and it has had the desired effect of increasing passenger numbers. Further funding announcements are expected from the Department for Transport during the calendar year.
- On cross boundary working, with the formation of the MCA and the transport powers it will inherit, this should improve joined up thinking regarding bus services that overlap areas, particularly between York and North Yorkshire areas. Active discussions are taking place on this. Cross boundary discussions with other local authorities continue and NYC officers will seek to influence where they can.
- There has been a fundamental shift in how people choose to live their lives and how they wish to travel following the pandemic. As part of the Local Transport Plan being refreshed, this will start to reflect the current thinking and look at future trends to try and help us have a new plan that is fit for the future.
A question was raised about future franchising of bus services in the future, with the potential that more profitable services could end up subsidising the less profitable services. In response, it was explained that the new Local Transport Plan, as the key strategic policy will come first to determine the services across the region that we want to deliver, and then to look at the best delivery mechanism to do that. It will be a matter for the new Combined Authority to consider regarding future franchising and the various pros and cons.
- A Member stated they were not a fan of the £2 fare cap and felt the government should actually gave the true cost to the council to put back into key routes to offer more frequent services.
- It was asked if the £3.5m BSIP3 funding can include community transport provision, but it was confirmed it cannot and it is ringfenced to be spent on the delivery of the Bus Service Improvement Plan (BSIP).
- It was noted that the electric bus provision across the county relies on the appetite of the bus service operators, as they have to commit significant expenditure to secure match funding.
- The approach of the council to use the additional BSIP3 funding is to pump prime some of these services, and together with providing fare caps for young people put in services that can become commercially sustainable in the future and we will work hard to promote these.
- It was explained that there is a proposed allocation as part of the new funding to improve the promotion of the information we offer to the public though display boards and the web offer to display timetable information better.
- In response to a query whether there the potential for a publicity campaign to encourage residents to travel by bus in the summer, particularly with the cost of travelling by car and insurance premiums, this was to be considered.

- The prioritisation of buses on roads will form a key part of the new Local Transport Plan and there is ongoing work around park and ride site provision.

Resolved – That the Committee note the information in this report and that comments be passed to the relevant Executive members.

9 Work Programme

Considered -

The following comments were made:

- That a follow up be requested on work previously referenced by the Executive Member for Managing Our Environment on Net Zero Innovation funding to study the tree planting supply chain.
- That a representative from Yorkshire Water be invited to a future meeting.

Resolved - That the comments made on the work programme be noted and updated accordingly.

10 Any other items

There were no further items of business.

The meeting concluded at 2.20 pm.

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National Highways Update to North Yorkshire Council Transport, Environment and Enterprise Overview & Scrutiny Committee

Wednesday 10 April 2024

Update on the A64 Hopgrove to Barton le Willows scheme

We completed our value engineering study on the A64 Hopgrove to Barton-le-Willows scheme in Autumn 2023. This study aimed to reduce the number and simplify the layout of proposed junctions, with changes including removing grade separated junctions, and adding in footbridges and on-/off-slips. Walking and cycling measures and provision for utilities were also reviewed to ensure the most efficient provision.

During the time we worked with Natural England who confirmed that areas of woodland impacted by some of the proposals meet the criteria to be classed as ancient woodland and therefore any further work on this project would need to consider best way to avoid those. Savings were achieved from the changes to the junctions, but the value for money on the project remains low due to increases in other areas such as inflation, carbon reduction and biodiversity measures. We are now awaiting direction from the Department of Transport on the next steps for the project.

As you may be aware, in March 2023 the Government announced work on the future pipeline of schemes, like A64 Hopgrove, that were earmarked for RIS3 (covering 2025 to 2030) will now be considered for construction as part of RIS4 (beyond 2030). It's important to reiterate that all our schemes in the RIS3 pipeline programme remain uncommitted, with no guarantee they'll be taken forward into construction. We won't know which schemes are committed until the publication of RIS3, which is expected this year.

Update on the A66 Transpennine Route scheme.

On 7 November 2023, the Secretary of State for Transport (SoS) delayed the decision of the A66 Northern Trans-Pennine project's Development Consent Order (DCO) by four months. On 7 March 2024, the SoS granted the A66 DCO, and the project is now within the Judicial Review challenge period until 19 April 2024. Further information regarding the DCO decision can be found here: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010062>

Once the DCO decision challenge period has concluded, the next step will be for Government to review and approve the Full Business Case. Ahead of construction works commencing, preparatory archaeological works and utilities diversions are currently taking place along the A66.

National Highways A66 Project Director (Stewart Jones) and Project Sponsor (Tom Gifford) will be attending the NYC O&S committee meeting on 10 April to provide an update on the project. Further information regarding the project can be found on the

National Highways A66 project website at: <https://nationalhighways.co.uk/our-roads/a66-northern-trans-pennine/>

How are Value for Money statements and Cost Benefit Ratios for major projects calculated?

Value for Money (VfM) is one of the key considerations for any decision maker when considering the use of public funds across all areas of government. VfM is only one of the criteria used by decision makers to assess if a project should progress; other factors include affordability, deliverability, carbon impacts and Levelling Up.

VfM is the broad assessment of the ratio of benefits to costs, and therefore the likely return to taxpayers from the investment. VfM also includes value judgments about impacts which can't easily be quantified. In a transport context, this covers quantifiable economic impacts such as travel time savings, changes to vehicle operating costs, improvements to road safety, journey time reliability; social (e.g. health, safety, accessibility); and environmental (e.g. noise, air quality, landscape) impacts.

The assessment of all impacts of a highways project follows the Department for Transport's (DfT) Transport Appraisal Guidelines (TAG). This also applies for other transport projects. The DfT's VfM Framework and TAG sets out:

- The approach to monetising the impacts of infrastructure schemes where possible; and
- How to assess a schemes VfM category

As noted, the impacts of a project can be both qualitative and quantitative. Qualitative impacts are difficult to monetise but obviously need to be considered as part of the VfM assessment. National Highways follow TAG to ensure a consistent assessment of these non-monetised items across all projects. Project costs are estimated by National Highways Commercial Services.

Briefly, to determine a projects VfM, all monetised impacts are added up and then divided by the schemes costs to estimate the benefit / cost ratio (BCR).

Non monetised impacts are then considered e.g. impact on bio diversity. If the BCR is at the boundary of a VfM category but has a large adverse impact on biodiversity then the project would be downgraded to low VfM rather than medium. If, however, the BCR was estimated at 1.8, then despite the projects adverse impact on biodiversity, it would be assigned a medium VfM rating. It is important to highlight that BCR is not the same as VfM.

Examples of monetised benefits/impacts	Examples of non-monetised benefits/impacts
Journey time savings	Historic environment
Accidents	Water environment
Air quality	Biodiversity
Noise	Security
Indirect tax	Journey quality
Greenhouse gases	Severance
Vehicle operating costs	Physical activity

The VfM categories are:

VfM Category	Benefits, whether quantified or unquantified are judged to be worth:
Very High	More than 4 times the cost
High	More than twice the cost
Medium	More than 1.5 times the cost
Low	More than the cost
Poor	Less than the cost
Very Poor	Less than zero

National Highways licence requirement is for all projects to achieve medium or greater.

How is major road infrastructure funding distributed across the country?

On behalf of the UK Government, the Department for Transport sets a budget to National Highways in five year funding cycles, known as Road Investment Periods. The setting of a five-year Road Investment Strategy (RIS) supports the long-term management and development of the Strategic Road Network that comprises of England's motorways and Major A Roads.

The RIS, includes decisions made by the Department for Transport on areas where key investment has been identified across the country. Road Investment Period 1 ran from 2020 to 2015 and we're currently in Road Investment Period 2 which runs from 2020 to 2025. The Government will shortly make decisions about the Strategic Road Network in the third Road Investment Strategy, which covers the period 2025 to 2030.

National Highways colleagues attending:

Stewart Jones - National Highways A66 Project Director

Tom Gifford - Project Sponsor, National Highways

Ada Gonzalez Albert - RIS 3 Pipeline Regional Delivery Director (Virtual)

Mairead Lane - RIS 3 Pipeline Programme Director (Virtual)

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North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

10 April 2024

Preventing Flooding on Highways – Gully Clearance and Maintenance

Report of the Corporate Director - Environment

1.0 Purpose of Report

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

2.0 Background and relevant data

- 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 and, upon the approval of the Teckal company, a 5 Year Plan was developed which contained the following milestones:
- 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 has since undertaken collaborative reviews with colleagues on current and future ways of working that promote innovation and efficiency throughout its services. A report was presented to this committee on 11 July 2022 and again on 10 July 2023, outlining a number of achievements and performance milestones, which included but was not limited to:
- Seamless mobilisation of NY Highways during Covid-19
 - Successful delivery of the winter service
 - Delivery of the Capital schemes programme
 - Responses to named storms and other weather events / highways emergencies
 - New methods of service delivery, including gully clearance & maintenance
 - Securing of Local Council Road Improvement Group (LCRIG) Innovation funding
 - Roll-out of applications for Safety and Audit purposes
- 2.3 One key element and of particular interest to Members is the highway gully cleansing operation. The July 2022 and 2023 NYH performance reports outlined the roll-out of a pilot scheme utilising software from a company called Kaarbontech, the key points being a new risk-based approach for gully cleaning based on previous year's data to determine the number of gullies to be attended each year and at which locations. The analysis of this data ensures 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 in addition to three existing

tankers that were transferred from Ringway. There were unfortunately some reliability issues with the new gully tankers which were resolved but meant NYH were able to attend around 75% of the programmed gullies in 2021/22, which was comparable with the previous contractor's performance.

2.4 In addition to the annual NY Highways reports in July 2022 and July 2023, a report focussing on gully maintenance was presented to your meeting of 12 April 2023. Further to the information presented in the April 2023 report, the final figures showed that in 2022/23 the attendance figure based on the cyclic programme increased to 85% of the whole cyclic programme being completed, which was a 10% improvement on the 2021/22 year. Of those gullies attended during 2022/23, a total of 93.2% of those gullies attended did need cleaning, showing the risk based / data-led programme was working.

2.5 More recent developments:
During the course of the last year, discussion has taken place regarding how to further-evolve the use of the Kaarbontech system. The initial programme was set up where each individual gully was risk-assessed to determine the frequency of attendances and programmes developed around those individual assets. A review of data led to an interim programme being introduced in September 2023, which took into account concerns over gullies on main roads, gullies that had not been cleaned for more than 2 years as well as a data set of local knowledge relating to known flooding issues.

2.6 Current position:
2022/23 and 2023/24 have been years during which the Kaarbontech programme has been subject to ongoing review and revision with regard to developing and fully embedding the risk-based approach. Our surveys show that there are 164,171 gullies on the highway network. This risk-based programme approach identifies that some 98,503 gullies need to be attended in any given year, with certain higher-risk locations requiring more than one clean in a twelve month period, taking the total number of attendances to circa 106,000 per annum (this figure varies between 105,820 in year 1 of a 2 year programme and 105,846 in year 2). These targeted locations are constantly reviewed and updated by performance data that directs where those cleanses are required. By comparison, the previous cleansing regime, built up over a number of years on a combination of limited data and local knowledge, was much less-reliable and included inefficiency, with some locations being attended only to find that the gully pot was silt-free and water in the pipework running freely.

Data collected and sense-checked indicates that as of 11 March 2024, the total number of gullies attended was 92,554 based on information to the end of the previous week. This represents 87.11% of the programme, meaning the 2022/23 figure (of 85%) has already been exceeded. Based on a pro-rata performance, the anticipated figure by year-end will be 98,854 or 93% of the cyclic programme being achieved and would represent a further improvement on 2022/23, however efforts are ongoing to exceed that figure. Of the 92,554 gullies attended to date, 85,420 gullies (representing 92.3% of that 92,554) required cleaning thus indicating the correct gullies are still being targeted for attendance.

It is also worth noting that the 23/24 figures will have been achieved against a backdrop of ten named storms during the winter season, all of which necessitated NYH resource to be deployed to deal with flooding issues as a direct consequence of those storms. Due to those storm related activities, other customer service requests and / or highway officer instructions, NYH has had to respond to non-programmed gully orders in addition to the cyclic programme. It is currently estimated that in excess of 10,000 additional gullies have been attended in addition to those scheduled as part of the cyclic programme referenced above.

