

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

Members: Councillors David Staveley (Chair), Melanie Davis (Vice-Chair), Philip Barrett, Derek Bastiman, John Cattanach, Hannah Gostlow, David Ireton, David Jeffels, Tom Jones, Steve Mason, Subash Sharma, Phil Trumper, Arnold Warneken, Steve Watson, Andrew Williams and Robert Windass.

Date: Thursday, 17th October, 2024

Time: 10.00 am

Venue: The Grand Meeting 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.

You may also be interested in [subscribing to updates](#) about this or any other North Yorkshire Council committee.

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 Meeting held on 8 July 2024 (Pages 3 - 8)

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 Monday 14 October 2024. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

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

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

5. NY Highways Performance and Progress (Pages 9 - 24)

6. Review of Future Household Waste Collection Options (To Follow)

Lunch Break

7. Climate Change Strategy Performance (To Follow)

8. Development of a Tree and Woodland Policy (Pages 25 - 30)

9. Work Programme (Pages 31 - 34)

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

11. Date of Next Meeting - Thursday 30 January 2025 at 10am

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

Wednesday, 9 October 2024

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

Minutes of the meeting held on Monday, 8th July, 2024 commencing at 10.00 am.

Councillor David Staveley in the Chair plus Councillors Philip Barrett, Melanie Davis, Hannah Gostlow, George Jabbour (substitute), David Jeffels, Tom Jones, Andy Paraskos (substitute), Clive Pearson (substitute), Subash Sharma, Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass.

Officers present: Hugh Clear Hill, Will Baines, Allan McVeigh (virtual), Rachael Balmer (virtual)

Apologies: Councillors Derek Bastiman, John Cattanach, David Ireton, Steve Mason and Andrew Williams.

Copies of all documents considered are in the Minute Book

1 Apologies for Absence

Apologies for absence were received from Councillors Derek Bastiman (substitute Councillor Clive Pearson), David Ireton (substitute Councillor George Jabbour), Andrew Williams (substitute Councillor Andy Paraskos), Steve Mason and John Cattanach.

2 Minutes of the Meeting held on 10 April 2024

Resolved –

That the minutes of the meeting held on 10 April 2024, having been printed and circulated, be taken as read and confirmed as a correct record.

3 Declarations of Interest

There were no declarations of interest.

4 Public Participation

No public questions or statements were received.

5 Review of Motion on Water Quality for improvements in health, wildlife, biodiversity and economy

Considered – Report of the Corporate Director – Environment to update the committee on progress with actioning the water quality motion that was agreed by Full Council in November 2023.

Hugh Clear Hill, Principal Environmental Policy and Project Officer introduced the item, reporting back on the first meeting of the North Yorkshire River Catchments Forum

(NYRCF) that had taken place in late June.

Some of the key points highlighted in the update were as follows:

- The first meeting of the NYRCF had attracted an excellent turnout, including: board level representation from Yorkshire Water; area directors from the Environment Agency and Natural England; the Chair of the Yorkshire Regional Flood and Coastal Committee; the Area Director of the Association of Drainage Authorities; senior representation from Yorkshire Wildlife Trust; both of the National Park Authorities and a range of river trusts and catchment partnerships from across the county.
- There was high level support at the forum for establishing a strategic initiative for river catchments and widespread support for the council taking a leading role and recognising our role as a major co-ordinator in this area.
- A number of senior council officers were also in attendance, from service areas such as water quality, public health, nature recovery, flood management planning and highways services.
- The focus for the months ahead will be to make sure that the River Catchments Forum adds value, with an agreement to focus on 3 to 4 key areas, of which improving water quality is the most important.
- More widely, it was recognised that the forum was an opportunity to share good practice and ideas, and it is hoped to convene a Rivers Summit with a wider audience in spring 2025 along with working with key partners to deliver a work programme.
- Elected member involvement in the NYRCF was addressed, with it felt in the pre-election period the forum event would not have happened if there had been political attendees. Looking ahead, there is a wider question to be dealt with around elected member attendance at future meetings.
- Extreme weather events are increasing, causing a rise in the amount of surface water run offs, so there is a close relationship between water quality and flood risk. The council can explore this further as the Lead Local Flood Authority and the Local Planning Authority, in order to ensure new developments do not exacerbate existing problems and through S106 agreements to improve the situation, such as through building attenuation tanks to store rainwater for gradual controlled release.
- On the new Local Plan for North Yorkshire, if national development management policies come to fruition, then water quality and environment protection are set to be key parts of these documents.
- The authority has been involved for a number of years with a project on the River Leven, working with the Tees Rivers Trust and the Environment Agency. The initial focus was on silt, as it affects the water quality and loss of soil. The most effective initiatives undertaken have been nature-based solutions, such as creating wetlands and working with farmers to change land management.
- The Local Investment in Natural Capital projects are developing flood alleviation projects to create long-term change.

Following the update, questions and comments raised by committee members were as follows:

- The progress detailed in the report since the approval of the motion at Full Council in November 2023 was welcomed and commended.
- It was felt that a further review of the water quality motion should be carried out by the committee again in six months to avoid the topic drifting.

