

- Meeting: Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee
- Members: Councillors John Cattanach, Mark Crane, Melanie Davis, Caroline Goodrick, Hannah Gostlow, Paul Haslam, David Ireton, David Jeffels, Mike Jordan, Steve Mason, Bob Packham (Vice-Chair), David Staveley (Chair), Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass.
- Date: Wednesday, 12th April, 2023
- 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 at the foot of the first page of the Agenda if you would like to find out more.

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

AGENDA

1. **Apologies for Absence**
2. **Minutes of the Meeting held on 19 January 2023** (Pages 3 - 10)
3. **Declarations of Interest**
4. **Public Participation**

Members of the public may ask questions or make statements at this meeting if they have given notice (including the text of the question/statement) to Will Baines of Democratic Services and supplied the text (contact details below) by midday on Wednesday 5 April, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

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

Enquiries relating to this agenda please contact Will Baines, Principal Democratic Services and Scrutiny Officer
Tel: 01609 533885

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Website: www.northyorks.gov.uk

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

5. **Verbal update from Karl Battersby, Corporate Director of Environment**
6. **Financial Performance and Allocation of Civil Parking Enforcement Surplus** (Pages 11 - 26)
7. **Preventing flooding on highways - Gully clearance and maintenance** (Pages 27 - 38)
8. **Work Programme** (Pages 39 - 42)
9. **Any Other Items**
Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.
10. **Date of Next Meeting**
Thursday, 25 May 2023 at 10.00am

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:

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Friday, 31 March 2023

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the meeting held on Thursday, 19th January, 2023 commencing at 10.00 am.

County Councillor David Staveley in the Chair, plus County Councillors John Cattanach, Mark Crane, Melanie Davis, Caroline Goodrick, Hannah Gostlow, Paul Haslam, George Jabbour (substitute), David Jeffels, Mike Jordan, Steve Mason, Bob Packham, Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass.

In attendance: County Councillor Carl Les (until item 7).

Officers present: Barrie Mason and James Farrar, Allan McVeigh and Will Baines.

Other Attendees: Mr Andy Hayes.

Apologies: County Councillor David Ireton.

Copies of all documents considered are in the Minute Book

1 Welcome and apologies for absence

The Chair, County Councillor David Staveley, welcomed everyone to the meeting.

Apologies for absence were received from County Councillor David Ireton, with County Councillor George Jabbour attending as substitute.

2 Minutes of the meeting held on 20 October 2022

Resolved –

That the Minutes of the meeting held on 20 October 2022, having been printed and circulated, be taken as read and confirmed and signed by the Chairman as a correct record.

3 Declarations of Interest

There were no declarations of interest to note.

4 Public Questions or Statements

Question from Andy Hayes

I am a Director of Oliver's Mount Racing Ltd. that holds the licence with Scarborough Borough Council to hold national level motorcycle race events at The Oliver's Mount race circuit in Scarborough. We host a number of events each year, and when all is going well, Oliver's Mount is estimated to bring tourism revenue of c. £4m per annum into the local area, and also provides direct annual revenue to the local authority in the region of £80k - £100k.

Oliver's Mount uses Jackson's Lane as the sole route for public vehicular entry and egress once events are running and other entrances are closed off. Events will not be financially viable should Jackson's Lane be inaccessible over an event weekend.

Jackson's Lane is a publicly adopted road (reference U563/4/30) (coordinates X: 504080 Y: 485931). This road has been in a state of disrepair for at least 5 years now and NYCC Highways have permitted Oliver's Mount, amongst others, to use the road in a 1-way, traffic-controlled manner for events, but this causes quite a lot of traffic disruption and is expensive to resource and undoubtedly puts some customers off from coming to Oliver's Mount events. We have managed to live with it though, but there is an ever-present and growing risk that NYCC may come to the view that it may not be used in even a one-way manner anymore. This would be disastrous for Oliver's Mount and most likely result in events ceasing, resulting in a permanent loss of c. £4m per annum to the local economy.

I would like to ask what the obligation is of the Authority and what plans are in place to repair and reinstate Jackson's Lane to a 2-way carriageway in good order, or to replace it with a new road from Musham Bank roundabout on the A64, that may better alleviate local traffic issues and be built on more stable ground that would likely prove to be a more cost-effective solution in both the short and longer term.

Barrie Mason, Assistant Director – Highways & Transportation responded as follows:

North Yorkshire County Council, like every Highway Authority in the country, has a duty, as laid out in the Highways Act 1980, to maintain its highway network and in line with that duty we have been monitoring Jacksons Lane in Scarborough due to on-going movements that have been observed over many years in the surrounding area. The benefits of the events at the Oliver's Mount facility to the local economy are fully recognised and in recent years we have worked with the event organiser to ensure that an appropriate means of access is maintained on event days utilising traffic management solutions. Most recently we have been looking at potential geotechnical solutions to ensure the long term stability of Jacksons Lane and the surrounding area and will be in a position to share the outcome of this work in due course. In the interim we will continue to liaise with the event organiser about the access arrangements.

In response to a supplementary question from Mr Hayes about next steps and timeframes for any work to take place at Jacksons Lane, the complex situation was noted, with slope monitoring taking place regularly. It was reiterated that the County Council recognises the importance of the motorcycle racing events at Oliver's Mount to the wider economy of Scarborough.

Following contributions from members noting the benefits of motorcycle racing at Oliver's Mount around attracting visitors and tourists, Mr Hayes was thanked for attending and it was agreed that the Committee keep this matter under review.

5 Local Enterprise Partnership Delivery Plan Review

Considered – Report of the Chief Operating Officer – York and North Yorkshire Local Enterprise Partnership to report progress against the 2022-23 Delivery Plan.