3.0 Forward look / planning & programme:

3.1 By April 2024, all parts of the county will have had over twelve months of the new Kaarbontech risk-based regime. Iterative work to remove the inefficiency of unnecessarily attending gullies that may have occurred under the old regime continues as part of this process so only those gullies that do need attending form part of the 'living' Kaarbontech programme. A full two-year programme has also been evolved and will be introduced from April 2024 and this will continue to be constantly reviewed based on ongoing data collection.

4.0 Conclusion

4.1 Programmes of scheduled (and non-scheduled) gully cleansing contribute towards the policy objectives contained in the over-arching Highway Asset Management Plan. The relevant extract from this plan is included as Appendix A to this report. Ultimately, the core objective as outlined in the policy extract is removing water from the highway network. This in turn improves safety for those travelling within and through the county and reduces risk of accidents, particularly during winter where ice is an additional hazard. Taking this risk-based approach and using empirical data, which is continually evolved, means that resource is deployed where needed as opposed to travelling to a site and finding the gully is free of silt / detritus and free-flowing. Fully embedding the two-year Kaarbontech programme from April 2024 alongside the performance improvement that has been achieved in 2023/24 is commended to members to note.

5.0 Financial Implications

5.1 There are no financial implications arising directly from this report as it provides an update on progress. The risk-based approach and targeting only those gullies that do need attendance / cleaning based on continually evolving empirical data assists in keeping the cost of this operation to a minimum.

6.0 Legal Implications

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

6.2 Further consideration of whether any legal implications arise will be required during the delivery of the operational services under the programme.

7.0 Equalities Implications

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

8.0 Environmental Impacts/Benefits including Climate Change Impact Assessment:

8.1 See Appendix C.

9.0 Recommendation

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

Appendices:

Appendix A – Highways Drainage System information / policy taken from Generic NYC Highways Asset Management Plan

Appendix B – Initial equality impact assessment screening form

Appendix C – Climate Change Assessment

Background Documents:

Reports to TEE O&S Committee 11 July 2022 and 10 July 2023 on NYH overall performance

Reports to TEE O&S Committee 12 April 2023 on NYH performance on gully clearance & maintenance

KARL BATTERSBY

Corporate Director, Environment

County Hall

Northallerton

15 March 2024

Report Author and Presenter: Nigel Smith, Head of Highway Operations NYC

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

Highways Drainage System information / policy taken from Generic NYC Highways Asset Management Plan

Highways drainage systems

The condition of highway drainage systems can contribute to the core objectives as follows:

- Safety - accumulation of water on carriageways, footways and cycleways
- Serviceability - accumulation of water on carriageways, footways and cycleways
- Sustainability - polluted effluent from clearing of highway drainage affecting watercourses
 - Inadequate drainage of the highway structure will reduce effective life and increase maintenance liability.
 - Authorities have a duty to prevent nuisance to adjoining landowners by flooding and should also work with others in the wider community to minimise the future risk of flooding.

Highway drainage systems fall into the main headings of:

- culverts
- grips and ditches
- piped drainage
- pumps.

Under these headings there are two distinct categories of drainage system maintenance and drainage cleaning/cleansing.

Drainage system maintenance comprises:

- maintenance and replacement of existing carriageway drainage systems
- replacement and realignment of kerbs for drainage purposes
- maintenance and replacement of culverts and structures up to a diameter of 1.5m or a span of 1.5m (culverts and structures exceeding these measurements fall within the scope of the bridges team and their associated Highways Structures Asset Management Plan)
- all drainage works not included in reconstruction, overlay, resurfacing or surface dressing
- maintenance to pumps and sumps is carried out by specialist contractors.

The objectives of drainage system maintenance are to maintain the structural integrity of existing drainage systems to prevent accumulations of water on the carriageway, to prevent the ingress of water into the pavement structure and to maintain the highway in a safe condition for road users and pedestrians.

The Highway Gully Cleansing policy describes the cyclical maintenance of the gully infrastructure throughout the county. The risk based approach mirrors the safety, serviceability and sustainability core objectives. The policy recognises the need for a reactive service to exist to assist in the management of highways drainage however mandates that this is a part of a whole process feeding back into the cyclical maintenance.

Any reactive maintenance is decided on a needs based approach assessed by the regular inspection of the highway, local knowledge and reports from the public.

In regard to safety, types of defects to be recorded and investigatory levels are included in the Highways Safety Inspection Manual. Culverts under roads and manholes should be inspected for structural damage or deterioration and cleaned when required. Piped drainage, soakaways and associated systems should be checked and flushed during service inspections and cleared when required.

Where a drainage system exists, it should be capable of removing water from the carriageway as it reaches a gully or grip. Where this is not the case and cleaning or jetting does not affect an improvement, the necessary remedial action should be taken as soon as possible.

For ironware comprising covers, gratings, frames and boxes set in carriageways the following condition standards apply. Manhole covers and boxes should be installed to a tolerance of +/-

5mm to the surrounding level. Gully frames and gratings should be installed level or not exceeding 10mm lower than the surrounding carriageway. When boxes, frames and covers are found to be greater than 20mm lower than the surrounding carriageway they should be re-set.

Drainage cleaning/cleansing comprises:

The testing, rodding and jetting of the highway drainage system. This includes drains, gullies, piped ditches, grips, carriageway drainage on structures and drainage of subways. The cleaning of drainage installed outside the highway boundary under licence or easement should be included. The cleaning of gullies and catchpits or manholes which are the responsibility of the highway authority. As a guide, this is all surface water drainage the sole purpose of which is to remove water from the highway; however, this is not always the case. If in addition the drainage system carries roof water or water from private properties, that system is the responsibility of other authorities. In these cases, the highway authority is responsible for the gully and gully connections only.

The maintenance of ditches and grips through the removal of silt, vegetation growth and damage to allow free passage of water from the highway. The maintenance should be confined to those ditches which are the responsibility of the highway authority (in the main, ditches are the responsibility of the adjoining landowner). Section 100 of the Highway Act 1980 empowers authorities to keep open ditches on land adjoining the highway.

The objectives of drainage cleaning/cleansing are to prevent water penetrating the foundations of carriageways and footways, to remove detritus from gullies or catchpits to ensure the rapid removal of water from the road surface, to maintain free flow conditions in all open channels and grips and to maintain self-cleansing flows in the drainage pipes, catchpits and outfalls.

The policy is to carry out the required amount of drainage cleansing and cleaning commensurate with the objectives and needs. They are assessed through routine highway inspections, awareness of frequent flooding at a particular location, reports of drainage defects from gully maintenance operatives and complaints of malfunction. Types of defects to be recorded and investigatory levels are included in the Highways Safety Inspection Manual.

Grip clearing should be commenced after the last grass cut of the year and completed if possible before the onset of winter. Kerb offlets can sometimes be neglected and should be jetted as necessary to ensure efficient working.

Areas at risk of flooding should be identified and recorded within the Highway Asset Management System. Inspection of these sites will form part of the safety inspection regime. Supplementary checks should be undertaken during periods of heavy rainfall as resources allow.

Gullies are cleansed according to their associated schedule, which is based on the age of the gully, the location. Non-functioning or damaged gullies are recorded by the contractor and reported to the client for further investigation and remedy.

Priority is given to inspecting and cleansing sections of system which pose a high risk of flooding or disruption to the network. During all drainage investigation records of the system must be compiled and added to the inventory.

Gullies should be over filled when emptied to ensure that they are clear. If not, the unit should be recorded for jetting. No more than 50mm of material should remain in the unit before it is recharged with clean water.

The frequency of cleansing of oil interceptors will depend on their design and location and will need particular consideration on a site specific basis. Material arising from all road drainage emptying and cleansing operations has potential implications for pollution and should be disposed of correctly in accordance with the Environment Agency requirements.

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds – Highway Operations		
Proposal being screened	Report on the progress and performance of North Yorkshire Council's / NY Highways' gully cleansing operation		
Officer(s) carrying out screening	Nigel Smith – NYC Head of Highway Operations		
What are you proposing to do?	To provide members with an update on the progress and performance of North Yorkshire Council's / NY Highways' gully cleansing operation		
Why are you proposing this? What are the desired outcomes?	This report is an update for members on the progress of the above for the 2023/24 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		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	

Marriage or civil partnership		✓	
NYC 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:	✓	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	25 March 2024		

Climate change impact assessment

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

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

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

Version 2: amended 11 August 2021

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	Report on the progress and performance of North Yorkshire Council's / NY Highways' gully cleansing operation
Brief description of proposal	Update to TEEE Overview & Scrutiny Cttee on the above
Directorate	Environment
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds – Highway Operations
Lead officer	Barrie Mason
Names and roles of other people involved in carrying out the impact assessment	Nigel Smith
Date impact assessment started	11 March 2024

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.

Other delivery options were included, however the Kaarbontech solution was deemed optimal based on optimisation of the gully cleansing service; Kaarbontech are an industry leader with over 50 local authorities having adopted their programme

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.

By only attending those gullies that need cleaning based on data-led intelligence, and doing so in a programmed manner, costs should be kept to a minimum as opposed to the previous regime (i.e. pre-Kaarbontech) where all gullies were routinely attended

Page 36

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 37</p>	Emissions from travel	✓			Fewer unnecessary journeys		Ongoing update of system and minimising attendances to only those gullies that require attendance based on data collected
	Emissions from construction				N/A		
	Emissions from running of buildings				N/A		
	Emissions from data storage				N/A		
	Other						

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>						
<p>Reduce water consumption</p>	√			<p>Reduces overall amount of water required to flush drainage systems by only doing those necessary</p>		
<p>Minimise pollution (including air, land, water, light and noise)</p>	√					
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	√			<p>by maximising efficiency of drainage systems highway surface water flooding is reduced; this also helps minimise the impact of water damage on the fabric of the highway network</p>		<p>The gully schedule is updated on an evolving intelligence/data-led approach</p>
<p>Enhance conservation and wildlife</p>				<p>N/A</p>		

Appendix C

<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>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's Landscape</p>						
<p>Other (please state below)</p>	<p>✓</p>			<p>Reduced surface and standing water reduces likelihood of accelerated deterioration of highway infrastructure</p>		

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

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.

By only attending those gullies that need cleaning, and doing so in a programmed manner, costs should be kept to a minimum.

Sign off section

This climate change impact assessment was completed by:

Name	Nigel Smith
Job title	Head of Highway Operations
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Directorate	Environment
Signature	N Smith
Completion date	14 March 2024

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

Date: 25 March 2024

TEEE Committee

Scientific Team Update - AQAP



Scientific Team!!!

Air Quality
Contaminated Land
Permitting

Local Air Quality Management

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved.