- The link to using the new Local Plan for North Yorkshire to try and address water quality issues through the planning process was emphasised.
- The involvement of the National Farmers' Union in future Forum meetings and workshops was a learning point from the first meeting and would be addressed for future events.
- It was felt the discharges from highways run off into watercourses does not get the attention that it deserves, it is a big issue that affects water quality. In North Yorkshire, this is a huge area to get a grip on. For new roads, physical interventions are now usually put in to reduce this, but this is not in place for older carriageways.
- The attendance of elected members in future meetings was discussed in detail. There was dismay by some members that this had not been allowed at the first meeting, but it was hoped through the committee recommendation this could be resolved after range of suggestions were put forward and considered.
- There were concerns raised around the timings for the implementation of the strategic plans and policies concerning water quality. A broad outline of the timescales involved as part of a future report to the committee was requested.
- To be an effective convener and partner, good governance needs to be in place, to ensure reporting, monitoring and accountability arrangements are robust.
- The increasing use of astroturf in gardens was highlighted as a concern, as it exacerbated the problem of surface water run off. For new development, SuDs need to be installed, monitored and then maintained to ensure they are effective.
- 'Beaver bombing' is an issue. It has led to lots of trials but it will come to a point where culling is under consideration due to damage they cause to flood banks and to crops and forestry.
- The need for baseline data was seen as crucial, as it opens up a wider discussion on water quality issues to understand the underlying causes.

Resolved –

It is recommended that:

1. The motion on water quality will be further reviewed by the committee in six months' time to track progress and areas of improvement.
2. The Executive Member for Managing Our Environment attend the next meeting of the NYRCF and report back to a future TEEE O&S meeting.
3. That the overall attendee list of the NYRCF be reviewed ahead of the next meeting, in particular the ability of elected members to attend as observers.
4. The letter referenced under the point 9 of the agreed motion be resent to the new Secretary of State for Environment, Food and Rural Affairs and the Secretary of State for Housing, Communities and Local Government.

Minute Annex: Cllr Haslam comments received

6 Network Strategy Update

Considered – Report of the Head of Network Strategy to provide the committee with an update on actions arising from discussions at a previous meeting regarding 20mph schemes and active travel.

Questions raised by committee members included:

- The current position of North Yorkshire Police regarding the use of fixed speed cameras in the county was asked about. In response, it was noted that a camera enforcement study is ongoing, led by North Yorkshire Police, that was live but had been pending the recent mayoral elections.
- Clarity was sought on the response within the report to the query raised about the speed limit on Station Parade, Harrogate and what the next steps on this were. Outside of the meeting, a response was sought from the project team, and it was confirmed that the request for a 20mph speed limit on Station Parade is beyond the scope of the Transforming Cities Fund (TCF) project. It would though be considered, separately, following the completion of TCF, as part of a planned programme of speed limit reviews.
- Timescales for the development of the outstanding Local Cycling and Walking Infrastructure Plans (LCWIPs) and specifically the current position of Selby as part of this was sought.

Resolved – That the updates be noted.

7 Work Programme

Considered -

The following comments for future topics were made by committee members:

- In regards to the accessibility of green space, the maintenance of the Public Rights of Way in North Yorkshire and how they are publicised to maximise the use of them
- The role of the Combined Authority and the overarching Economic Framework

Resolved -

That the future work programme and comments for upcoming topics be noted.

8 Any other items

There were no further items.

The meeting concluded at 11.45 am.

Councillor Paul Haslam (Member Champion for Climate Change) asked for his comments on Item 5 to be included as part of the minutes. They are reproduced below.

Thank you for this valuable and insightful update which makes a good start. There is far too much prose and insufficient data here. I have sent Hugh my detailed comments. I will comment on 3.1.3 separately. I appreciate as a Councillor, I may not know or be privy to all the protocols and rules. Notwithstanding that please find below my thoughts.

I would like to see a more robust reporting framework providing greater **transparency** of the results and progress. The work also needs to cut cross work silos so councilors see both the overall picture and our limited officer resources are maximized rather than work being duplicated. We need to know precisely who is responsible for the actions including recording and reporting of those actions.

Partnering will only be successful if there is clear governance with responsibilities. We need to adopt “black box” thinking (whenever there is a plane crash, the safety is the number one issue, not the blame – that comes later) that is not fixated on blame but on effective solutions.

I believe we have a public health duty here and that department should be represented within this team with monitoring in place to ensure they have the correct information to provide insight and recommend potentially lifesaving action.

It should be remembered that our rivers suffer from four major problems:

1. Combined sewage outflow
2. Run off: Farmers field runoff including from “treated” sewage on the land that still contains phosphates. Run off from roads.
3. Residual pollution from old industrial workings such as lead mines (near the source of the Nidd several lambs died as a result of lead poisoning).
4. The rivers are too straight leading to problems with aquatic life able to “anchor” to places and the resulting flooding after periods of heavy rain which is becoming more prevalent as a result of climate change. [Why we will get constant rain by 2034 - according to a climate scientist \(inews.co.uk\)](#)

It's quite clear to me that the water companies have some essential analytical work to do!

They need to map the sewage network including width of pipes etc so they can see the impact. Without this I don't understand how they can carry out their job effectively to either protect the resident from sewage backing up or sewage discharging on the streets or more likely into the watercourses.

Have they evaluated the impact of the changing rainfall patterns? Sewage workings are based on a base level of sewage they deal with on regular basis. This base level is multiplied by three for sizing to cover when it rains. At the moment it can be sixfold, and this results in raw sewage being discharged.