James Farrar introduced the report, with some of the key points under the five pillars from the progress report are summarised below:

- The LEP is commissioning work to build on previous studies and increase evidence

data, such as refreshing a labour market analysis for the region by March 2023, along with undertaking a 'Getting Building Review' to identify improvements for future funding and an evaluation of bids made to the Community Renewal Fund.

- The significance of signing off a 'Routemap to Carbon Negative' through the LEP Board and the City of York and North Yorkshire local authorities is to be welcomed, with an implementation plan now under development.
- A priority for the next six months is to build on a draft 'Plan for Growth' to revise it in line with current government policy and the role and context of it for the proposed Mayoral Combined Authority. A new draft is expected to be prepared by Summer 2023.
- The Devolution Deal for York and North Yorkshire secured £7 million investment to enable York and North Yorkshire to drive green economic growth towards their ambitions to be a carbon negative region. This investment is subject to agreement of a submitted business case.
- Under the delivery pillar, progress is on track, issues with the initial delivery of the skills bootcamp have been ironed out, with a bid for extra money submitted for this important scheme.
- The LEP Annual Report and Annual Conference delivered as the York and North Yorkshire Business Summit achieved record engagement.
- The LEP remains fully compliant with its Assurance Framework and National LEP requirements.

There followed a discussion with the key points as summarised below:

- The key programmes developed by Grow Yorkshire concentrated around rural, food and farming are pleasing to note, but it was asked if this ties into the wider 'Routemap to Carbon Negative' work by the LEP. It was also asked about the involvement of organisations such as the National Farmers' Union (NFU) into Grow Yorkshire.
- In future reports, it would be helpful to see both the qualitative and quantitative baseline data and outcomes of the business support work undertaken by the LEP, to get a better knowledge and understanding of the impact it is having for encouraging economic growth in the region.
- The importance of working with industry to develop research and proposals was recognised, through partnerships such as the Scarborough cyber cluster.
- Further detail on the resources available for the LEP would be helpful for members to evaluate the work undertaken.
- Linking into the work of the economic development team at the new unitary council post 1st April, it will be important that the LEP and NYC continue to promote the distinct economic features of the districts and borough areas in North Yorkshire.
- The work of the LEP will be crucial in supporting the county to become a trailblazer in natural capital investment, which will be core to delivering economically whilst also realising the ambition to become England's first carbon negative region.
- Continued monitoring of the 'Routemap to Carbon Negative' will be key to making sure it is achieving its aims and objectives.
- Ensuring that the future economic development work of the new unitary council and the LEP is not duplicated.
- The importance of East-West connectivity to the county was highlighted, such as seeking improvements to the A64 to improve journey times and congestion to and from the east coast.
- The joint scrutiny arrangements for the transition and implementation of a Mayoral Combined Authority would be important to ensure there is thorough oversight and a check and balance on its work.

Resolved -

That the Transport, Economy and Environment Overview and Scrutiny Committee note the

progress against its delivery plan and the key changes identified in the report.

6 Road Casualties 2020 & 2021- North Yorkshire

Considered – Report of the Corporate Director – Business & Environmental Services to detail the North Yorkshire road casualty statistics for 2020 and 2021 and summarise the road safety issues and activities undertaken.

Allan McVeigh, Head of Network Strategy, introduced the report, with the key statistics and information as summarised below:

- The Covid-19 pandemic has had an effect on the road casualty figures, with a general trend of an increase in the collisions statistics for 2021 when compared to data recorded for 2020 and 2019.
- Examples of this include the total number of casualties in road collisions in 2021, which were recorded as 17% more than in 2020, but continuing the overall downward trend since 2002.
- The total reported child casualties for 2021 was 109. This is an increase on 2020, but represented a fall when compared to 2019 data. It is also lower than the rolling five-year average of 116.
- For both elderly person and young person casualties, the data for 2021 showed an increase in comparison to the 2020 data, but both data sets are trending below the rolling average.
- Cyclist casualties reported in 2021 reduced in comparison to 2020 and below the five-year rolling average
- Up to the end of June 2022, there were 9 fatalities on the roads of North Yorkshire. This compares to 10 fatalities in the previous year to 30 June 2021.
- North Yorkshire County Council has a Fatal Collision Procedure which it has adopted with North Yorkshire Police, which ensures that that we are informed by the Police at an early stage in the investigation of a road death. This makes sure that every crash location is visited and a report completed by the County Council's Traffic Engineering Team, detailing the existing situation, and what, if anything can reasonably be introduced to prevent a collision occurring in similar circumstances.
- The temporary Vehicle Activated Signs policy, allowing communities to purchase their own portable VAS (speed limit reminder type) to deploy on approved lighting columns or separate posts in the highway has proved very popular, with many parish councils now engaged in managing their own deployment.

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

- Members noted it was difficult to directly compare the 2021 data against previous years due to the Covid-19 pandemic.
- A Member felt the report required a greater emphasis on road safety measures at the disposal of the County Council and how these could be used more effectively to reduce road casualties.
- In future, Members requested more data around the circumstances of the road accidents that have sadly occurred, in order to understand the situation better and assess whether improvements are required in particular areas.
- Members felt mobile speed cameras were used by North Yorkshire Police as a way to raise revenue through speeding tickets, with fixed speed cameras seen as preferable.

Resolved - That Members note the figures for collisions and casualties on the roads of North Yorkshire and the actions being taken to improve road safety.

County Councillor David Jeffels left the meeting following consideration of this item.

7 20mph Speed Limit and Zone Policy Update

Considered – Report of the Corporate Director – Business and Environmental Services to update the Committee on the application of the revised 20mph speed limit and zone policy since its adoption in January 2022.