Objectives contained in UK Air Quality Strategy implemented by Air Quality (England) Regulations 2000 (2002 as amended)

Pollutants of Concern

Page 44

Particles (PM₁₀ and PM_{2.5}) – combustion / transport / crustal / sea salt / atmospheric reactions

Sulphur Dioxide (SO₂) – combustion of coal and heavy oil

Polycyclic Aromatic Hydrocarbons (PAHs) - industrial processes (coke production), transport, fires

Benzene – combustion processes and transport

1,3- butadiene – combustion of petrol, rubber manufacture

Carbon Monoxide – road transport, residential and industrial combustion

Lead - combustion of coal and also the manufacture iron and steel and non- ferrous metals

Nitrogen Dioxide (NO₂) – Road transport

Ammonia (NH₃) – Agricultural fertilisers

Ozone – complex reactions between pollutants and sunlight

Pollutant of Concern in NY

Page 45 Nitrogen Dioxide (NO₂) – **Transport!**





NO₂ Measured using Diffusion Tubes

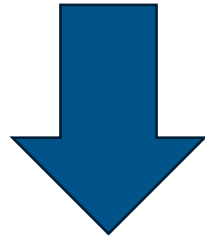
Objective:

Annual mean $40\mu\text{g.m}^{-3}$

Tubes located according to
Technical Guidance issued by
DEFRA

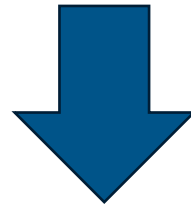
Must affect Relevant Receptor

Objective Level Exceedence



Air Quality Management Area (AQMA)

Air Quality Management Area (AQMA)



Air Quality Action Plan (AQAP)

7 separate AQAPs in North Yorkshire produced by former District / Borough Councils

Review Required Every 5 Years

The AQMAs:

Page 50

Bond End, Knaresborough

York Place, Knaresborough (To Revoke)

Wetherby Road, Harrogate

Low/High Skellgate, Ripon (To Revoke)

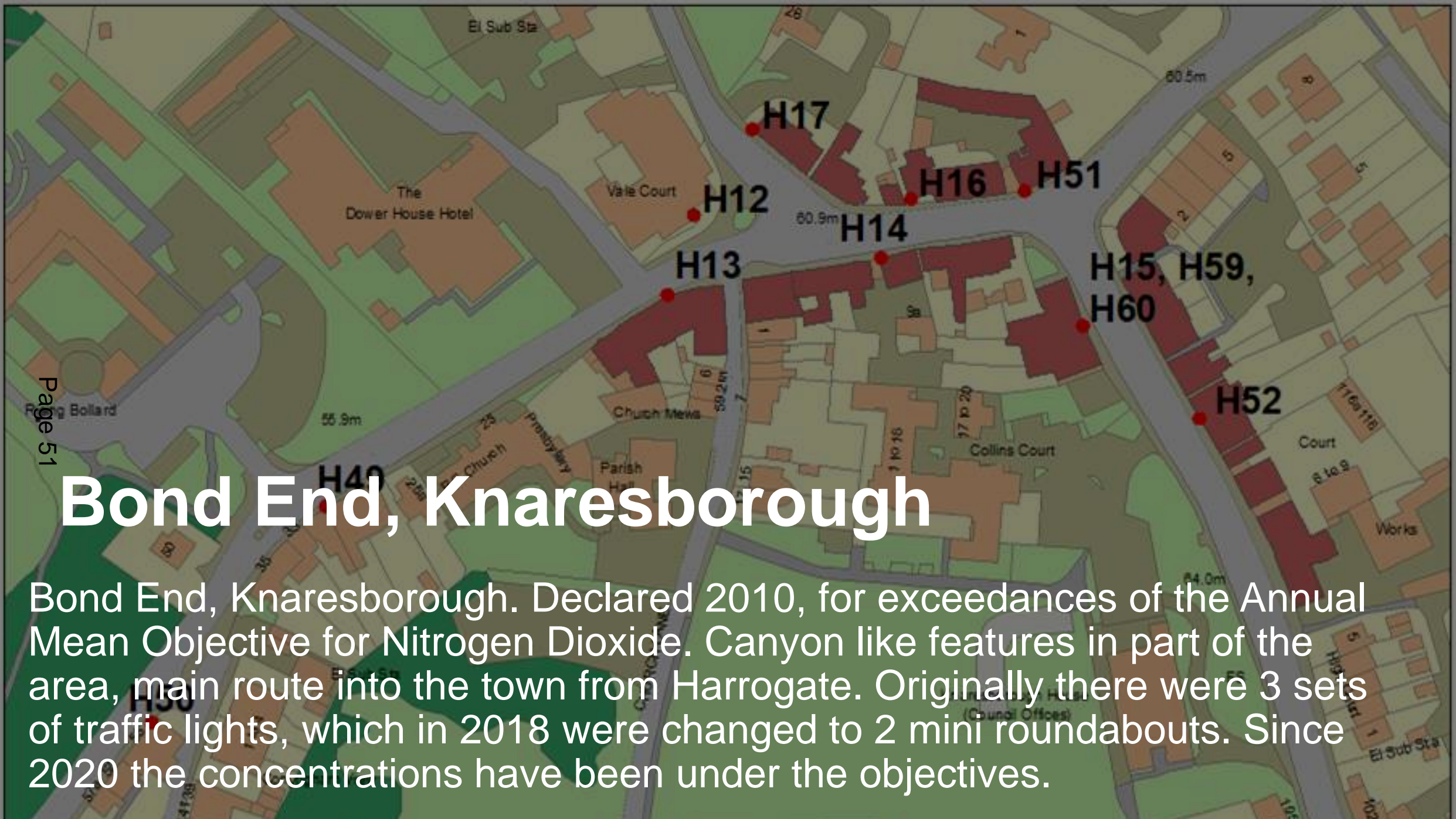
Selby – The Crescent / New Street

Malton – Town Centre (To Revoke)

Bedale – Town Centre

Bond End, Knaresborough

Bond End, Knaresborough. Declared 2010, for exceedances of the Annual Mean Objective for Nitrogen Dioxide. Canyon like features in part of the area, main route into the town from Harrogate. Originally there were 3 sets of traffic lights, which in 2018 were changed to 2 mini roundabouts. Since 2020 the concentrations have been under the objectives.



York Place, Knaresborough

York Place, Knaresborough. Declared 2017, for exceedances of the limit for NO₂. Canyon, at the other end of Knaresborough, with traffic lights at the NW end. About to be revoked so not covered in the AQAP.



Wetherby Rd, Harrogate

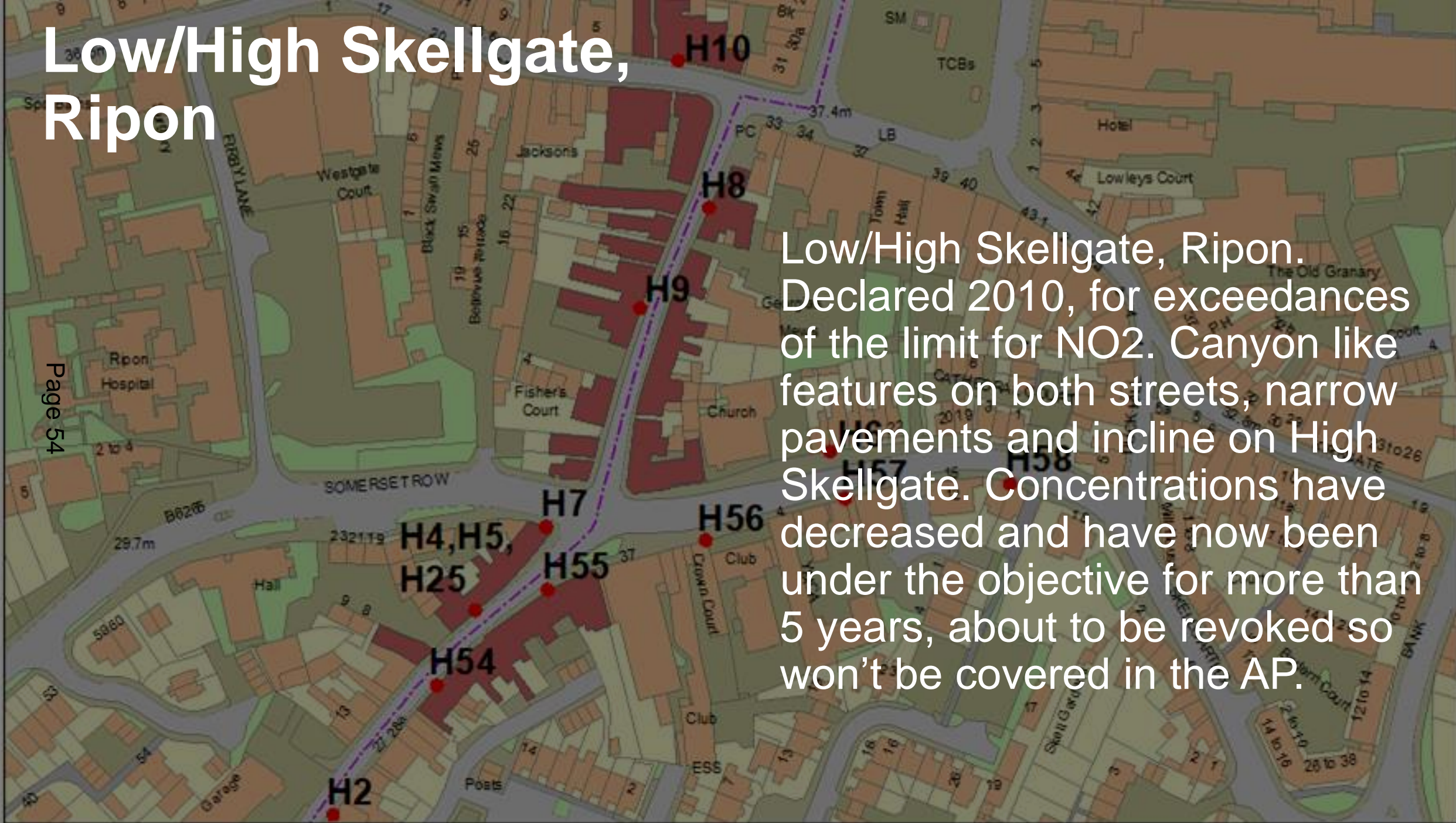
Page 53

Wetherby Rd, Harrogate. Declared 2017, for exceedances of the limit for NO₂ at the 1st floor flat above a Pub. Concentrations increased following a change in road layout, but have since decreased to under the objective.

Low/High Skellgate, Ripon

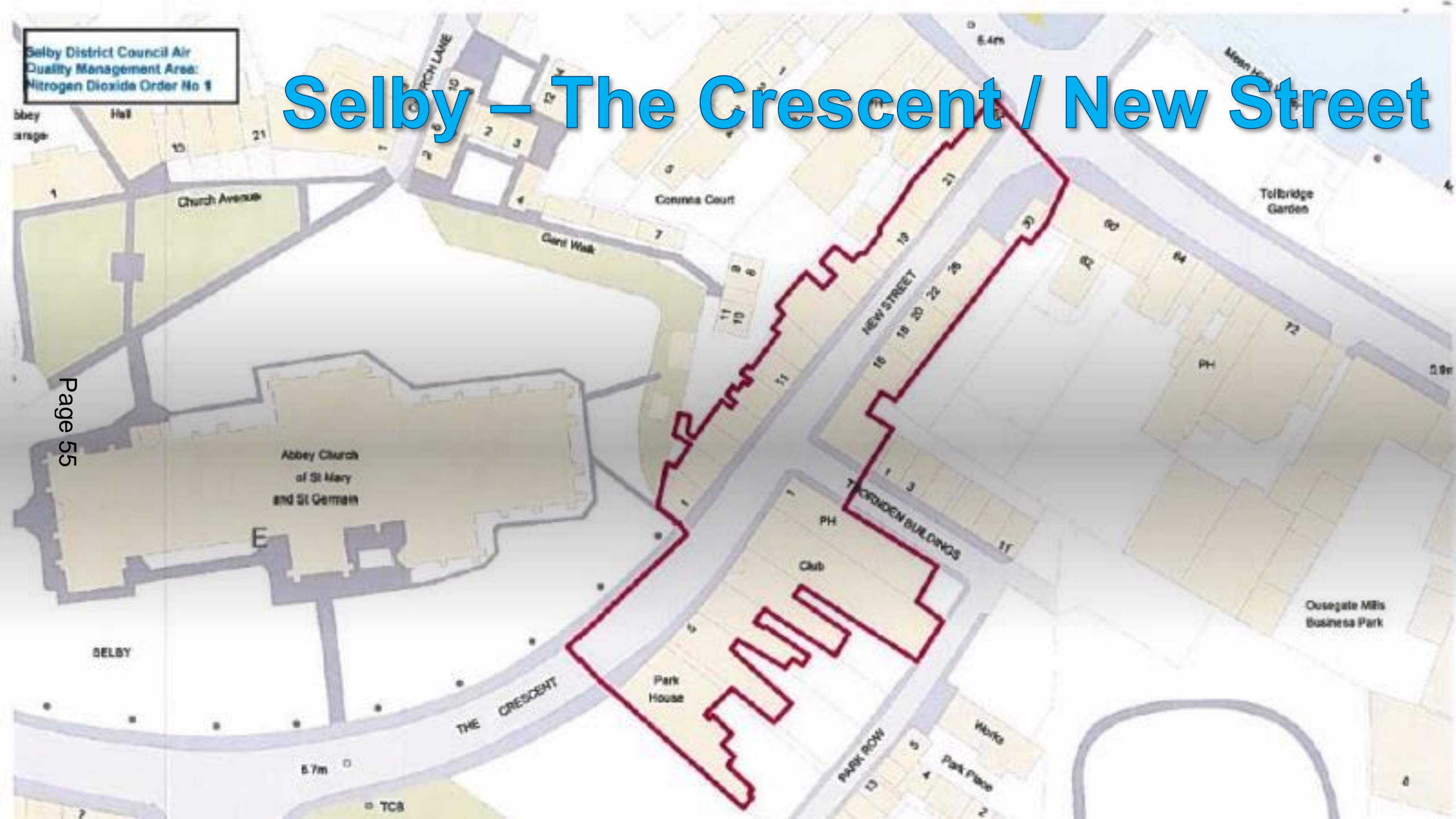
Page 54

Low/High Skellgate, Ripon. Declared 2010, for exceedances of the limit for NO₂. Canyon like features on both streets, narrow pavements and incline on High Skellgate. Concentrations have decreased and have now been under the objective for more than 5 years, about to be revoked so won't be covered in the AP.