The water companies need to explain to councillors exactly how sewage treatment works are sized and why they are struggling to deal with the increasing rainfall that is often in more concentrated deluges than in the past and how this can overwhelm the system – they need to be invited to a members seminar- I asked for this over a year ago.

This is also an issue for Ofwat and they must be copied in our comments to add pressure and support to resolving this issue.

Finally, it appears incredible that residents had to get water bathing status to get work done on what is a national disgrace in our water courses.

3.1.3 comments.

3.1.3 Ask the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee to invite senior representatives from Yorkshire Water, the Environment Agency, Yorkshire Dales River Trust, Nidd Action Group, Natural England, Yorkshire Wildlife Trust, the National Farmers' Union and other interested groups to attend a meeting to allow for a better understanding of the current levels of pollution and remedial action being taken in this regard.

i. After further discussion initiated by Richard Flinton, the inaugural meeting of a new North Yorkshire River Catchments Forum (NYRCP) has been arranged for 24 June.

It was incredibly crass to consider that no councillors, no elected representatives were allowed to / invited to attend. With the best will in the world, the officers never receive or get the anger and rage on the doorstep that elected officials do. This in effect becomes a talking shop not a doing shop! "Let's kick the can down the road" attitude is prevalent here. It needs actions and deeds not just words – we know how eloquent people can be on explaining why they are "not doing nothing". It is impossible for officers to truly represent residents' anger or the need for urgency. This is a very poor decision that I urge to be reversed. We must provide the resource to play our part in this work. We need to show we are serious in our desire to resolve these increasingly frequent problems! That may include political pressure to get additional government funding.

People and partners will do what you inspect, not what you expect.

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

17 October 2024

NY Highways Performance and Progress

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), North Yorkshire Council's company for the operational delivery of highway services.

2.0 Key Background Information

- 2.1 A highway delivery options exercise was undertaken in 2018/19 to determine the mechanism for the operational delivery of highways services. In April 2019 the Executive approved the implementation of a wholly owned "Teckal company" to deliver the highways operational services. A Teckal company was recommended as the preferred way forward as this would provide greater flexibility for the then North Yorkshire County Council (NYCC). Future years capital budgets were unclear, it was clear that innovation and efficiency needed to be a main driver for a replacement Highway Maintenance Contract. Upon the approval of the Teckal company a 5 Year Plan was developed which contained the following goals:
- 2019/20 and 2020/21 Development of NY Highways (years 1 and 2)
 - 2021/22 Implementation of NY Highways (year 3)
 - 2022/23 and 2023/24 Review performance of NY Highways (years 4 and 5)
- 2.2 NY Highways completed Year 5 of the 5 Year Plan during 2023/24 and has continued to undertake collaborative reviews with North Yorkshire Council (NYC) colleagues on current and future ways of working that promote innovation and efficiency throughout its services. This is the latest in a series of annual update reports.
- 2.3 A number of achievements were recognised in the report to the meeting of the Committee on 10 July 2023 relating to the 2022/23 year, including:
- Budget savings for NYC - £350k of efficiency savings for NYC in revenue activities
 - Increase the operational staff base and resilience
 - Apprentices (employing) 14+ apprentices within 2022/23
 - "Lunch n learn" events continued and are well attended from colleagues and partners
 - The Staff restructure was reviewed in December 2022, and changes implemented in January 2023
 - ISO accreditation – work to achieve ISO 9001, 14001 & 45001 accreditation
 - Review Schedule of Rates (SoRs) to drive out further efficiencies and benchmarking against National Schedule of Rates
 - KaarbonTech Gully emptying programme - 85% of the whole cyclic programme was completed in 22/23 – a 10% improvement on the previous year
 - Improvements in responses to defects completed within prescribed timescales improved dramatically in 22/23
 - Delivery of a high quality effective winter service
 - Enhanced working relationship between NYH and NYC staff
 - business opportunities being explored
 - a significant step towards better integrated and refined financial systems

2.4 In a similar manner, NYH set out a number of initiatives for 2023/24, aimed to add value to its business:

- Increasing workforce resilience (and skills)
- Evolving the Health and Safety Process
- Further improvements to finance systems to provide robust data management
- Develop robust contract procurement management systems (includes DPS)
- Review of inherited fleet
- Identifying opportunities for commercial trading
- Recognising the need for positive end to end Customer Interface
- Working towards the ambition for carbon neutrality and sustainable material use
- Conclude ISO accreditation - ISO 9001, 14001 & 45001 accreditation for the company,
- Continue Apprentice Development
- Further NYC budget savings (revenue)
- Continue to develop staff across the business to reach their full potential.
- Trial innovative and new ways of working
- Review Schedule of Rates (SoRs) - Continue to undertake cost/value reporting to enhance the accuracy of the cost base and drive out further efficiencies.

3.0 Review of 2023/24

3.1 A review of the 2023/24 year has seen NYH achieve a number of significant successes.

3.2 Budget savings for NYC - £1.9m of savings for NYC in revenue activities during 2023/24 was achieved as a consequence of efficiencies and reduced costs of delivery.

3.3 During 2023/24 a total of 24 Apprentices were employed across NY Highways. 15 in the Operations Team, two in Commercial, six in Fleet and one in Street Lighting. Of the 24 Apprentices currently on the programme, 42% completed within quarter one of 2024, with a further 17% expected to complete within the financial year.