Allan McVeigh, Head of Network Strategy, presented the report, the key points of which are as summarised below:

- The revised 20mph speed limit and zone policy was adopted by the County Council in January 2022 and has been used to assess all new applications and review some previous requests since then.
- The revised policy sets out a notable strategic change to the assessment process, that whilst vehicle speed and collision data sets remain essential, the broadened scope includes evaluation of the sense of place and community and how a 20mph speed limit may positively impact both.
- Officers are aware of the on-going campaign by 20's Plenty, encouraging Parish Councils to sign up to its vision of default 20mph speed limits. The County Council is actively working to better promote the use of 20mph speed limits and zones
- Since the new policy was adopted by the County Council, all new applications have been assessed against the revised criteria resulting in positive decisions and work continues to review some previous applications to determine if there is now merit. To date, including ten previous applications being reconsidered, there have been 27 applications received. Three applications have been approved, these are for extensions of existing 20mph speed limits in Bradley and Cononley, both in the Area 5 Craven and the other being a new implementation on Staxton in Area 4, Ryedale.
- A workshop with the Area Highways Teams and other Highways and Transportation Teams has been held to allow officers the opportunity to discuss the policy and ask any questions on its application to ensure there was a consistent understanding and applications.
- Since its implementation, the revised policy is having a positive impact by providing potential applicants with a clear rationale of where and when 20mph speed limits are suitable and sets out how any applications will be assessed.
- The outcomes of all of the investigation work will be presented in a forthcoming report via Cllr Keane Duncan, Executive Member for Highways & Transportation.

There followed a discussion with the key points as summarised below:

- A Member felt general driving standards had decreased across the board, so the use of temporary Vehicle Activated Signs (VAS) installations across the county by 90 communities, resulting in the installation of 145 temporary speed limit reminder signs are now on the road network was welcomed and supported.
- A Member raised the benefits for pedestrians if a blanket 20mph speed limit was to be introduced in local communities, this would be from a safety perspective for pedestrians such as buggie/pram users if walking alongside carriageways or crossing roads but also from a health and wellbeing perspective if a lower speed limit gave them more confidence to get out and about.
- As part of the new unitary council, a Member asked if as part of new housing developments there could be interventions from Highways to restrict the speed limits in these areas. It was noted that speeding could be mitigated by being designed out as part of the road layouts for new housing developments.

Following a robust debate, the following amendments to the report recommendations were

proposed and seconded.

Amendment 1 - Recommend to the Executive Member for Highways & Transportation a presumption to approve 20mph speed limit applications received under the current policy.

A vote was taken on the proposed amendment and was lost on the Chair's casting vote following 7 votes for, 7 votes against and 1 abstention.

Amendment 2 - Recommend to the Executive to adopt 20mph speed limits where appropriate outside schools and areas of high footfall.

A vote was taken on the proposed amendment and was supported with 9 votes for, 5 against and 1 abstention.

County Councillor Mark Crane left at this point.

Amendment 3 – That the Transport, Economy and Environment O&S Committee support the resolutions passed by the Harrogate & Knaresborough ACC (12/10/2022) and Selby & Ainsty ACC (13/01/2023) for 20 mph speed limit pilots to take place within local communities (as detailed below).

A vote was taken on the proposed amendment and was supported with 7 votes for, 6 against and 1 abstention.

For information - Selby & Ainsty ACC resolved: "That the Selby & Ainsty Area Constituency Committee wishes the Executive to be advised that we would like to be included in the proposed pilot scheme as detailed in the proposal below approved by Harrogate and Knaresborough ACC -

"The Executive be advised that the Harrogate and Knaresborough Area Constituency Committee wishes a 20mph speed limit to be piloted throughout the area towns and villages in the constituency where a benefit has been identified and that the Transport, Environment, Overview scrutiny Committee when it considers the County Council's 20mph speed limit and zone policy on 19th January 2023 to consider appropriate amendments to the existing policy to enable the pilot to be introduced."

That North Yorkshire Police be contacted to ascertain their current policy in respect of fixed speed cameras, and to determine whether such cameras could be deployed in the area to address concerns regarding speeding traffic, with details submitted to a subsequent meeting of the ACC.

Resolved –

That the Transport, Economy and Environment O&S Committee:

- i. Notes the impact that the 20mph Speed Limit and Zone Policy 2022 has had since its adoption;
- ii. Notes the progress made on delivering the recommendations of the TEE O&S Review;
- iii. Notes the continuation of existing national guidance to Local Highway Authorities on speed limit setting and the alignment with the existing NYCC policy on 20mph speed limits
- iv. Recommend to the Executive to adopt 20mph speed limits where appropriate outside schools and areas of high footfall.
- v. Support the resolutions of the Harrogate & Knaresborough ACC (12/10/2022) and Selby & Ainsty ACC (13/01/2023).

8 National Highways update on maintenance and improvement activity

Considered – Report of the National Highways Route Manager to update on maintenance and improvement activity on the strategic road network in North Yorkshire.

As the National Highways representative was unable to attend the meeting to present the report and take questions, it was agreed to defer the report to a future meeting.

Resolved –

That a report be provided to a future meeting of the Transport, Economy and Environment O&S Committee to update on National Highways work on the strategic road network in North Yorkshire.

9 Work Programme

Considered -

The Work Programme was presented, asking the Committee to confirm, amend or add to the areas of the work listed.

The following suggestions were made:

- Rural Broadband
- Update on tree planting
- Transport for the North
- The work of Distribution Network Operators

Resolved -

That the work programme be noted.

The meeting concluded at 1.30 pm.