Selby – The Crescent / New Street

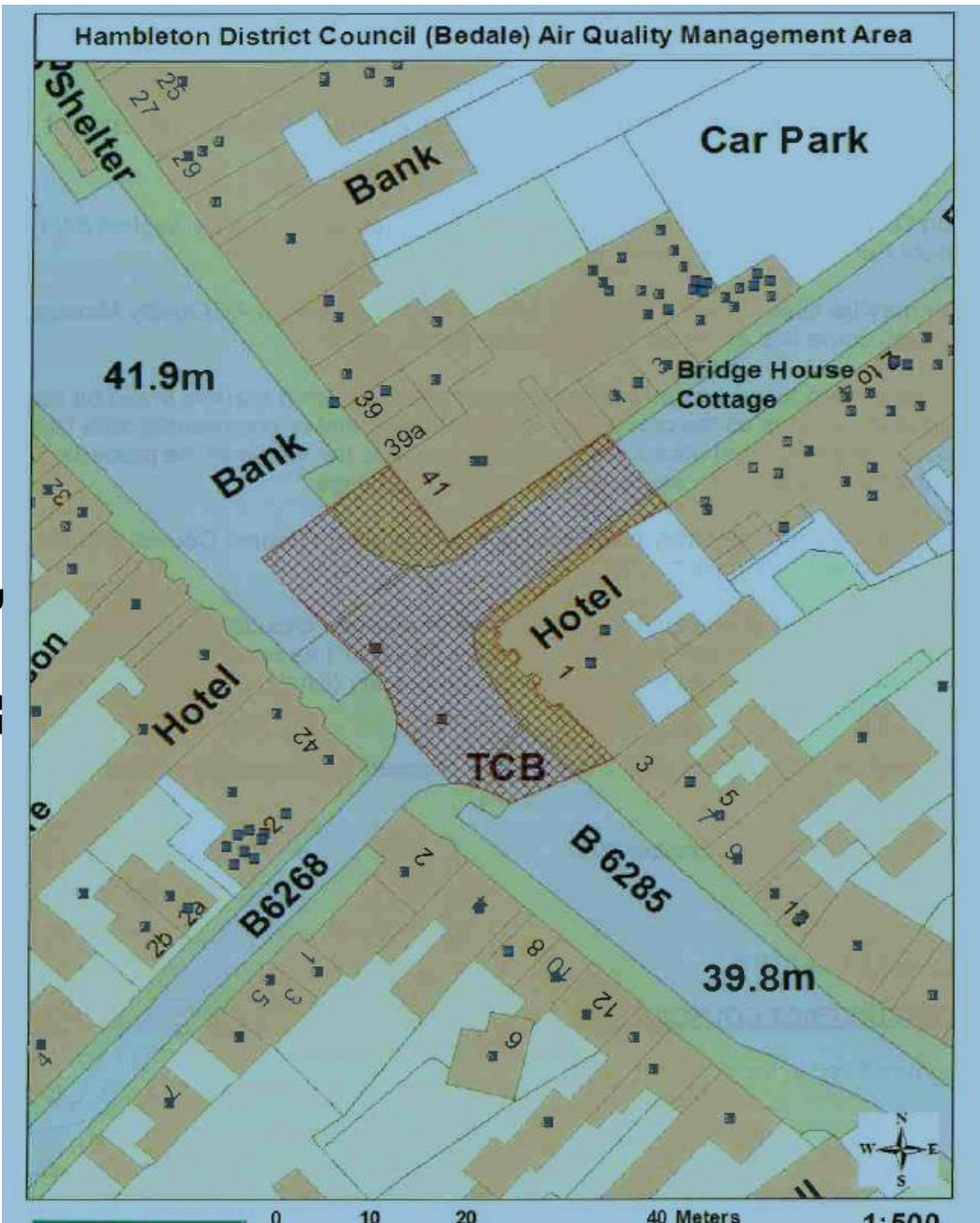
Selby District Council Air Quality Management Area: Nitrogen Dioxide Order No 1



Malton

Text





Bedale

Page 58

Progress and Impact of Measures to address Air Quality in North Yorkshire

Rely on partners to provide information

Present and Future AQ Work

Page 59

1. Reports:

Draft AQAP – March 2024

Annual Status Report – June 2024

Final AQAP – September 2024

Present and Future AQ Work

Page 60
2. Other:

Planning Consultations

Project Work With Partners

Health / Environmental Promotion Work

Environment Act 2021

Page 61
Sets 2 ambitious, legally-binding targets to reduce concentrations of PM_{2.5}:

- an annual mean concentration target for PM_{2.5} of 10µg/m³ across England by 2040
- an average population exposure reduction target of 35% in 2040 compared to a 2018 baseline

Environment Act 2021

Page 62

Local Authorities are required to work more cohesively to tackle air quality issues



Kevin Carr – Divisional Officer (Scientific)

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kevin.carr@northyorks.gov.uk

Tel. 01748 901180

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NORTH YORKSHIRE COUNCIL

TRANSPORT, ECONOMY, ENVIRONMENT AND ENTERPRISE OVERVIEW AND SCRUTINY COMMITTEE

10 April 2024

Annual Report of the Climate Change Champion – Councillor Paul Haslam

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

In the first year of this new role, I focused on several key things.

1. **The drawing up of a job description** that included the key things that councillors and or the council can do if so minded. See attached appendix A - Climate Change Champion. It is hoped that this forms the template for the development of this role. I made it clear that this includes biodiversity and all that it encompasses.

- It reminds all Councillors that they are all climate champions now and that we, each, can make a difference
- To support Scrutiny Chairs to lead scrutiny of policies to ensure it is in line with the Council's climate change goals
- Be inquisitive
- To engage in policy formulation
- Effectively engage with public to get more feedback
- To focus on the ability of the Council to convene meetings of the appropriate parties to solve environmental issues
- To Champion local environmental groups
- To Champion the SDGs where applicable.

2. **Celebrating wonderful initiatives:** I have visited many eco projects across North Yorkshire to select, sadly, only one winner. They were all winners, as was our county.

There are many projects, from Resurrected Bites that uses waste food to serve up warm delicious, nutritious meals, to tree planting projects, to repair shops that all play a part on this journey to better use resource and protect and enhance the environment.

In the coming year I would like to see 4 prizes.

- For Schools (we only had one school enter this year)
- For Community (this year's prize)
- For Business
- For Farming

3. **Influencing:** I put together a briefing pack on How the local plan, the local transport plan, the economic strategy, and the environmental / Climate /change strategy can work

together to help reduce our carbon footprint across buildings, transport and farming which is proving hard to do. This was circulated to councillors through the ACC network, where in many cases I was able to present the work in person or online. I am very grateful to the Chairs of the ACCs that facilitated this. The work had been checked and verified by officers to ensure the document was not unintentionally erroneous (see appendix B). I have also called for the New Local Plan to be delivered faster than 2028 as each property that is built to higher standards is one less to retrofit!

4. **Education and learning:** I attended the UK100 Climate Change Academy which consisted of three residential weekends working with other councillors (from across the country) to understand how councils can use their powers and influence to enable the journey to net zero.

[UK100 | Network of highly ambitious local government leaders for cleaner, more powerful communities](#)

I have recently reviewed a new 2 half day online Carbon Literacy course that I am recommending be made available to all councillors.

5. **Working with the officers:** I have worked closely with Michael Leah and his team to promote various initiatives and engage with the North Yorkshire Climate Coalition on a regular basis.

- Monitoring of carbon footprints and plans to mitigate those emissions are now underway and should start to be delivered this year.
- An information exchange for all environmental groups to share best practice, seek new knowledge rather than reinvent the wheel, share resources, seek volunteers by geography and or project type is being developed.

I would request that this committee support my suggestion for four prizes for environmental / climate change initiatives even if sometimes mitigating climate change is a co-benefit of an action for social good. The prizes would be a £1000 that I am prepared to fund from locality grant but it's much more about the associated kudos that these groups will receive from their efforts.

Unfortunately, I am unable to attend today's meeting but am happy to provide written responses to questions sent before or raised at the meeting.

Appendices

Appendix A - Climate Champion Job Description

Appendix B - ACC 24 briefing pack

Councillor Paul Haslam - Climate Change Champion

March 2024

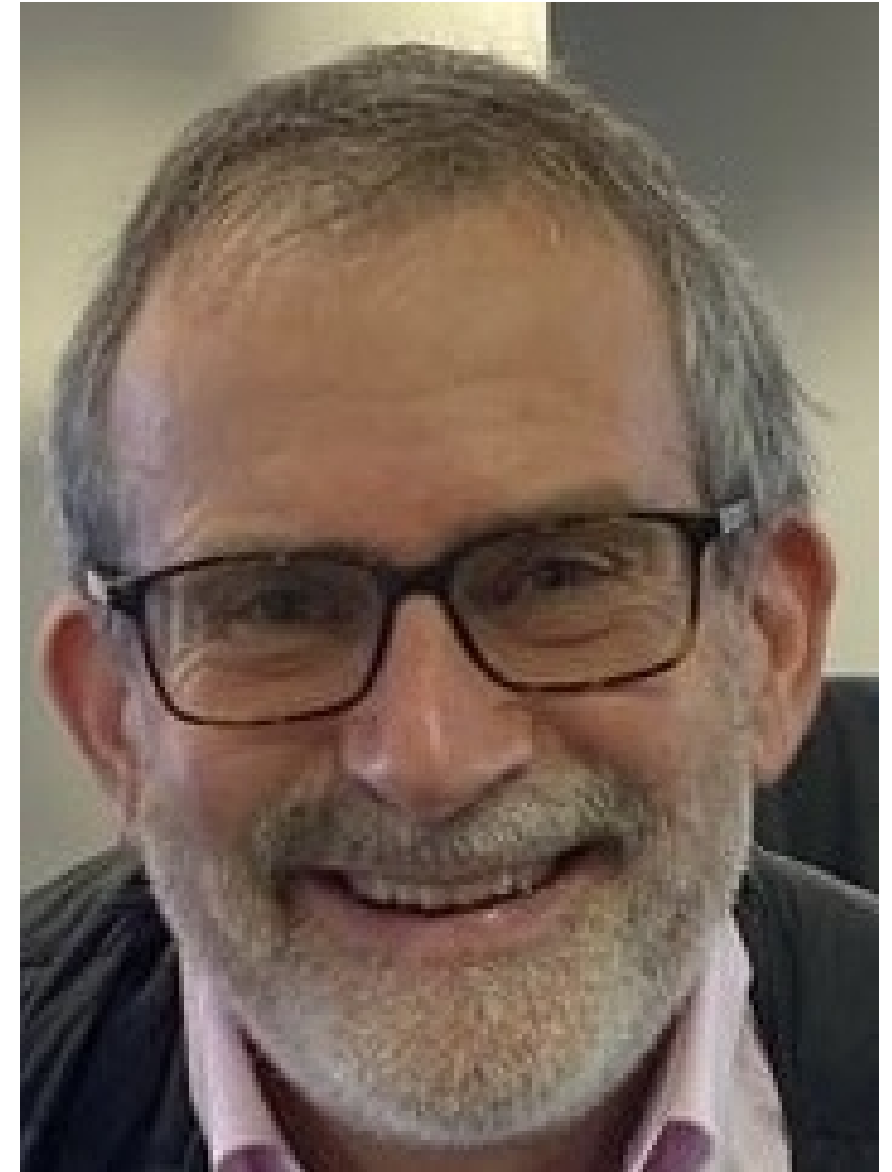
Climate Change*

Champion

Page 67

*This includes better land, air and water quality. *Biodiversity is included within Climate Change*