Apprenticeship	Total Number of Apprentices	Business Area
Highways Maintenance Skilled Operative (L2)	14	Operations
Construction Quantity Surveying Tech (L4)	2	Commercial
Heavy Vehicle Service and Maintenance Tech (L3)	5	Fleet
Motor Vehicle Service and Maintenance Tech – Light (L3)	1	Fleet
Civil Engineering Senior Tech (L4)	1	Operations
Installation and Maintenance Electrician (L3)	1	Operations (Street Lighting)

3.4 Recruitment of high-quality operational staff continues to be a challenge for the business due to a shortage of construction/highway operatives. NYH is looking to attract employees from other industries and re-train/up-skill them to meet its staffing requirements.

3.5 During 2023/24 there has been an increase in the headcount and FTE to reflect the growth in the business and increased NYC capital and revenue spend. Correspondingly the vacancy rate has reduced. The average age remains static and it is representative of an aging workforce. NYH is aware of this with discussions taking place for how the roles will be filled when current postholders start to look to retire.

- 3.6 Sickness Absence for the core workforce in 2023/24 is higher overall than the previous year, however days lost per FTE still falls below the reported average of 5.7 days (ONS, April 2023). Short term absence has reduced in Q4 from all other quarters and in comparison to 2022/23, however long-term sickness absence has increased making up 81% of the working days lost. Case management is aiming to bring the figures down in 2024/25. Proactive work including a review of the Attendance Management Policy, regular conversations with managers and staff engagement sessions will target bringing about a reduction in absence.
- 3.7 The Continued Professional Development (CPD) of staff has remained a constant during 2023/24. A mix of staff, Operations Manager to Operatives attended the Local Council Roads Innovation Group (LCRIG) Innovation Festival where they were able to see new products and techniques, along with meeting a range of suppliers and subcontractors to the industry. This was supplemented by a series of Lunch and Learn sessions which also included colleagues from East Riding, City of York and Kirklees Councils. These sessions included talks on Trenchless pipe repair, Surface retexturing and sustainable kerb solutions and were made available to all. Tarmac's CPD session relating to sustainable surfacing materials, techniques and equipment was also supplemented with an invite to their mixing plant at Leeds to see first-hand the information presented.
- 3.8 As per the Business Plan for 2023/24 ISO accreditation was achieved for ISO 9001, 14001 & 45001. Gaining these accreditations was critical in creating more tendering opportunities for NYH within the Teckal operating model rules. Furthermore, having Quality, Health Safety and Environment processes embedded in the way NYH work provides confidence that robust audits and checks are in place that minimise risk.
- 3.9 Review Schedule of Rates (SoRs) – NYH continue to undertake cost/value analysis and reporting to enhance the accuracy of the cost base and drive out further efficiencies and benchmarking against the National Schedule of Rates is now being used as a comparator. This allows a greater transparency and more accurate means of measuring efficiency as opposed to comparison against outdated inaccurate rates from previous contracts, especially as some rates were loss-leaders where true costs may have been balanced against cost recovery from other more profitable elements of the wider contract.
- 3.10 Other notable achievements include:
- 3.10.1 KaarbonTech Gully emptying programme - 93% of the whole cyclic programme was completed in 2023/24 - a further improvement on the previous year figure of 85%. Of those gullies attended, 92% did need cleaning, showing the risk based / data-led programme is effective.
- 3.10.2 Revenue Maintenance works – response to defects completed within the timescale set on works orders has improved dramatically in the last two years. During the first year of NYH, less than 50% of works orders were completed on time; since then, this figure has improved month on month to a point where now 78% of repairs are completed on (or before) time. Work to further improve this figure continues by restructuring gangs as well as deploying a range of repair techniques coupled with the introduction of expected output levels linked to individual and team appraisal targets. There is also a strong drive on right first time / fix once approach being instilled into the workforce alongside ensuring the most appropriate and cost-effective solution is enacted.
- 3.10.3 Successful delivery of capital works, including ongoing joint working to improve management of the capital programme.
- 3.10.4 From an environmental / sustainability initiatives perspective, during 2023/24 as part of our forward capital programme works we undertook preparatory work to incorporate in-situ recycling as part of the 2024/25 highways capital annual programme, with one trial site

completed, one underway in mid September 2024 and a further site planned to start in March 2025. In addition, following research in 2023/24, we are trialling some recycled plastic kerbs this current financial year.

3.11 A review of objectives for 2023/24 contained in the NY Highways Business Plan evidences:

- Delivery of another high quality and effective winter service during the 2023/24 season and without significant incidents
- internal client relations have continued to mature culminating in a joint Team Workshop that resulted in the identified continual improvement initiatives to be delivered during 2024/25
- Senior Management appointments were made in the Operations Team and Business Support Teams building on the one team approach by working with senior Managers in NYC.
- Significant progress has been made culminating in more robust integrated and refined financial systems to assist in more effective financial management within NYH to allow more effective budget forecasting certainty in NYC
- A detailed review of the current vehicle fleet commenced. It is anticipated new vehicles will start to be procured during 2024/25. This is part of an overall rolling replacement programme.
- £1.9M of revenue savings in addition to the shareholder value detailed below.
- Developing the core skills of the workforce to deliver more works internally.
- Shareholder value figures met expectations for 2023/24 as shown below

Shareholder Value	
Financial Year:	2023-24
Value	£000
Profit/ (Loss) before Tax	113
NYC Support Service Contracts	1,430
NYC Loan Financing Interest	1,235
Total	2,778

4.0 Health and Safety

4.1 Health and Safety remains of paramount importance to NY Highways. The table below shows that performance figures for 2023/24 were positive, with an improvement on previous years. To drive these continual improvements and maintain focus, more challenging targets were implemented for some key measures during 2023/24. The 2023/24 targets are shown in the table below with the 2022/23 targets in brackets for reference. Targeted campaigns were introduced to improve safety. For example, particular focus was being placed on Driving at Work, Stress and Preparedness for ISO Accreditation.