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North Yorkshire Council

Transport Economy, Environment and Enterprise Overview & Scrutiny Committee

12 April 2023

Financial Performance and Allocation of Civil Parking Enforcement Surplus

Report of the Corporate Director – Environment

1.0 Purpose of Report

1.1 This report informs the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee of the financial performance and allocation of the Civil Parking Enforcement (CPE) annual surplus and use of the CPE reserve general working balance for the 2022/23 and 2023/24 financial year.

2.0 Background

- 2.1 For traffic management purposes, on-street parking charges are in operation in Harrogate, Knaresborough, Scarborough, Filey, Whitby and Northallerton. As a consequence of these charges and other income received through the administration of CPE, after operational costs have been met, a surplus is generated.
- 2.2 The permitted uses for any surplus arising from CPE are set out in Section 55 (as amended) of the Road Traffic Regulation Act 1984. The Act limits how local authorities can spend any surplus income in respect of parking places, once expenditure and the costs of the enforcement operation have been met. The surplus can be used for parking, or alternatively where the provision of further off-street parking accommodation is unnecessary or undesirable, the surplus can be used for public transport, highway or road improvement projects or environmental improvements. The surplus can be spent anywhere in North Yorkshire as the whole county is a designated Civil Enforcement Area.
- 2.3 The Deeds of Arrangement, which prior to Local Government Re-organisation on 1 April 2023, governed the CPE operation with Harrogate and Scarborough Borough Councils included a provision whereby the County Council was required to invite proposals from the Borough Councils for expenditure of the surplus. There was then a requirement to prioritise the proposals and communicate the decision to the Borough Councils. There has been engagement with both Harrogate and Scarborough Borough Councils, which are included and considered later in this report.
- 2.4 The NYCC Corporate Director for Business and Environmental Services (BES) in consultation with the BES Executive Members took a decision on the allocation of CPE surplus income in October 2022. That decision approved the annual funding or contribution from the CPE budget to highways and transport operations and services as well as specific investments in future highways improvement projects for the financial years 2022/23 and 2023/24.
- 2.5 Prior to 2016, the CPE surplus was not fully reinvested and consequently over a number of years accrued a substantial reserve. This general working balance has since been allocated to fund other projects identified in the North Yorkshire Strategic Transport Prospectus.

3.0 CPE Surplus Commitments and Expenditure

3.1 Table 1 below, sets out the approved list of services and projects that received funding from the CPE surplus in the previous 3-year investment period 2019/20 – 2021/22, its total financial allocation and actual expenditure.

Commitments	£ Allocated	£ Actual	£ +/-
Concessionary fares	3,593	1,451	-2,142
Highway maintenance	1,650	1,650	0
Scarborough Park and Ride	861	1,066	+205
Whitby Park and Ride	778	435	-343
CCTV	84	84	84
Parking Engineer post	198	97	-101
Signing and lining works	165	34	-131
Major Scheme Development – traffic model updates	1,500	1,497	-3
Contribution to Major Scheme Development	1629	1,200	-429
Air Quality Management	300	287	-13
Sustainable Transport Initiatives (Revenue)	300	263	-37
Contribution to Highways	400	400	0
Harrogate/York/Leeds Rail Line Improvements	2016	975	-1041
Scarborough Parking Review	60	0	-60
Ryedale Parking Strategy	40	41	+1
Northallerton Parking Surveys	5	5	0
Harrogate Smart Parking Project	35	35	0
Hambleton NNDR	118	118	0
Parking Management (Area 3)	54	54	0
Bikeability	43	43	0
A1M/A59 Junction 47 Improvement Scheme	635	635	0
Total	14,464	10,370	-4,094

3.2 Table 1 shows an overall underspend of £4.094k however, the surplus received was £7,678k with the CPE Reserve used to cover shortfall. In addition, some of the committed project funding has not been realised within this three-year period for the reason(s) that the full investment was not required or due to a delay in delivery. This remaining investment will be carried into this year's allocation should it still be required.

4.0 Future Investment

4.1 Previously, the decision on the level of annual investment has been based on the preceding year's surplus, which in 2019 was £3.34m. However, a substantial part of the last investment period, particularly the 2020/21 financial year, was impacted by the COVID 19 Pandemic and lockdown situations and social distancing measures. Consequently in 2020/21, the surplus reduced to £944k. Government grant funding of £777k was used to bridge the shortfall along with the use of the CPE Reserve. However, with the gradual easing of restrictions and reopening of businesses and services over the 2021/22 financial year, CPE income has started to return to a near pre covid level with a surplus of £2.76m in 2021/22.

- 4.2 It could reasonably be expected that this surplus will be similarly achieved in 2022/23, but parking demand is influenced by a range of factors such as weather, national events, and economy. Given the national economic situation, the increase in cost of living and changes to working arrangements, it may have an impact on visitor numbers to towns. Therefore, a forecast surplus of £3.00m has been applied to the 22/23, 23/24 financial years.
- 4.3 The majority of the commitments that formed the previous list and their respective funding values remain. The approved use of the CPE Surplus income in 2022/23 and 2023/24 is shown in *Table 2*, below;.