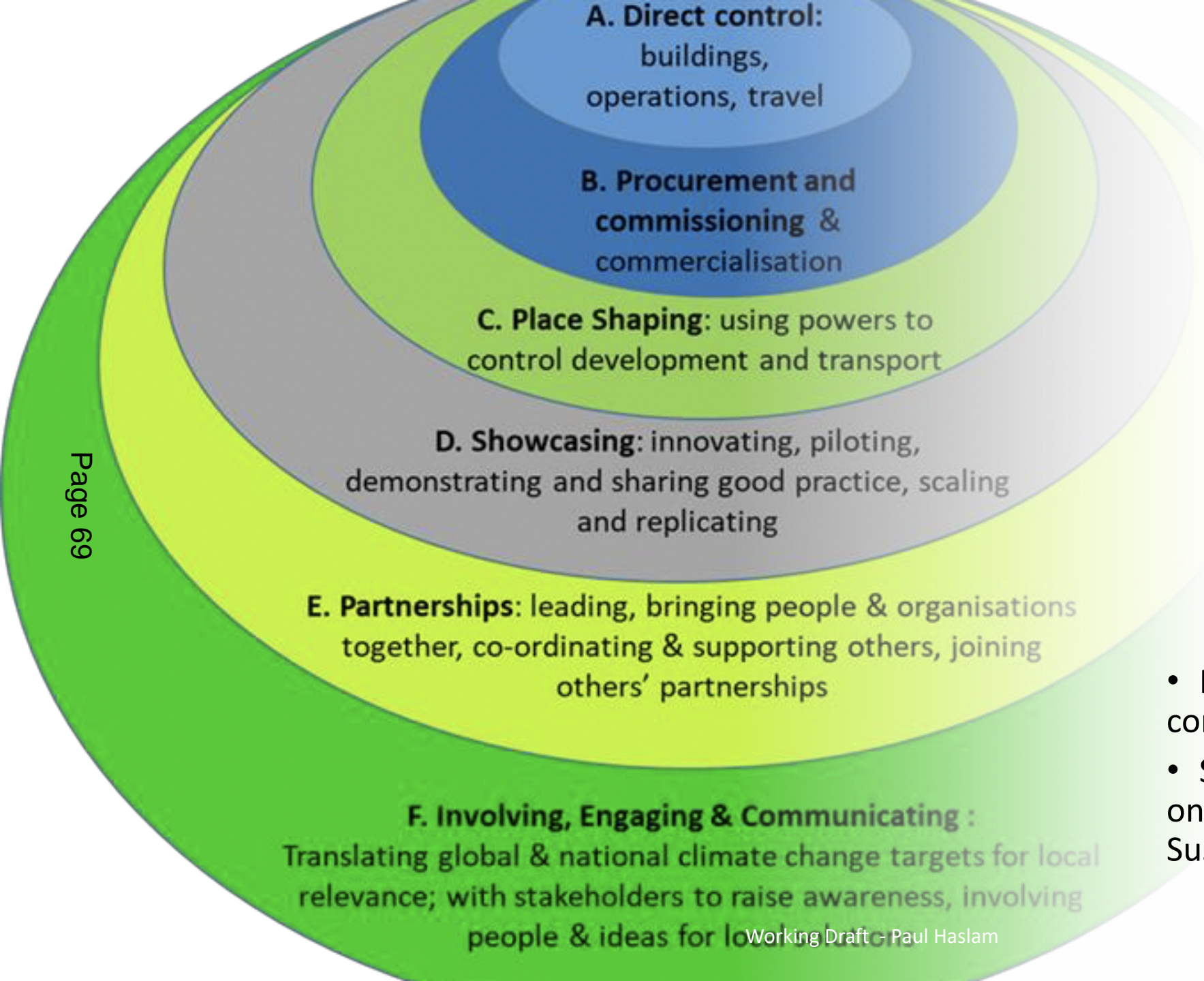
Clearly the role will evolve, and feedback is always welcome.



We must all be Climate Change Champions now. Owning and mitigating our impact on the world by measuring our carbon footprint and other actions we take on the natural world if we are to preserve this planet.

As elected representatives we must play our part not only in regulation, scrutiny and investment but in influencing and enabling others to be part of the solution.

Maintain a determined focus on regional policy development and implementation of measures to mitigate and adapt to climate change



- Figure 1.2 How local authorities control and influence emissions
- Source: 'Onion diagram' based on internal Centre for Sustainability model.

1. Champion Councillors to make a difference to climate change.

- Making sure they have access to Climate Change Training starting with the in house program
- Encourage them to support local initiatives / Groups
- To interrogate all reports and policies through a lens of its impact on the climate and environment to ensure climate mitigation and adaptation is business as usual. To prioritise where climate change can help cut the cost of living.
- Encourage them to get their residents to respond to consultations – this is an opportunity to enable your residents to have their say!
- Talk to your parish councils
- To Support Chairs of Scrutiny in their roles from a climate change perspective.

1. How Scrutiny Chairs can help fight climate change and support the Council's climate change policy

- Build into your meeting schedule regular carbon emission reporting
- For all policy areas, ask the Director or Assistant Directors how this helps them achieve their climate change goals as well as delivering the service towards NYC needs.
- Interrogate how sustainable those services are, e.g. use of disposal resources (fuel, single use plastics, printings, etc...)
- How each service could enable others to save carbon? for example modal shift, alternative heating, education etc.
- How prepared each service is responding to the effects of climate change, e.g. flooding, abnormal temperatures/heat, etc...

1. Raising NYC officers to a new level

Our officers are talented but we can help them grow by asking them great questions.

But don't ask "Why" questions! – it carries negative connotations and puts the questionee on the defensive, so start a question with something like "what are your reasons for / behind this suggestion"

A great question might look like, for example, in regard to the local transport plan

What might "going to Work and School" look like in 2040? What impact will this have on transport?

Universities are currently looking at 3 day weeks to support students so they can work on other days. I don't know any office worker who goes to an office more than 3 times a week now.

2. Champion environmental policy formulation in the council

- Monitoring and measuring and holding to account NYC performance with the new climate change policy. **Governance**
- Follow the Routemap to Carbon Negative - [Routemap to Carbon Negative – poor governance](#)
- Supporting the environmental and climate change assistant director and complementing the work of the executive members in particular the one tasked with Managing Our Environment
- Helping in Formulation of Key policies that will impact on climate change – nearly all of them. The most important and most imminent are the
 - Local Plan
 - Local Transport network

2. Consulting and Engaging with the Public - methodology

- Traditional Consultation but questionnaires need to be good quality
- Climate Assembly / Jury
- Pop Up stalls

2. Consulting and ways of Engaging the Public

- How is it going to feed into your decision making?
- Different methodologies have different costs
- The methodology should be commensurate to the cost of the work and what do you find out
- For example a multi million pound decarbonisation scheme could merit an assembly but a local LTN might be pop up stalls
- Councillors must Initiate/ Scrutiny / Support whichever process

3. Champion the council power to convene meetings and build partnerships with key strategic providers

- Brierley Companies
- NHS - ICB – our **Health**
- The Police and Fire - food fraud, rural crime, **climate change impact response**
- The Farming Community – **food security** – engaging with GROW Yorkshire
- North Yorkshire Food Partnership **Food Security**
- Yorkshire Water – **Water Security and flood management** – The River Nidd project
- Yorkshire Dales Rivers Trust
- Northern PowerGrid/ National Grid – **(Renewable) energy security**
- Further Education - green skills requirement (4 in 5 jobs relate to transition by 2050) **Resource**
- Business - through the now in house LEP promote the circular economy – working differently, minimising waste
- York City Council Liaison
- National Parks – Yorkshire Dales, North York Moors. 3 AONB.
- Yorkshire and Humber Climate Commission

4. Champion all the environmental groups that are making a difference.

- **Visit and Champion projects** and groups across North Yorkshire: At the moment I am visiting ½ dozen projects who are short listed for the caring for the environment award.
- I have proposed **Four North Yorkshire Earthshot Awards** for next year (I will be looking for sponsorship of these awards)

For individuals or local groups; For Schools; For Farmers; For businesses.

- **Knowledge Share:** The officers have found a database that may be used for climate change volunteers' network on which they can contribute and share best practice. Meeting with North Yorkshire Climate Coalition on a regular basis with others to be added such as the CPRE
- Encourage groups to engage with the local Area Constituency Committee
- Encourage all groups to participate and engage in all council consultations influencing how we all combat climate change

4. Network, Celebrate, Communicate and PR

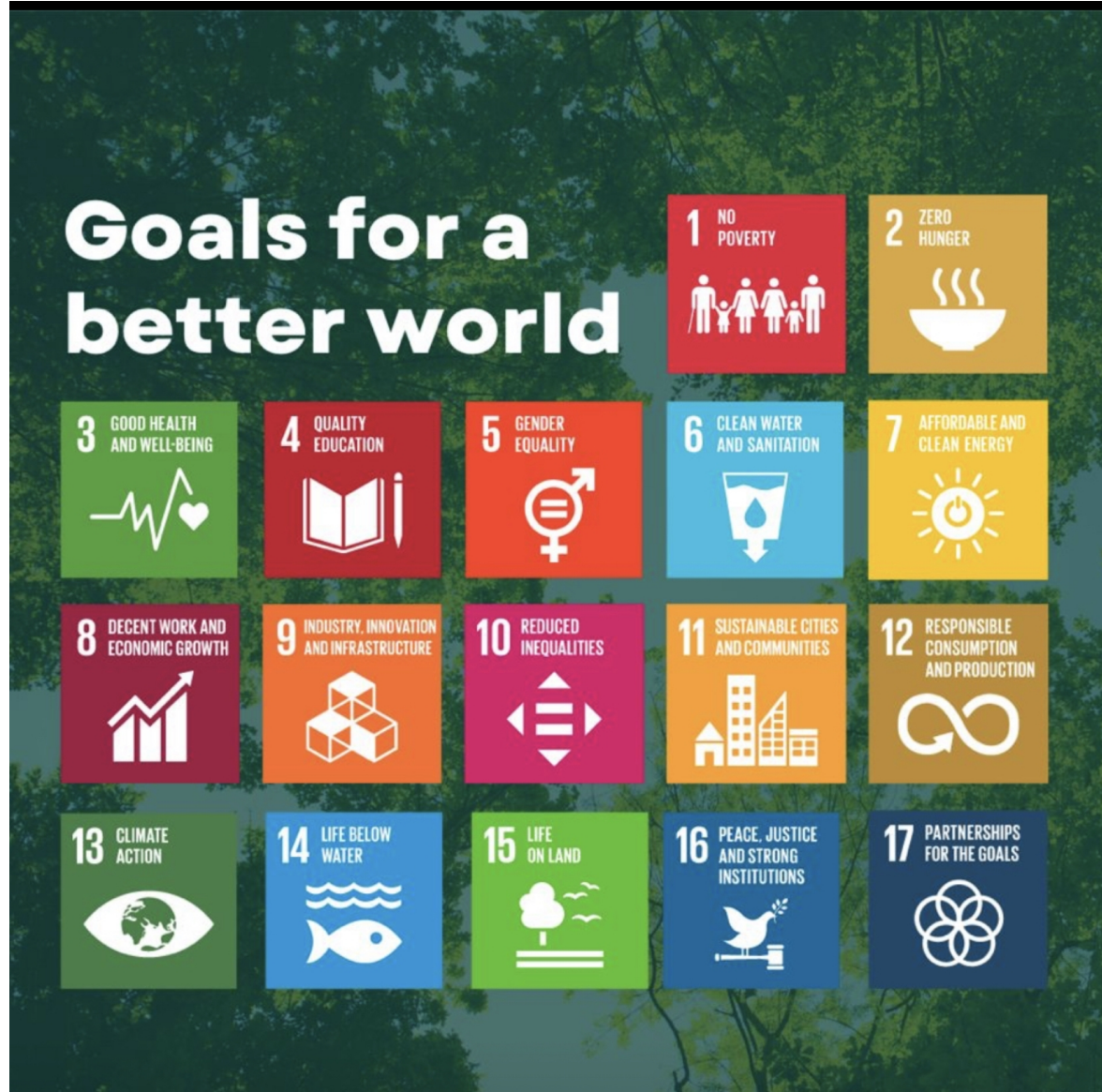
- Enable the creation of a **Community or Network** of highly effective environmental groups across North Yorkshire to share ideas, knowledge, resources and best practice
- Facilitate the **Communication** of their message
- Celebrate their **Successes**
- Shine a light on their **Achievements**
- Consider how **their solutions** may be used more widely
- Create **advocates** of NYC action

5. Champion the UN's Strategic Development goals

In 2015 our government, along with most other governments in the world signed up to the Sustainable Development Goals.