Safety	2023/24 Target	2023 Year end figures
Accident Frequency Rate	0.25 (0.25)	0.17
RIDDORS	<15 (< 15)	0
Days lost to personal injury accidents	<170 (<350)	25
% of Inspections and Audits without a non-conformity	>90% (>85%)	94%
% of Risk Assessment Reviewed	100% (>90%)	100%
Number of missed Occupational health monitoring appointments	<5 (<5)	0
Number of Health & Safety campaigns	4 (4)	4

5.0 Forward Look 2024/25

5.1 The 2024/25 NYH Business Plan describes the future aspirations of the company, some of the key points being:

- Providing value to the Shareholder.
- Achieving an External works profit of greater than £100,000.
- Securing works from other public bodies or delivering revenue generating business from another local authority
- Development of an NPORS certified Training Centre
- Delivery of section 38 and 278 agreement works through Highway Development Services (HDS) allowing HDS to achieve a profit through NYH of greater than £50K
- MOT Test Centre and Increased Fleet offering internally and externally
- Maintain Compliance to ISO standards
- Achieve above 85% of defects fixed within Priority
- Delivery of Capital Works
- Achieve greater than 90% of cyclical gully programme
- Returning greater than £800k of efficiencies back through NSR performance on capital schemes
- Reduce the carbon footprint spend per £1 of turnover. Work on this continues, with an assessment of 2023/24 showing an improvement with a Carbon intensity value kgCO₂e/£ of 0.033 compared with 0.039 in the previous year (2022/23)
- Ongoing review of pricing structure for works including refinement of cost value comparison and evaluating all rates from a first principal basis, benchmarked against National Schedule of Rates
- Following completion of a detailed review of the current vehicle it is anticipated new vehicles will start to be procured during Quarter 4 of 2024/25. This is part of an overall rolling replacement programme.
- Senior Leadership Team depot visits have been introduced to keep workforce engaged in the NYH 'you said / we did' Strategy. In addition, specific Operative Forums have commenced, initially focused on Gully emptying and Depot Management. These will allow the sharing of best practice, remove inefficiency, and help in identifying and addressing barriers to effective service delivery.

6.0 Alternative Options Considered

6.1 As per para 2.1, the Teckal delivery model was approved as the preferred way forward for delivery of the highways service, therefore no alternative options have been considered as part of this report.

7.0 Financial Implications

7.1 There are no financial implications arising directly as a result of this report as it provides an update on progress. One of the founding principles of the Teckal approach was, through closer working with the Council, to deliver more for the same money or the same for less money. As part of this philosophy, the range of options considered on an operational level is being continually evaluated and evolved in order to ensure maximum efficiency and value for money in how things are delivered on the ground (pothole repair techniques, for example).

7.2 Revised rates and unit costs are being compared with the National Schedule of Rates for such works in order to evidence value for money as part of a suite of tangible metrics to be further developed through 2024/25. In 2023/24, the council was credited £1.9m from NY Highways which was generated through cost reductions and efficiencies and enabled the Council to offset pressures within the highways revenue budget and achieve the savings included within the 23/24 budget.

7.3 Work is currently being undertaken to comprehensively capture both cashable and non-cashable savings in order to fully evidence the benefit of this truly collaborative approach.

8.0 Legal Implications

8.1 NYH is a “Teckal company” which means it is able to trade with the Council, without the Council needing to go through a procurement exercise, as well as external customers. NYH meets all of the Procurement Regulations test for Teckal Exemption.

9.0 Equalities Implications

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

10.0 Climate Change Implications

10.1 A Climate Change Impact Assessment has been undertaken and is included as Appendix B.

11.0 Conclusion

11.1 During the fifth year of operation (2023/24) NYH continued on the improvement journey meeting all substantial targets set in the Business Plan. Continual improvement can be evidenced in the core operational areas of Winter Maintenance, Management of Surface Water (gully emptying) and providing timely repairs to defects and delivery of the capital works programme.

11.2 The core services are at the heart of the Teckal model and will continue to remain a focus. It is also anticipated that during 2024/25 there will be increased non-highways / External works. To help deliver shareholder value and is aligned to the Teckal model. Delivery will be managed alongside maintaining the core services. To avoid a conflict, a dedicated team are being recruited to deliver this workload, thus mitigating any impact on core services. NYH will be continuing to provide the service that North Yorkshire requires to keep the highway network safe and fit for purpose. This will be done through robust processes that demonstrate the value of the Teckal arrangement over other procurement routes.