Table 2: Civil Parking Enforcement: Annual Surplus Allocation 2022/23 and 2023/24			
Forecast Annual Surplus Income £3.00m			
Commitments	Summary	Allocation 2022/23 (£000's)	Allocation 2023/24 (£000's)
Concessionary fares	Contribution towards the concessionary fares budget to reimburse operators.	900	1,243
Highways Maintenance	Contribution to Highways maintenance.	950	950
Demand response travel	Contribution towards the demand response travel budget to reimburse operators.	200	150
Scarborough park and ride	Contribution towards the operational running costs.	299	299
Whitby park and ride	Contribution towards the operational running costs.	270	270
Signing and lining works	On-going works to ensure signing and lining is in accordance with the Traffic Signs Regulations and General Directions.	58	59
Major scheme development	Funding of Major Scheme development work.	500	0
Air quality management	Funding for development and implementation of Air Quality Management Strategy.	100	100
Sustainable Travel	Funding of work to support Sustainable Travel projects and initiatives.	100	100
Parking Engineer post	Resource to provide capacity and expertise on traffic management and CPE.	55	56
CCTV	Payment to Harrogate BC to access camera network.	28	0
Hambleton NNDR	Business rate applied to on-street parking.	50	50
Scarborough parking review	Contribution to funding the parking review of Scarborough Town Centre	30	45
Bikeability	Contribution to bikeability cycle training scheme	85	87
Major Projects	Junction 47	781	0
LEVI funding	Electric Vehicle Infrastructure	200	0
Total Planned Expenditure		4,626	3,409
Funded by			
Forecast CPE Surplus Income		3,000	3,000
CPE Reserve		1164	0
Superintendence Allocation		462	409
Total planned funding		4,626	3,409
Final Balance		0	0

- 4.5 Typically, the CPE Surplus allocation is projected over a three-year investment period however, due to Local Government Reorganisation and the need for further budget review, this has been reduced to 2 years and a further report will be presented in May 2023 for the financial year 2024/25. Though it should be noted based on the current forecast income, expenditure may need to reduce to meet the available budget.
- 4.6 Table 2 shows that planned expenditure in the financial years 2022/23 and 23/24 is greater than the forecast annual surplus income and use of the remaining CPE reserve. To maintain the existing level of investment and delivery of these services, approval was given to fund the remaining shortfall through the Superintendence Reserve.

5.0 District Council Consultation

- 5.1 As required by the terms of the CPE Service Level Agreement with Harrogate and Scarborough Borough Councils, both were consulted on the surplus allocation.
- 5.2 Harrogate Borough Council (HBC) responded detailing a range of projects and service areas it would like to see new or increased investment of the surplus (see Appendix 1). In summary these were:
- West of Harrogate infrastructure improvements – funding to help develop the mitigation needed to support the developments at allocated sites in the west of Harrogate.)
 - ‘Top-up’ funding – to enable delivery of schemes that have already been identified and developed but funding shortfalls are risking delivery
 - Contingency for the Harrogate Transforming Cities Fund project
 - Additional capacity for Harrogate transport projects –

NYCC’s response to the HBC submission was:

- 5.3 The work required to mitigate the west of Harrogate developments is currently being determined and a corridor study is in progress and time scales for completion mean there would be a need to make an allocation from the 22/23 surplus. Furthermore, the mitigation should be funded by the developers.
- 5.4 Top up funding of shortfalls in already established projects would need to be considered on a case-by-case basis right and dependent on headway within the budget based on in year forecasting.
- 5.5 It is not possible to match fund the Transforming Cities Fund Project
- 5.6 The Major Transport Projects, allocation remains within the budget and will contribute toward various projects within Harrogate.
- 5.7 No comments were received from Scarborough Borough Council. However, the County Council continued its financial commitment to funding a major parking review in Scarborough, as shown in table 2.

6.0 Local Government Reorganisation

- 6.1 A significant change to parking management is brought about through Local Government Reorganisation that came into effect on 1 April 2023. The creation of the unitary authority means responsibility for both on and off-street parking is now wholly within the remit of North Yorkshire Council replacing the previous split arrangement of on-street being the responsibility of the former County Council and Off-street local authority car parks and parking being the responsibility of the district councils.

6.2 Operationally, there will be no immediate change with North Yorkshire Council ensuring the delivery of the service is 'safe and legal' from vesting day. However, the opportunity does arise to review the service and strategic approach to managing both on and off-street parking and the development of an inclusive new parking strategy.

7.0 Equalities Implications

7.1 No equality implications are considered to arise from the proposed use of the 2022/23 and 2023/24 CPE surplus or the general working balance on scheme development and model updates / renewals or to address air quality issues. Any decisions taken in respect of a project or service would be subject to a specific equality impact assessment. An initial equality impact assessment screening form is presented in Appendix 2.

8.0 Financial Implications

8.1 The report sets out the use of CPE surplus annual allocation over the current and next financial year. As set out in section 4 of this report, indicative planned expenditure is greater than forecast income over the two-year period. This is being bridged through the use of the remaining balance in the CPE reserve in 2022/23 and using the Superintendence Reserve if additional funding is required in 2022/23 and 2023/24 to show an overall balanced position over these years. Given the call on the Superintendence Reserve, this will be the subject of a future report to Environment Executive Members setting out the use of this Reserve.

9.0 Legal Implications

9.1 Funding highway improvements is one of the permitted uses for surplus arising from CPE as set out in Section 55 of the Road Traffic Regulation Act 1984 (as amended), improvements being within the meaning of the Highways Act 1980 under the power of general improvements. Section 55 also provides for the surplus to be used for meeting the costs incurred in the provision or operation of or facilities for public transport services and the purposes of environmental improvement. Environmental improvement includes the reduction of environmental pollution, improving or maintain the appearance or amenity of a road or land in the vicinity of a road.

9.2 Under Section 122 of the Road Traffic Regulation Act 1984 the Authority has a general duty when exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

10.0 Climate Change Implications

10.1 There are no detrimental climate change implications considered to arise through the proposed allocation of the CPE Surplus and reserve. A Climate Change Assessment is included as Appendix 3 to this report.