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*“The 2030 Agenda for Sustainable Development, adopted by all United Nations Member States in 2015, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are the 17 Sustainable Development Goals (SDGs), which are an urgent call for action by all countries - developed and developing - in a global partnership. They recognize that ending poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth – **all while tackling climate change and working to preserve our oceans and forests.**”*





Here is an overview of 7 SDGs that have strong links to soil.

Via United Nations

Soil and United Nations Sustainable Development Goals

Many global policy frameworks, including the United Nations Sustainable Development Goals (SDGs), directly and indirectly address land and soil. Many of these SDGs cannot be achieved without healthy soils and a sustainable land use. Below is an overview of the SDGs with strong links to soil.



Source: United Nations Sustainable Development Goals.

Paul Haslam August 23

OFFICIAL

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North Yorkshire Council

How the climate change strategy can help
inform the development of the local plan

and

How the local plan can help deliver our
climate change strategy

North Yorkshire - A great place to...

- Live
- Work
- Thrive
- Play
- Visit

North Yorkshire Council – A Step change in Performance

North Yorkshire Council 2023 – 28

Critical implementations and a Superpower

- The Local Plan
- The Local Transport plan
- The Economic growth Strategy
- Climate Change strategy and Biodiversity

- The Council's power to convene (Super and soft Power)

We must all be Climate Change Champions now!

Owning and mitigating our impact on the world by measuring our carbon footprint and other actions we take on the natural world if we are to preserve this planet.

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As elected representatives we must play our part not only in regulation, scrutiny and investment but in influencing and enabling others to be part of the solution.

Maintain a determined focus on regional policy development and implementation of measures to mitigate and adapt to climate change

As Climate Change Champion: I Champion Councillors to make a difference to climate change.

- Making sure they have access to Climate Change Training starting with the in house program
- Encourage them to support local initiatives / Groups
- To interrogate all reports and policies through a lens of its impact on the climate and environment to ensure climate mitigation and adaptation is business as usual. To prioritise where climate change can help cut the cost of living.
- Encourage them to get their residents to respond to consultations – this is an opportunity to enable your residents to have their say!
- Talk to your parish councils
- To Support Chairs of Scrutiny in their roles from a climate change perspective.

As Climate Change Champion: I Champion the council's "power to convene" meetings and build partnerships with key strategic providers

- Brierley Companies
- NHS - ICB – our **Health**
- The Police and Fire - food fraud, rural crime, **climate change impact response**
- The Farming Community – **food security** – engaging with GROW Yorkshire
- North Yorkshire Food Partnership **Food Security**
- Yorkshire Water – **Water Security and flood management** – The River Nidd project
- Yorkshire Dales Rivers Trust
- Northern PowerGrid/ National Grid – **(Renewable) energy security**
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- Business - through the now in house LEP promote the circular economy – working differently, minimising waste
- York City Council Liaison
- National Parks – Yorkshire Dales, North York Moors. 3 AONB.
- Yorkshire and Humber Climate Commission

Call to Action

- **Save** our residents money by building energy efficient houses in the right place with great infrastructure
- **Boost** their opportunities by providing the training for a skilled workforce and creating higher paid jobs by attracting key industry clusters that build on our natural assets
- **Give** people better transport options to get around and move freight efficiently
- **Protect** our **Natural assets** through creating a great local plan
- **Protect** our residents from climate change by effective management of our water, sewage and flooding propensity
- **Invest to Save** where necessary to save our residents' money or provide services to enable them to save money and the environment.
- **Make** North Yorkshire an even better place to live and more **attractive** for visitors

All these actions can combat climate change, don't cost the earth and make life better for residents because we will build them into the plan rather than the need to retrofit

Our Officers have already started preparing with The Planning Policy Climate Change Day in July 23

“A great Opportunity For our team of policy planners, our climate / sustainability officers along with representatives from other service areas and organisations to come together and start sharing knowledge on climate change.”

Nb Please Remember our officers are our trusted advisors

Mid march: officer / councillor event

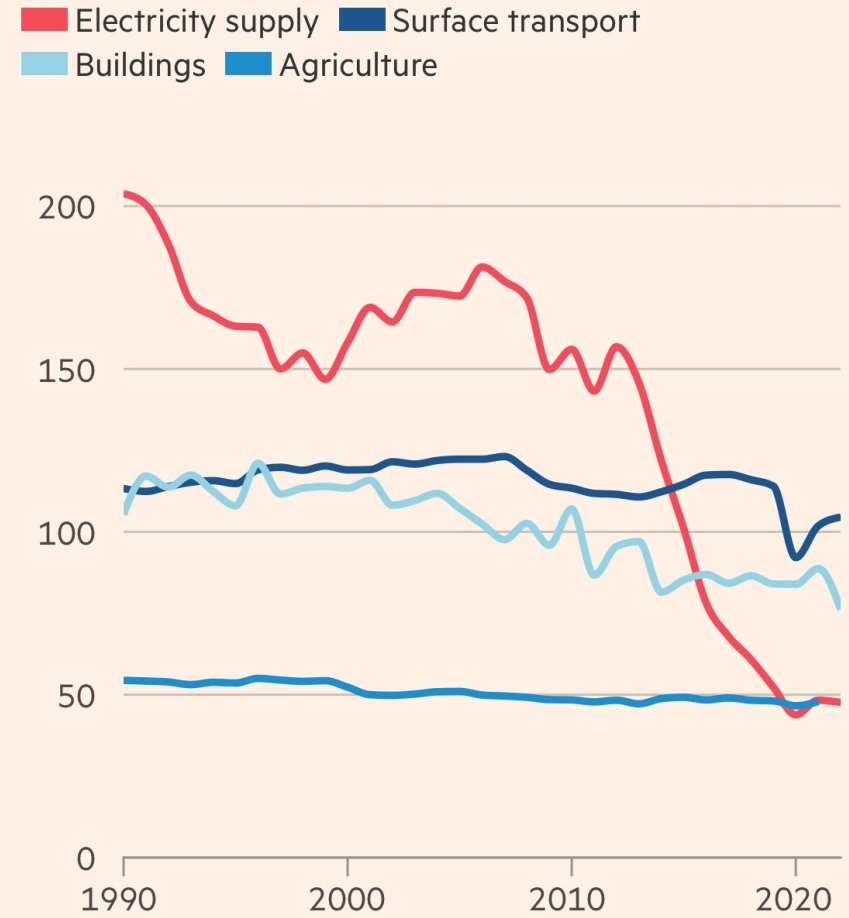
As work progresses on the new North Yorkshire Local Plan, the Planning Policy team would like to invite you to an in-person collaborative session in formal development of the first stage of plan-making: Issues and Options.

The local plan and climate change

- **The development of the new Local plan represents superb opportunities for both mitigation and adaptation of climate change and to really make a difference to the health and wellbeing of our residents.**
- **The local plan will, by law, need to contain climate change measures that are both Climate mitigation and Climate adaptation.**
- **Mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions; Mitigation can mean using new technologies and renewable energy, making buildings more energy efficient, or changing travel behaviour. It will also mean working with nature and the natural world.
- **Adaptation:** Adjustments to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities. Adaptation can mean changes to make development resilient to flooding and extreme weather

So, what's happened to date on CO2 emissions

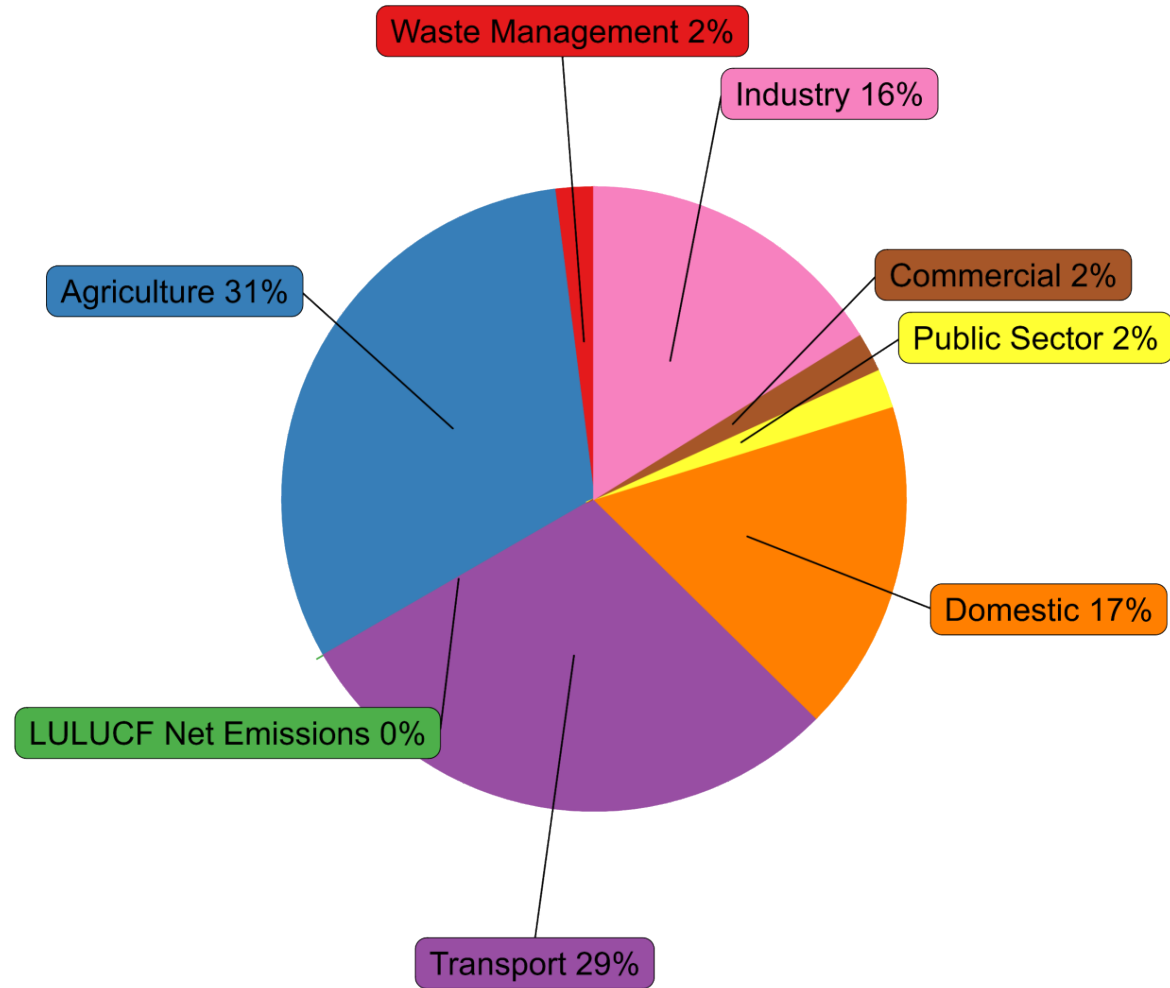
UK historical emissions (MtCO2e)



FINANCIAL TIMES

Source: Climate Change Committee

And in NY -
our CO2
emissions!
How can we
help?