11.3 NYH will continue to focus on effective and efficient service delivery, strong financial reporting, forecasting and budget control. In addition, NYH will build and develop a workforce that is fit for the future, using its Teckal position to deliver best in value for North Yorkshire Council and in a wider trading environment. NYH in 2024/25 will have delivered works for NYC Property, NYC Parking, NYC bereavement services, NYC Highway Development Services, NYNet, and have tendered for a number of external commercial works. NYH continues to offer NYC significant efficiencies in delivery through a Teckal model.

11.4 NY Highways (NYH) remains committed to making a meaningful, positive impact on local communities by contributing to resilience, safety, sustainable economic growth as well as respecting and enhancing the environment.

12.0 Recommendation

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

APPENDICES:

Appendix A – Equalities Impact Screening Form

Appendix B – Climate Change Impact Assessment

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton

30 September 2024

Authors:

- Nigel Smith, Head of Highway Operations NYC
- Barrie Mason, Assistant Director - Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
- Jamie Crumlish, Managing Director - NY Highways
- Brian Stanforth, Head of Operations NY Highways

Background Papers – Scrutiny Committee report of 10 July 2023 and 11 July 2022

For further information please contact the author of the report

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	Annual report on the progress and performance of NY Highways		
Officer(s) carrying out screening	Nigel Smith – Head of Highway Operations NYC		
What are you proposing to do?	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.		
Why are you proposing this? What are the desired outcomes?	This report is an update for members on the progress of NYHighways for the 2023/24 financial year. There are no outcomes other than ensuring that members are aware of how the Teckal company has performed during the past financial year.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics. As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? <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 <u>Equality rep</u> 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:	<input type="checkbox"/> Yes	Continue to full EIA: No
Reason for decision	This is a report for information only. There are no adverse impact on any of the protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	3 October 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.

Page 18

Title of proposal	Annual report on the progress and performance of NY Highways
Brief description of proposal	To provide members with an update on the progress and performance to date of NY Highways, the County Council’s company for the operational delivery of highway services.
Directorate	Environment
Service area	Highways and Transportation, Parking Services, Street Scene Parks and Grounds – Highway Operations
Lead officer	Nigel Smith – Head of Highway Operations NYC
Names and roles of other people involved in carrying out the impact assessment	Barrie Mason - Highways and Transportation, Parking Services, Street Scene Parks and Grounds – Highway Operations
Date impact assessment started	20 September 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.

The teckal delivery model was approved as the preferred way forward for delivery of the highways service, therefore no alternative options have been considered as part of this report

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.

As part of this preferred delivery model, it was acknowledged this would provide greater flexibility for the (then) NYC. Innovation and efficiency, alongside an ongoing challenge to reduce unit cost and deliver as much for the same budget or the same for less budget are an integral part of the operating model. Efficiencies and savings have been outlined in detail in the main body of this report

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</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>	Emissions from travel	√			More effective scheduling and minimising travel distance during winter service and routine maintenance works journey planning	Ongoing procurement and replacement of fleet will also assist in minimising emissions	Sharing best practice across NY Highways and NYC
	Emissions from construction	√			Use of warm mix as opposed to cold mix materials in road and footway repairs.	Early partnership meetings to reduce / reuse / recycle will assist alongside working to NYC carbon reduction ambition	Use of NYH carbon counting tool when fully developed will identify areas for improvement/focus
	Emissions from running of buildings				N/A		
	Emissions from data storage				N/A		
	Other		√				

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</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>Early partnership meetings to reduce / reuse / recycle will assist alongside working to NYC carbon reduction ambition</p>	
<p>Reduce water consumption</p>				<p>N/A</p>		
<p>Minimise pollution (including air, land, water, light and noise)</p>	✓			<p>More efficient scheduling of works will reduce overall miles travelled on highway network and therefore minimise air and noise pollution emanating from travelling vehicles</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>				<p>Some schemes delivered by NYH, such as drainage works, will reduce the risk of flooding on the highway network. The risk-based gully cleansing model identifies those parts of the drainage system requiring attendance</p>		<p>The gully schedule is updated on an evolving intelligence/data-led approach</p>
<p>Enhance conservation and wildlife</p>	✓			<p>Work commenced in 2023/24 and continues into the current financial year to review our grass cutting policy - this includes consideration of biodiversity & how we can enhance highway verges as a natural habitat whilst remaining</p>		

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</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>Page 22</p>				<p>cognisant of the need for this to not compromise highway safety. NYC and NY Highways are working together to finalise this policy and undertaking a procurement exercise for a new grass cutting contract commencing 01/04/2025</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	<p>✓</p>			<p>Material choice in maintenance and improvement schemes wherever possible reflect the nature of the surrounding environment</p>		
<p>Other (please state below)</p>				<p>N/A</p>		

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

NY Highways has appointed an Environmental Consultant to assist with ISO accreditation, however this will also bring benefit in a wider sense (for example, guidance is currently being sought around proposed EA changes waste licences in 2024).

Close working across the delivery partnership from scheme inception stage also allows access to good practice from other organisations, such as wsp, who are a well-established global consultant with a well-established record of environmental good practice

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.

The former North Yorkshire County Council (now North Yorkshire Council) has brought its highways services back in-house through the teckal company, NY Highways Ltd.

NY Highways has a duty and a corporate responsibility to develop and deliver a Carbon Plan to align with the commitment made by the Council where they committed to achieve net carbon neutrality by 2030, or as near to that date as possible.