11.0 Recommendations

11.1 It is recommended that:

- i. The TEEE O&S Committee notes the allocation of the CPE Surplus as set out in Table 2 of this report and the use of the Superintendence Reserve.
- ii. Note the opportunity for strategic review of on and off-street parking management and CPE services post Local Government Re-organisation.

Appendices:

Appendix 1 – Harrogate BC response to Civil Parking Enforcement (CPE) Surplus Expenditure Consultation

Appendix 2 – Initial equality impact assessment screening form

Appendix 3 – Climate Change Assessment

KARL BATTERSBY

Corporate Director, Environment

County Hall

Northallerton

31 March 2023

Report Author - David Kirkpatrick, Team Leader - Traffic Engineering

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

Barrie Mason
Assistant Director, Highways and
Transportation
County Hall
Northallerton
DL7 8AH

Our ref: DHDSTW0422

Date: 19th April 2022

Dear Barrie

Civil Parking Enforcement (CPE) Surplus Expenditure Consultation

Thank you for consulting Harrogate Borough Council (HBC) in relation to the surplus CPE monies. This letter of response has been drafted in consultation with Cllr Phil Ireland, the Cabinet Member for Carbon Reduction & Sustainability.

As the exact amount of surplus is unknown, we are working on the basis of the £3m estimate that has been provided, noting that £2m of which is income from Harrogate CPE operations. We also note that circa £1.1m will be needed for concessionary fares across the county.

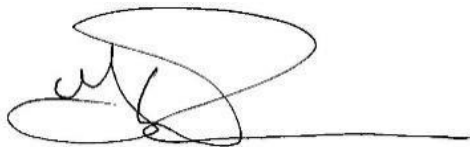
With the above in mind, the following are projects that we would like to see allocated funding from the CPE surplus:

- West of Harrogate infrastructure improvements – funding to help develop the mitigation needed to support the developments at allocated sites in the west of Harrogate. This work is required to ensure appropriate mitigation is provided and reduce risk to the Local Highway Authority in terms of seeking funding from the developers (via S106).
- ‘Top-up’ funding – to enable delivery of schemes that have already been identified and developed but funding shortfalls are risking delivery this could be due to insufficient funding requests via S106 or funding bodies, or where developer contributions have been returned, examples include schemes such as Victoria Avenue and Pannal / A61 cycle schemes
- Contingency for the Harrogate Transforming Cities Fund project – with inflation rising it would be prudent to budget for additional match funding from CPE surplus expenditure.

- Additional capacity for Harrogate transport projects – there are significant projects underway in the Harrogate district and so extra resource would be welcomed to support these projects.

I hope this is helpful and will inform your decision on spending the surplus money available. If you require further information please don't hesitate to contact with myself or my colleagues; David Stannard (david.stannard@harrogate.gov.uk) or Daniel Harper (daniel.harper@harrogate.gov.uk).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Trevor Watson', with a long horizontal line extending to the right.

Trevor Watson
Director of Economy, Environment & Housing
Harrogate Borough Council

Cc Karl Battersby, David Kirkpatrick

Initial equality impact assessment screening form			
<p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>			
Directorate	NYC Environment		
Service area	Highways		
Proposal being screened	Use of Civil Parking Enforcement (CPE) surplus		
Officer(s) carrying out screening	David Kirkpatrick		
What are you proposing to do?	Allocate the surplus arising from On –street Civil Parking Enforcement operations		
Why are you proposing this? What are the desired outcomes?	The funding is ring-fenced via Sec 55 of The Road Traffic Regulation Act 1984 with any surplus remaining after all operational costs can be reinvested in parking, traffic management and other highways and transportation and environmental projects and services		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes The surplus typically annually equates to £3.00 million and funds many project and services		
<p>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC’s additional agreed characteristics?</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked ‘Don’t know/no info available’, then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Yes	No	Don’t know/No info available
Age		X	
Disability		X	
Sex (Gender)		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYC additional characteristic			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	

Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.			
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No.			
Decision (Please tick one option)	EIA not relevant or proportionate:	x	Continue to full EIA:	
Reason for decision	No equality implications are considered to arise from the proposed use of the 2022/23 and, 2023/24 CPE surplus or the general working balance on scheme development and model updates / renewals or to address air quality issues. Any decisions taken in respect of a project or service would be subject to a specific equality impact assessment.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	30/03/23			

Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	Civil Parking Enforcement (CPE) surplus
Brief description of proposal	Use of CPE surplus
Directorate	Environment
Service area	Traffic Engineering
Lead officer	David Kirkpatrick
Names and roles of other people involved in carrying out the impact assessment	Andrew Clare
Date impact assessment started	28/03/22

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.

None

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

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

The proposal is to note the allocation of the financial surplus arising from on-street Civil Parking Enforcement operations. This surplus, which is in the region of £3m per annum is ringfenced by the Road Traffic Regulation Act 1984. The Act limits how local authorities can spend any surplus income in respect of parking places, once expenditure and the costs of the enforcement operation have been met. The surplus can be used for parking, or alternatively where the provision of further off street parking accommodation is unnecessary or undesirable, the surplus can be used for public transport, highway or road improvement projects or environmental improvements. The surplus can be spent anywhere in North Yorkshire as the whole county is a designated Civil Enforcement Area

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			<p>The CPE Surplus subsidises public transport fares, making it cheaper for passengers to travel by bus encouraging fewer trips by private car.</p> <p>The surplus also contributes to the operation Park and Ride facilities and the development of major highway projects to reduce congestion, journey times and provision of active travel infrastructure to encourage walking, cycling and other modes of sustainable travel.</p>		
	Emissions from construction		X		<p>The impact of construction of highway infrastructure is negated by the long term benefit of improving travel and encouraging modal shift to sustainable travel options.</p>		

How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
	Emissions from running of buildings		X				
	Other		X				
	Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X				
	Reduce water consumption		X				
	Minimise pollution (including air, land, water, light and noise)	X			Allocating funding to existing sustainable travel options and developing other improvement projects contributes to the reduction of vehicle usage and associated pollution from emissions and noise.		