Planning and Climate Change - the Law

- Section 19(1A) of the Planning & Compulsory Purchase Act 2004 makes clear ***that reducing emissions, tackling climate change and specifically carbon reduction are legal and policy priorities for the planning system.***
- Paragraphs 152-154 of the NPPF, read in conjunction with footnote 53, ***set out the need for 'radical reductions' in carbon emissions and for plans to take a 'proactive approach' to mitigating and adapting to climate change, 'in line with' the objectives and provisions of the Climate Change Act 2008.***
- ***Local Authorities can lawfully set local buildings energy efficiency requirements that go above Building Regs, so long as they have the evidence to back this up and can prove whole plan viability.***
- ***Key statutory document is: - The National Planning Policy Framework (NPPF 2021 onwards) (England)***

Environment Act New Duties

1. All planning permissions granted in England (with a few exemptions) will have to deliver at least 10% Biodiversity Net Gain from Nov 2023 (S98-101). - Climate and biodiversity crises – UK is bottom 10% globally and worst G7 nation for biodiversity loss. Nature is key to mitigating and adapting to climate change, and supporting health and wellbeing
2. Enhanced duty for LAs to conserve and enhance biodiversity (S102) and report on their actions (S103). LPAs will need to comply with the above duty and have regard to the Local Nature Recovery Strategy in local planning policy and decisions (S102).
3. Responsible authorities appointed by the Secretary of State (S105) to lead the Local Nature Recovery Strategy (LNRS), working with a broad range of stakeholders.

Building Regulations and code for sustainable homes (CFSH)

- **Building Regs** are (and were always meant to be) **the bare minimum** that homes should be built to.
- Volume developers will treat them as a benchmark and insist that exceeding them is a viability challenge.
- Relevant parts for building energy - Part L (conservation of fuel and power), and Part F (ventilation).
- Building Regs is a 'performance based' system; outcomes rather than prescriptive rules. Industry decides how to meet the standards. 'Approved Documents' provide certainty that BR has been met.
- 2006 – Code for Sustainable Homes introduced. CFSH1= slightly above BR. CFSH6 = 'zero carbon home (regulated)'. • Ratchet system – from CFSH1 in 2007, to CFSH6 in 2016
- ***Although CSFH has been scrapped is CSFH4 is not maximum threshold!***

The fundamental considerations of any Local plan

- **Place:** climate impacts play out very differently across the diverse geography of the North Yorkshire. Urban and rural areas, upland and coastal all require different and bespoke responses.
- **Space:** Building resilience requires interlocking measures from big spatial scale coastal realignment to the detail of the way buildings are wired to ensure they are flood resilient.
- **People:** Climate impacts affect people in different ways and particularly affect those social groups least equipped to be resilient. Adaptation has direct and lasting impacts on everyday lives so taking action means working with communities and communicating an effective narrative for change. We need to ensure costs and savings are fair and just as possible.
- **Time:** Building resilience requires thinking about the very long term and at least 100-year planning horizons. This implies new ways of thinking and working. What will a house of 2043 need to be like?
- ***What will our required services be especially to homes? For example, weekly food waste collection; health care provision; public transport access; active travel options etc***

Place/ Land Management: Trees/ Peat bogs / SSSI

The UK is one the world's most nature denuded countries.

We must to protect our assets. Relocating is virtually the same as destroying them. We must work with and around our Natural assets

According to the WWF one hectare of mature trees sequester 100 tonnes of carbon, whilst one hectare of newly planted trees only 3 tonnes.

Therefore the suggested sequence when choosing places are:

1. Don't cut trees/ forests down, drain peat bogs or destroy SSSI
2. Protect, Manage and maintain these areas
3. Restore woodland where it once existed by regeneration or replanting.

Houses - ideas

- Highest insulation standards - saving residents money
- Developments with true equal choices of movement – active travel, public transport as well as car
- Developments to have default 20mph for cars to allow multi transport users
- Clean air by using clean fuelled transport/ heating/ cooking
- Powered by renewable energy
- Close to work, amenities and transport hubs
- Easy access for refuse collection
- Easy access for home healthcare

Houses - ideas

- Homes cost to retrofit = £20k each (whereas developers could have built to net zero for £5k each
 - could we incentivise developers to do the retrofit by offering £5K on completion of each house
 - could we suggest that if regulations are updated within the ten year guarantee that they must do the retrofit as part of their warranty.
- Planning Policy viability testing by larger councils such as Reading and Bristol, possibly York to force greater reductions in CO2 emissions
- Previous confusion has forced small councils to shrink from the arguments and settle for lower standards – but we are now a bigger council!!!
- The best ideas are stolen, and we need to look at best climate practice across local plans including our neighbours York and Leeds.

Social housing

- How much are we going to provide?
- What standard will it be?
- How will it be maintained?
- **Energy efficient social housing development completed in Harrogate and Skipton**
- ***This is only a small part of the local plan but it does show leadership!***

New Derby council houses generate more energy than they use

Derby Homes has completed the construction of four carbon negative council houses in Derby, which have been praised as a "monumental achievement". They utilise solar panels, insulation and an air source heat pump to reduce bills and emissions. The homes have an A rating for energy efficiency and produce -0.5 tonnes of carbon dioxide, surpassing the net-zero standard. Derby City Council aims to construct all future buildings to the same specification.

[BBC News](#)

References

- [Passivhaus News \(passivhaustrust.org.uk\)](https://passivhaustrust.org.uk) York
- [York Council invites public to see Passivhaus development | York Press](#)
- [Spatial planning for climate resilience and Net Zero \(CSE & TCPA\) - Climate Change Committee \(theccc.org.uk\)](#)
- [The Climate Crisis – a guide for local authorities on planning for climate change - Town and Country Planning Association \(tcpa.org.uk\)](#)
- [And an update: https://www.tcpa.org.uk/resources/the-climate-crisis-a-guide-for-local-authorities-on-planning-for-climate-change/](https://www.tcpa.org.uk/resources/the-climate-crisis-a-guide-for-local-authorities-on-planning-for-climate-change/)
- [rtpi-net-zero-transport-january-2021.pdf](#)
- [Climate Emergency Design Guide | LETI](#)
- [Climate Emergency Retrofit Guide | LETI](#)
- [RTPI | Cracking the Code](#)
- [How to achieve net zero carbon homes - Cotswold District Council](#)
- <https://www.bucksherald.co.uk/news/environment/solar-panels-to-be-installed-on-at-least-six-council-buildings-in-bucks-4164273>
- <https://www.kent.gov.uk/leisure-and-community/cost-of-living-support/household-energy/solar-together-kent>
- <https://sharedfuturecic.org.uk/kendal-climate-change-jury-whats-happened-2-years-on/>

Growth strategy - Use our Natural assets

Food Security is crucial

- Farming – Leading the way in regenerative farming
- Farming the Sea
- Agri tech
- Controlled Environment Agriculture
- Vertical Farms
- Further education Farming training
- University research into farming
- Food Production
- Food Processing
- Food waste and circular economy

References

- [Jones Food Company](#)
- [Fischer Farms – The Future of Farming](#)
- [Indoor Vertical Farming | Plenty](#)
- [Strawberries - Dyson Farming](#)
- [Meet the team - Poole Harbour Nutrient Management Scheme \(pooleharbournitrates.org.uk\)](#)
- [The Cornish Seaweed Company - organic edible seaweed](#)
- [SeaGrown - Wild Ocean Seaweed Farming](#)
- [Algapelago](#)
- [North Norfolk Coastal Group – improving the biodiversity of the managed environment \(nncg.org.uk\)](#)

References

- [Welcome to NIAB | NIAB](#)
- [Home - Common Ground Film](#)
- [Home | Rothamsted Research](#)
- [Naylor Nutrition](#)
- [Home | AHDB](#)
- [Agri-Environment Schemes \(fera.co.uk\) at Sandhutton](#)
- [Food Waste Transformation | BioteCH4](#)
- [Global agrifood systems are the climate solution, new FAO report highlights | UN News](#)
- [Agri-TechE supporting agri-tech innovation - Agri-TechE \(agri-tech-e.co.uk\)](#)

References

- [Bennamann | Delivering a Local Clean Energy Revolution](#)
- [Deliciously Yorkshire - supporting Yorkshire Food & Drink producers \(deliciouslyyorkshire.co.uk\)](#)
- [Home - Pilgrim's \(pilgrimsuk.com\)](#)
- [Transforming food systems could create multi-trillion dollars of economic benefits every year](#)
- [Home - P3P Partners](#)
- [APS Salads \(apsgroup.uk.com\)](#)
- [Vertically Urban | UK-based Horticultural LED Lighting Manufacturer](#)
- <https://www.soilassociation.org/causes-campaigns/a-ten-year-transition-to-agroecology/what-is-agroecology/>

Tourism

- The second largest business in North Yorkshire
- They come to see nature and get away from it all
- Great Local Produce supports great restaurants
- Access to destinations by various modes of transport
- Skilled people to support the sector
- Eco tourism

Other industries that our natural assets lend themselves to

- Renewable Energy Production including
 - Solar
 - Wind on and off shore
 - Tidal and Wave
 - Data centres - [Deep Green - Climate And Society Friendly Compute](#)
 - Minewater
 - Sewage
 - Geothermal
 - Hydro - rivers

But we need to be cognizant of environmental challenges for example

- [Home - Suffolk Energy Action Solutions](#)

Other industries that our natural assets lend themselves to

- Commercial Forestry - the UK imports more than 80% of its timber

[Confor : Confederation of Forest Industries \(UK\)](#)

- Retrofitting including skills training ($\frac{3}{4}$ of houses need this) There are few or no local businesses offering this service. There is one award winning service - [RHI information cost effective solar panels installation, heat pumps \(yorkshireenergysystems.co.uk\)](#)
- Recycling and reusing the recycling – not just collection – ***embracing the circular economy.***
- “A new multimillion-pound recycling facility in Coventry, founded by eight West Midlands councils, will use robots and AI technology to sort rubbish. The facility, called Sherbourne Recycling, is the first of its kind in the UK and will process the rubbish of 1.5m people across the region. The plant aims to turn residential mixed recycling into high-quality materials to be returned to the UK market. The facility also has the capability to adapt to changes in composition and consumer habits. The plant is "a huge investment but a great return for all councils for the next 25 years", Cllr Carolyn Watson-Merret from **Rugby BC** said.”

The Local Transport plan

What are our transport needs of the future?
2043?

How does it fit with the local plan and the
economic growth strategy?

How does it fit with our climate change strategy?

Road infrastructure that supports enjoying your journey and having options on how you wish to travel: that promotes shared use and modal shift

- To walking and cycling
- To catching the bus – that is clean, convenient and punctual
- To catching the train
- To park'n'ride
- To driving your car, knowing refuelling is nearby
- To reducing congestion
- To creating cleaner air to breathe

Imagine: The economic case for supporting “Bike to School”

How many car journeys could this take off the road?

Page 112

Total number of School Pupils in Harrogate and Knaresborough	16880
number of pupils from outside the area	3000
primary school pupils	7234
secondary school pupils	9646
national average percentage cycle to school	4%
national average that would like to cycle to school	50%
total opportunity pupils to cycle to school in H&K (excluding pupils who live outside area)	6940
Reduction in/ impact on number of cars journeys	????
Estimated number of pupils in H&K that cycle to school	555
one percent more pupils cycling to school (probably 69 less car journeys)	69

Infrastructure: Road that support our plans, not inhibits them

On the basis that major investment is unlikely, how do we maximise the current infrastructure?

- Different parts of society use transport differently for example men and women or children and adults.
- Transport hubs at key locations where transfer from one type of travel to another seamlessly
- Developments with true equal choices of movement – active travel, public transport as well as car
- Appropriate refuelling points
- Easy access for refuse (inc. food waste and recycling) collection, home healthcare and delivery
- Easy access to places of employment

Infrastructure – Transport Freight

- 90+% of goods / freight in North Yorkshire travel by road
- How does our transport plan facilitate the movement of freight by road?
- Day freight, overnight freight, part shipments, drop and swap to smaller vehicles for access to towns after being trunked long distance.
- Some thoughts:
 1. Suitable sized, conveniently placed laybys for drivers to rest, take a break, sort their tachographs, plan and programme sat nav for next delivery etc
 2. Refuelling – in day deliveries probably back at their base, but overnight. Electric and hydrogen.
 3. Access to quality food
 4. Access to toilet facilities
 5. Return loads

Infrastructure: Rail that support our plans, not inhibits them

On the basis that major investment is unlikely how do we maximise the current infrastructure.