NY Highways also has a Carbon Management Plan applicable to all operations undertaken by NY Highways and its supply chain. The CMP encompasses:

- integrating low carbon thinking to manage and minimise whole life carbon.
- Development and implementation of a carbon accounting management tool to record and track carbon footprint and progress to net zero service.
- Optimising our fleet to improve efficiency e.g., improving mpg and setting fuel targets
- Prioritising initiatives on reducing unnecessary travel
- Development of Carbon Reduction Initiatives

Continual review and challenge will be key to success and the carbon management tool remains an integral part of ensuring that climate change remains at the forefront of people’s thoughts from scheme inception to completion and in every other area of the business / service delivery

Sign off section

This climate change impact assessment was completed by:

Name	Nigel Smith
Job title	Head of Highway Operations NYC
Service area	Highways and Transportation, Parking Services, Street Scene Parks and Grounds – Highway Operations

Directorate	Environment
Signature	<i>N Smith</i>
Completion date	17 September 2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 3 October 2024

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee

17 October 2024

Development of a Tree and Woodland Policy

Report of the Corporate Director Environment

1.0 PURPOSE OF REPORT

- 1.1 To provide Members of the Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee (TEEE O&S) a progress update on the development of North Yorkshire Council's (NYC) first Tree and Woodland Policy.

2.0 BACKGROUND

- 2.1 A new Tree and Woodland team was created within the Parks and Grounds service as part of the new North Yorkshire Council because of restructuring the previous legacy authorities' teams. This has created an integrated and coherent team that works across the disciplines of arboriculture, tree surveying, tree operations, and woodland creation.
- 2.2 Four of the previous legacy authorities had developed individual approaches to tree and woodland management, prior to local government reorganisation. These were Harrogate Borough Council, North Yorkshire County Council, Selby District Council and Scarborough Borough Council. These documents remain in place in the interim, however as a unitary authority, NYC has a unique opportunity to combine this knowledge and experience to develop a robust policy framework for the county.

3.0 DEVELOPING A TREE AND WOODLAND POLICY

- 3.1 Trees form a significant element of our urban and rural areas. They make an important contribution to the natural beauty, culture, and heritage of our landscapes, whilst providing a range of ecosystem services such as habitats for wildlife, pollution control, flood risk alleviation and mitigation from the impacts of climate change.
- 3.2 North Yorkshire Council has a legal duty and powers to manage the risk and to protect trees on the land that we manage (such as in open spaces, the highway and across property assets) and within the private realm. This should be reasonable and proportionate to balance the many benefits that trees and woodlands bring. Therefore, developing a county wide approach to policy is crucial to this undertaking and provides Officers, elected Members, and all other stakeholders with clarity on how this will be managed.
- 3.3 The expected themes to be covered in the Policy are set out in Appendix A to this report, but broadly cover how risk from trees will be managed, the inspection methodology, what operational works will be carried out and those that are generally avoided, and what the Council will do when a tree causes or is suspected of causing damage. The policy will also set out how legislative measures are applied, such as in the consideration of planning matters, the protection of trees, and in dealing with trees on private land that may cause an issue on the highway or other public land.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 Benchmarking across the sector has identified two very helpful examples of tree and woodland policy and management from Durham County Council and Oxford County Council. These will be reviewed in detail and conversations held with Officers from those authorities.
- 4.2 However, key to the success of a NYC policy will be the recognition of the cross cutting nature of tree management across the wide portfolio of council services, their geographies and associated built and natural assets. In addition to working with members of the TEE O&S Committee there will be a programme of internal consultation and engagement through this Autumn with at least the following services: Children and Young People Service, Planning, Highways, Housing, Bereavement, Countryside Access, Environment and Climate Change, and Insurance and Risk.

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 5.1 The development of a Tree and Woodland Policy is anticipated to strongly contribute to achieving the vision and ambitions around place and the environment, the economy, health and wellbeing, and people - as set out in the Council Plan 2024-2028. Good tree policy and management can support the Council's ambitions around carbon reduction through the protection and increased canopy cover of trees, whilst helping to mitigate climate impacts such as flooding and excessive heat. A well-managed tree stock provides for ecosystems services such as habitats for wildlife, pollution absorption, leisure sites for visitors and residents, and the raw material for goods. Through developing our monitoring systems and processes and having a clear policy on when intervention is required will ensure services are run efficiently and effectively.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 The option to not develop a new policy and to retain legacy policy and guidance in relation to tree management was considered. It is recommended that this option is rejected as the opportunity and benefits of a harmonised approach for the whole of North Yorkshire would be missed.

7.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

- 7.1 Close working across directorates will be required as outlined in paragraph 4. In addition, as a large unitary authority, North Yorkshire Council is emerging as a significant partner in the White Rose Forest partnership, that aims to work with communities and landowners to plant trees where they are most needed. A harmonised policy approach will strengthen NYC's engagement in this partnership.

8.0 FINANCIAL IMPLICATIONS

- 8.1 As this is a progress report, there are no specific financial implications arising directly from this report.

9.0 LEGAL IMPLICATIONS

- 9.1 Preparation of the Policy and procedures and the proposal updates is part of the Council's statutory functions. Consideration of whether any legal implications arise will be given as the proposed Policy progresses through the Council's formal procedure to adoption.