<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 relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	X			<p>Using this surplus to fund highway improvement projects to reduce congestions, delay and encourage modal shift to sustainable travel options contributes to fewer vehicle miles and emissions and reduced environmental impact</p>		
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	X			<p>Reducing congestion, delay and traffic volume benefits the highway environment and interfacing environments</p>		
<p>Other (please state below)</p>		X				

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

None

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.

It is considered that there are no negative impacts within the assessment, as the proposal is to allocate the CPE surplus for the improvement of the highway network and encourage sustainable modes of travel.

Sign off section

This climate change impact assessment was completed by:

Name	David Kirkpatrick
Job title	Traffic Engineering Team Leader
Service area	Highways & Transportation
Directorate	Environment
Signature	D.Kirkpatrick
Completion date	28/03/23

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 30/03/23

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

12 April 2023

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, the Council's company for the operational delivery of highway services, on highway gully cleansing.

2.0 Background

- 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, 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
 - Storm Arwen response
 - Introduced new methods of service delivery
 - Release of 5-year carbon plan which has been approved at NYH Board meetings.
 - Secured Local Council Road Improvement Group (LCRIG) Innovation funding
 - Roll-out of the Connected Safety Net (CSN) applications for Safety and Audit
 - Incident recording tool (Accident book) that is GDPR compliant and track the incident through the investigation process and closure.
- 2.3 Another key element of that report and of particular interest to Members was the highway gully cleansing operation. The 11 July 2022 report outlined the roll-out of a pilot scheme for Kaarbontech Gully solution, key points being a new risk-based approach for gully cleaning based on previous year's data along with Environment Agency data to determine the number of gullies to be attended each year. The analysis of this data will ensure that the gully crews only need to attend gullies that require attention, therefore saving time and costs associated with gully maintenance. During the NYH mobilisation period, five new state of the art gully tankers were purchased in addition to three existing tankers that were

transferred from Ringway, there were unfortunately some reliability issues with the new gully tankers which have now been resolved and although NYH has experienced these difficulties during the Pandemic, and whilst the introduction / embedment of the Kaarbontech programme was still in its infancy and part-introduced in May 2022, NYH still managed to attend around 75% of the programmed gullies, which is comparable with the previous contractor's performance.

- 2.4 Ultimately, 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.
- 2.5 More recent developments:
During the course of the last year, surveys have been completed in Area 1 (Richmond), Area 3 (Whitby), Area 6 (Harrogate) and Area 7 (Selby) to define their programmes of work; this was due to historic data being not sufficiently reliable. However, Area 2 (Hambleton), Area 4 (Ryedale) and Area 5 (Craven) have had programmes derived from existing data, which was sense-checked to ensure its robustness and confirm no need for additional surveys.
- 2.6 Current position:
2022/23 has essentially been a transition year with regard to fully deploying the new risk-based approach. Our surveys show that there are 164,171 gullies on the highway network. This risk-based programme approach identifies that 98,503 gullies need to be attended in any given year, with some higher-risk locations requiring more than one clean in that twelve month period (taking the total number of attendances to 106,711). This represents some 65% of the total attendances required. That 65% is targeted and constantly-updated by performance data that directs where those cleanses are required. Conversely, 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 by the end of February 2023, the total number of gullies attended was 77,252 in 2022/23. Good progress through March, which was less-impacted by adverse weather and included some weekend / longer-day working, means that completion of the full 98,503 programme is expected on 14 April 2023. This represents 92.3% performance, and a further improvement on the 75% figure reported for last year.

- 2.7 Forward look / planning & programme:
By April 2024, all parts of the county will have had at least twelve months of the new Kaarbontech risk-based regime and therefore any inefficiency in attending gullies under the old regime/programme that would have been part of the 22/23 year (i.e. prior to transitioning to the risk-based programme) will be removed so those gullies that do not need attending are removed through the 'living' Kaarbontech programme. The Kaarbontech programme can also be updated to ensure non-scheduled attendances are not duplicated with a scheduled attendance a week later.

3.0 Conclusion

- 3.1 Ultimately, the core objective as outlined in the policy extract below 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

Kaarbontech programme in 2023/24 alongside the performance improvement that has been achieved in 2022/23 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.

6.0 Legal Implications

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

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. This risk-based 5-year Carbon Plan positively contributes towards the reduction in carbon used when delivering the highways services.

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 NYCC Highways Asset Management Plan

Appendix B – Initial equality impact assessment screening form

Appendix C – Climate Change Assessment

Background Documents:

Report to TEE O&S Committee 11 July 2022

KARL BATTERSBY
Corporate Director, Environment
County Hall
Northallerton
24 March 2023

Report Author and Presenter: Nigel Smith, Interim Head of Operations NY Highways / 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 NYCC 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			
<p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>			
Directorate	NYC Environment		
Service area	Highways and Transportation		
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 / NY Highways		
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 2022/23 financial year. There are no outcomes other than ensuring that members are aware of how the Teckal company has performed.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
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	30 March 2023		

Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	Report on the progress and performance of North Yorkshire Council's / NY Highways' gully cleansing operation
Brief description of proposal	Update to TEEE Scrutiny Cttee on the above
Directorate	Environment
Service area	H&T
Lead officer	Barrie Mason
Names and roles of other people involved in carrying out the impact assessment	Nigel Smith, Head of Highway Operations
Date impact assessment started	24 March 2023

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, and doing so in a programmed manner, costs will be reduced

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	x			Fewer unnecessary journeys – will be progressed as part of NYH carbon capture tool		Ongoing update of system and minimising attendances to only those required
	Emissions from construction						
	Emissions from running of buildings						
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic							
Reduce water consumption	x				Reduces overall amount of water required to flush drainage systems by only doing those necessary		
Minimise pollution (including air, land, water, light and noise)	x						

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	x			<p>by maximising efficiency of drainage systems highway surface water flooding is reduced</p>		
<p>Enhance conservation and wildlife</p>						
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>						
<p>Other (please state below)</p>	x			<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 will be reduced.