- Create frictionless access and payment options
- Ensure all have access and support - inclusive
- Add small stations such as Claro road in Harrogate that would take thousands of cars off road whilst making transport to place of work easier
- Modify Train crossings to maximise safe transport flows eg Starbeck crossing in Harrogate
- In the south of the county tap into Leeds Mass transit plans including access to Leeds Bradford airport

Infrastructure: Public Transport (buses) that support our plans, not inhibits them

- Create equality and safe options - inclusive
- How does it serve us?
- Do we have transport hubs that support the different options?
- Should hospitals / Leisure centres be transport hubs as well as town centres?
- How do we serve our schools?
- How would public transport serve the tourism sector which is huge in North Yorkshire?
- Consider “buses” that carries small freight - “bus provided by Amazon?” and bill board advertising on the side

Transport - where is it hurting us

People can't get around on their choice of transport at ***a price the can afford or when its convenient and even when its inconvenient! It must be safe for all.***

It causes congestion as well as putting toxins in the air

And Carbon emissions: by vehicle type

- Cars 56%
- Lorries 21%
- Busses 18%
- Other 5%
- But let's consider this - ***2/3rds of vehicle CO2 emissions come from journeys over ten miles - this means that effective public transport could be a major winner for interurban travel.***

Transport (Public) references

- Leicester City Council have used the enhanced partnership approach to their buses. [Leicester Enhanced Bus Partnership Scheme 2022-2025](#)
- Work place parking Levy to fund public transport – see Nottingham council [Ten years on: Nottingham’s Workplace Parking Levy keeps the city moving ahead – Transport Nottingham](#)
- [How Britain’s bus services have drastically declined | Policy and insight \(friendsoftheearth.uk\)](#)
- https://www.lancaster.ac.uk/staff/tyfield/NZIP-DePoLARiZE-Road_freight_decarbonization_options.pdf

Infrastructure – water security that can support our plans without polluting our county

Water Management to domestic, business and agriculture

- Supply – where are pipes good enough to support the increased volumes
- Sewage - where are pipes good enough to support the increased volumes, where do they need replacing?
- Flood – should all new houses have water butts as part of their surface water attenuation package as well as providing water in periods of drought?

Rivers (flood management, cleanliness)

Increasingly Heavy Rain in the winter is a consequence of climate change and we need to be able to adapt

- They are too straight – we need to put their wiggle back and not take any more wiggle out
- Combined sewage outflow
- Farmers field run off
- Other pollutants such as Old mining

Water Security - Sewage

- How do we ensure sewage doesn't overflow in peak water weather events?
- Please watch the testimony from an environment agency official on Thursday at the Harrogate and Knaresborough ACC and see if you come to same conclusions .
- [Live meetings | North Yorkshire Council](#) From about 1hour 13 mins
- We should probably treat sewage infrastructure like the road infrastructure, running simulation models to see if the pipes can cope with the extra excrement!

Call to Action

- **Save** our residents money by building energy efficient houses in the right place with great infrastructure
- **Boost** their opportunities by providing the training for a skilled workforce and creating higher paid jobs by attracting key industry clusters that build on our natural assets
- **Give** people better transport options to get around and move freight efficiently
- **Protect** our **Natural assets** through creating a great local plan
- **Protect** our residents from climate change by effective management of our water, sewage and flooding propensity
- **Invest to Save** where necessary to save our residents' money or provide services to enable them to save money and the environment.
- **Make** North Yorkshire an even better place to live and more **attractive** for visitors

All these actions can combat climate change, don't cost the earth and make life better for residents because we will build them into the plan rather than the need to retrofit

4/2/2024

Thoughts and Questions

Its helpful if you can contact me in advance but not essential on cll.paul.Haslam@northyorks.gov.uk - climate change champion

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

10 April 2024

Report of the Highways Reinstatements and Road Closures Working Group

1.0 PURPOSE OF REPORT

- 1.1 To present the notes and action points of the working group concerning Highways Reinstatements and Road Closures.

2.0 BACKGROUND

- 2.1 Following an initial workshop with officers back in November 2022, in July 2023 the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee established a member working group to look at Highways Reinstatements and Road Closures.
- 2.2 The working group met with officers back on 17 November 2023 via Microsoft Teams. All committee members were invited to join the working group, with a range of political groups represented. The membership of the working group included:
- Councillor David Staveley (Chair)
 - Councillor David Jeffels
 - Councillor Melanie Davis
 - Councillor John Cattanach
 - Councillor Subash Sharma
 - Councillor Mike Jordan attended as a former member of the committee and his interest in the topic

3.0 ACTION POINTS

- 3.1 There were six action points put forward by the working group to officers as follows:
1. Feedback a desire by members to ring fence funds raised from permits or FPNs, either in full or in part, to allocate them to community infrastructure spending, to offset disruption caused by road closures and other works.

Officer Comments

Unfortunately, the permit scheme does not allow for a surplus to be generated, it is required to be cost neutral.

Regarding FPNs, the relevant code of practice only requires for reasonable costs to be recovered by councils, to cover off its own costs incurred in operating the inspection regime.

The proposed Lane Rental Scheme (LRS) for North Yorkshire though, which is a live project, does allow for a surplus that can be spent on improvement works, innovations and infrastructure to offset the impact of road works, once the cost of

the LRS have been covered. Should North Yorkshire Council gain Secretary of State approval, it is anticipated an NYC LRS will be introduced in 2025/26.

Therefore, it is proposed that this action point is not taken forwards.

2. Confirm and communicate the precise definition of works to communities and partners, ensuring first time completion and the use of temporary reinstatements only when necessary (especially in conservation areas). Look to limit any attempts to exploit the 48 hour grace period with repeat works.
3. Recommend that the business case for change in resources or working patterns to allow increased inspector efficiency, up to and including additional recruitment, to improve the inspection rate in the face of anticipated continual increases from fibre.
4. Contact bus service operators in North Yorkshire, confirming their preferred procedure for informing them of short notice road closures and asking for information on their onward communication and contingency processes, ensuring that this is being done to mitigate and communicate the effect of closures.
5. Confirm a timescale for the improvement of One Network information.
6. Contact Parish Councils to inform them of the One Network tool for monitoring and communicating road closure information.

4.0 LEGAL IMPLICATIONS

- 4.1 There are no legal implications resulting from the action points put forward.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no direct financial requirements resulting from the action points put forward, which are presented as an update only. It is possible that future recommendations could have a financial implication, but in that case a separate report would be prepared setting these out in detail.

6.0 EQUALITIES IMPLICATIONS

- 6.1 There are no direct equalities implications resulting from the action points put forward.

7.0 CLIMATE CHANGE IMPLICATIONS

- 7.1 There are no direct climate change implications resulting from the action points put forward.

8.0 NEXT STEPS

- 8.1 Action points 2 to 6 to be progressed, and it is suggested that the committee continue to monitor implementation of these going forwards. In the event that specific proposals arise from these action points, a separate report will be prepared for the Transport, Economy, Environment and Enterprise Overview and Scrutiny committee to consider.

9.0 RECOMMENDATIONS

- 9.1 That the report be noted and action points 2-6 be endorsed by the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee.
- 9.2 That a further update on this topic is considered in the 2024-25 civic year.

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Alex Hollifield, Team Leader Network Information and Compliance

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NORTH YORKSHIRE COUNCIL

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

10 April 2024

Work Programme Report 2024/2025

1.0 Purpose of Report

- 1.1 The report gives Members the opportunity to be updated on work programme items and review the shape of the work ahead.

2.0 Scheduled TEEE O&S Committee dates and Mid-Cycle Briefing dates for 2024/2025

2.1 Committee Meetings

- Monday 8 July 2024 at 10am
- Thursday 17 October 2024 at 10am
- Thursday 30 January 2025 at 10am
- Thursday 24 April 2025 at 10am

2.2 Mid Cycle Briefing Dates

- Wednesday 29 May 2024 at 10am
- Wednesday 18 September 2024 at 10am
- Thursday 5 December 2024 at 10am
- Thursday 27 February 2025 at 10am

- 2.3 Please note that the Mid Cycle Briefings are not public meetings and are attended by the Chair, Vice-Chair and Spokespersons for the political groups. These meetings are used to develop the committee work programme and determine the scheduling of key items.

3.0 Committee Remit

- 3.1 Scrutiny Committees represent the interests of local people about important issues that affect them. They look at how the decisions, policies and services of the Council and other key public agencies impact on the area and on residents. Scrutiny Committees do not take decisions but can make recommendations to decision-makers about how they are delivering on objectives.
- 3.2 The Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee scrutinises the transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.
- 3.3 Supporting business, economic development and regeneration, scrutinising the work to help people develop their skills, including lifelong learning. The committee will also study sustainable development, climate change strategy, countryside management, waste management, environmental conservation, enhancement flooding and cultural issues.

4.0 Work Programme

4.1 The current work programme is attached at Appendix 1. It is tabled at every formal committee meeting and reviewed at every mid-cycle briefing for comments and suggested items.

5.0 Task and Finish Group

5.1 The Committee is set to consider the action points of the Highways Reinstatements and Road Closures working group at the meeting today.

5.2 With the 2024/25 municipal year beginning soon, committee members may wish to consider potential topics for task and finish groups for the forthcoming 12 months, so that any ideas can be scoped out to be considered by Elected Members at the July meeting.

6.0 Recommendations

6.1 The Committee is recommended to consider the attached work programme and determine whether any further amendments should be made at this stage.

6.2 To consider potential topics for task and finish groups for the forthcoming 12 months, so that any ideas can be scoped out to be considered by Elected Members at the July meeting.

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28 March 2024

NORTH YORKSHIRE COUNCIL

Transport, Economy, Environment & Enterprise Overview and Scrutiny Committee - Work programme

Meeting dates

Scheduled future TEEE O&S Committee Meetings (all 10am) - Monday 8 July 2024, Thursday 17 October 2024, Thursday 30 January 2025, Thursday 24 April 2025.

Scheduled TEEE O&S Mid-Cycle Briefings (all 10am) - Wednesday 29 May 2024, Wednesday 18 September 2024, Thursday 5 December 2024, Thursday 27 February 2025

Meeting	Subject	Aims/Terms of Reference
Wednesday 10 April 2024	Verbal Update from the Corporate Director of Environment	General directorate update from Karl Battersby, Corporate Director of Environment
	National Highways – Strategic View (deferred from 18 January 2024 meeting)	To receive a National Highways update on major strategic projects, in particular the A64 Hopgrove scheme and the A66 Transpennine route. Furthermore, a focus on the Value for Money statements around how these are calculated and the factors involved.
	Annual Report of the Member Champion for Climate Change – Cllr Paul Haslam	
	Preventing Flooding on Highways – Gully Clearance and Maintenance	Update members on the progress with gully clearance and maintenance – Nigel Smith, Head of Highway Operations (Environment).
	Air Quality	Dr Kevin Carr and Vikki Flowers Short introductory presentation
	Highways Reinstatements Working Group	Report of the Highways Reinstatements Working Group setting out recommendations arising from the recent meeting.
Monday 8 July 2024	Review of Water Quality Motion Action Taken	To review progress against the Water Quality Motion that was approved at the Full Council meeting in November 2023 – Hugh Clear Hill and Shaun Berry

	North Yorkshire Local Transport Plan (TBC)	Consideration of the Local Transport Plan for North Yorkshire, the Council's key transport policy document – Allan McVeigh, Head of Network Strategy and Louise Anne Neale, Team Leader Transport Planning
	Tree and Woodland Policy	For consideration of a proposed countywide policy for trees and woodland
	Follow up of 20mph speed limit queries raised at 18 January 2024 meeting	
Thursday 17 October 2024	Scrutiny of Climate Change Strategy (1/2)	Bi-annual TEEE O&S scrutiny of the Climate Change Strategy – Jos Holmes, Climate Change Strategy Manager
Thursday 30 January 2025		
Thursday 24 April 2025	Scrutiny of Climate Change Strategy (2/2)	Bi-annual TEEE O&S scrutiny of the Climate Change Strategy – Jos Holmes, Climate Change Strategy Manager
Items to be allocated for future meetings	DNOs and Off-grid energy	
	Offshore Energy	
	Recycling and Waste collections harmonisation proposals	
	Development of Parking Strategy	
	Public Rights of Way	
	North Yorkshire and York Local Nature Recovery Strategy	
	Right to Grow food on Council land	
	Attendance of Yorkshire Water at a future meeting	
	HGV Weight Orders	
	Use of glyphosate weedkiller – Scrutiny of Health to lead	
Property and Depot Review – Listed Buildings and maintenance programme as part of the new council		

Officer suggestions – Enviro Crime Update, Shoreline Management Plan

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