Sign off section

This climate change impact assessment was completed by:

Name	Nigel Smith
Job title	Head of Highway Operations
Service area	Environment
Directorate	H&T
Signature	N Smith
Completion date	24 March 2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date:30 March 2023

North Yorkshire Council
Transport, Economy, Environment and Enterprise
Overview and Scrutiny Committee
12 April 2023
Work Programme 2023/2024

1.0 Purpose of Report

- 1.1 This report invites Members to consider the Committee's Work Programme for 2023/2024.
- 1.2 The Work Programme schedule is enclosed at Appendix A.

2.0 Introduction

2.1 The role of the Committee is to:

- scrutinise the transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.
- Supporting business, economic development and regeneration, scrutinising the work of the Local Enterprise Partnership and helping people develop their skills, including lifelong learning.
- The committee will also study sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.

3.0 Scheduled Committee dates for 2023/2024

3.1 Transport, Economy, Environment and Enterprise Committee Meetings

- Thursday 25th May 2023 at 10am
- Monday 10th July 2023 at 10am
- Thursday 19th October 2023 at 10am
- Thursday 18th January 2024 at 10am
- Wednesday 10th April 2024 at 10am

4.0 Recommendation

- 4.1 The Committee is asked to confirm, comment, or add to the areas listed in the Work Programme Schedule.

Appendices

Appendix A – Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee Work Programme Schedule.

Barry Khan
Assistant Chief Executive – Legal and Democratic Services
County Hall
Northallerton

Report Author and Presenter - Will Baines, Principal Democratic Services & Scrutiny Officer

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NORTH YORKSHIRE COUNCIL		
Transport, Economy, Environment & Enterprise Overview and Scrutiny Committee - Work programme		
Meeting dates		
Scheduled future Committee Meetings (all 10am) - Thursday 25 May 2023 (additional meeting), Monday 10 July 2023, Thursday 19 October 2023, Thursday 18 January 2024, Wednesday 10 April 2024		
Meeting	Subject	Aims/Terms of Reference
Weds 12 April 2023	Civil Parking Enforcement in North Yorkshire	To provide an update on Civil Parking Enforcement in the county – David Kirkpatrick - Traffic Engineering Team Leader (Environment)
	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)
Thurs 25 May 2023	Waste and recycling collections harmonisation	Seeking views ahead of carrying out a public consultation on future waste and recycling collection options - Michael Leah, Assistant Director – Environmental Services and Climate Change (Environment)
	Climate Change Strategy consultation results	Pre-decision scrutiny of the public consultation responses received for the draft North Yorkshire Council Climate Change Strategy – Jos Holmes, Climate Change Policy Officer (Environment)
Mon 10 July 2023	North Yorkshire - Plan for Economic Growth	To receive an update on progress with the Economic Strategy and the Emerging Strategic Framework – Dave Caulfield, Assistant Director – Economic Development, Regeneration, Tourism & Skills (Community Development)
	NY Highways performance and progress	To receive an annual report on the progress and performance of the second year of NY Highways – Barrie Mason, Assistant Director – Highways & Transportation, Parking Services, Street Scene, Parks and Grounds (Environment) and Jamie Crumwell, MD NY Highways.

	National Highways Annual Report on Maintenance and Improvement Activity	Update on the maintenance and improvement activity carried out by National Highways in 2022 – Louise McCaul, Highways England (deferred from January 2023 meeting)
	Rural Bus Services	To update members on rural bus services in North Yorkshire – Paul Thompson, Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way & Harbours
	Single Use Plastics	To receive an update on progress of implementing the Committee’s recommendations in respect of its review of single-use plastics – Michael Leah, Assistant Director – Environmental Services and Climate Change (Environment)
Thurs 19 October 2023	Allerton Waste Recovery Park	To receive an annual update on the performance of Allerton Waste Recovery Park - Michael Leah, Assistant Director – Environmental Services and Climate Change (Environment) and Peter Jeffreys, Head of Service – Waste (Environment)
	Rural Broadband and NYnet	To receive an update on the rollout of superfast broadband to North Yorkshire and the initiatives to address rural areas where fibre-based coverage is unavailable – Alastair Taylor, NYnet
	Local Enterprise Partnership Delivery Plan Review	To update members on the progress of the York & North Yorkshire LEP against its Delivery Plan – James Farrar, COO YNY LEP
	Local Enterprise Partnership Capital Projects	To update members on the progress of capital projects by the York & North Yorkshire LEP – James Farrar, COO YNY LEP
Thurs 18 January 2024	Local Transport Plan	Consideration of the refresh of the Local Transport Plan, the Council’s key transport policy document – Allan McVeigh, Head of Network Strategy
Items suggested for future meetings	DNOs and Off-grid energy – potential working group	
	Tree Planting – briefing note on progress	
	Transport for the North	
	Jackson’s Lane (and Oliver’s Mount), Scarborough	