- 9.2 The Town & Country Planning Act 1990 sets out the powers and duties local planning authorities have to manage and control development and which includes considering trees potentially affected by that development, or subject to tree protection. This includes legal protection for trees through Tree Preservation Orders as well as consideration of works within Conservation Areas and works requiring planning permission.
- 9.3 The Highways Act 1980 (HA 1980) provides the statutory framework for the Highway Authority in dealing with legal issues arising from trees within or affecting the highway. Highway trees are managed in accordance with the Highway Authority's policy for maintenance and inspections of highway trees.
- 9.4 It is noted the Tree and Woodland Policy is intended to be for information only and is not a comprehensive guide to the relevant legislation and does not provide legal advice.
- 9.5 Proper consideration as outlined in section 10.0 is being given to equalities issues that are pertinent to the policy.

10.0 EQUALITIES IMPLICATIONS

- 10.1 An initial equality impact assessment screening form has been completed and identified no adverse equality impacts.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 An initial climate change impact assessment has indicated significant benefits on our climate from the introduction of a Tree and Woodland Policy across most environment factors including greenhouse gas emissions, pollution, resilience to adverse weather, ecological effects, and the protection of heritage and landscapes. Therefore, a full Climate Change Impact Assessment will be developed alongside the policy.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 To provide a progress update to TEEE O&S Committee members and receive feedback on the scope of the policy.

13.0 RECOMMENDATIONS

- 13.1 To note the contents of this report and the summary of themes as set out in Appendix A.
- 13.2 That a full draft of the policy is submitted to a future meeting of TEEE O&S Committee for comment.

APPENDICES

Appendix A – Summary of themes

BACKGROUND DOCUMENTS: North Yorkshire Council: Our plan for the future of North Yorkshire (Council Plan 2024-2028)

Karl Battersby
Corporate Director – Environment
01 October 2024

Report Author Jon Clubb, Head of Parks & Grounds
Presenter of Report Jon Clubb, Head of Parks & Grounds and Helen Arnold, Tree & Woodlands Manager

Summary of Themes

This appendix provides the likely contents of a full Tree and Woodland Policy for North Yorkshire. It is not intended to be exhaustive or final but is indicative of the breadth that a policy will need to cover.

Subject Area	Contents
Background	General introduction to the benefits of trees to society, but also some of the threats such as pests and diseases, soil compaction, pollution / contamination, and climate change. Will also consider common law concepts such as 'nuisance' and 'negligence', the role of existing legislation and local/regional/national policy and accepted arboricultural good practice.
Tree risk management	Commentary on good practice for risk based management of trees and proposal of the approach to be taken. This section will also explore different techniques such as passive and active assessments and the role of wider Council teams and the public working in tandem with arborists. Works orders and the method for prioritising these will be included in this section.
Tree inspections	Will set out the methodology for tree inspections across different typologies, such as urban areas, highways, schools and rural areas etc.
Managing trees	To set out the circumstances where statutory or essential tree maintenance work is necessary and how this will be managed. Commentary of the impact of pests and diseases and an NYC approach will be set out. An overview of NYC woodlands and partnerships will be included in this section.
Dealing with common issues raised	This section will deal with a NYC approach commonly raised issues such managing large trees, overhanging branches, obstruction of the highway, shade, loss of view, impact on utilities, and the application of common law.
Damage caused by trees	<u>Damage caused by trees:</u> Such as to property, gardens, boundary walls and fences, paths, driveways and patios, drains, public highways and footpaths etc. <u>Subsidence and damage claims:</u> Process for instigating insurance claims and the evidence required.
Planning and development	To set out how NYC will ensure where possible that adequate provision is made for the preservation or planting of trees in a development.
Conservation areas and Tree Preservation Areas (TPOs)	To describe the circumstances where a TPO would be expedient, how this is managed and what is required of landowners who wish to undertake works on protected trees.

Trees on private land	Trees on private land may cause a danger or obstruction on the highway or pavement and the local authority has powers under the Highway Act to take action.
Tree planting and pruning	Considerations of site selection and ensuring species selected are compatible with their surroundings. This section will also set out the British Standard for tree works and how this is implemented.
Anti-social behaviour (ASB)	To include approach where a tree or woodland is the focus on ASB, plus also what action the Council takes if trees are damaged. Confirmation of the process for dealing with 'high hedges' and the powers the Council has will be set up.

This page is intentionally left blank

NORTH YORKSHIRE COUNCIL

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

Committee remit

Scrutinises 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, regeneration 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.

Meeting	Subject	Aims/Terms of Reference
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
	‘Let’s Talk Rubbish’ Consultation and harmonisation proposals	Analysis of the ‘Let’s Talk Rubbish’ public consultation findings (possibly to include Allerton Waste Recovery Park update) – Aimi Brookes, Service Development Manager (Waste), Peter Jeffreys, Head of Service Waste
	Progress Update on Tree and Woodland Policy	An update on work to create a new Tree and Woodland Policy – Helen Arnold, Tree & Woodlands Manager and Jon Clubb, Head of Parks and Grounds.
	NY Highways Annual Report 2023/24	Nigel Smith, Head of Highway Operations
Thursday 30 January 2025	12 Month Review of Water Quality Motion	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 Update	Consideration of the Local Transport Plan for North Yorkshire, the Council’s key transport policy document – Allan McVeigh, Head of Network Strategy
	Public Conveniences	Work to harmonise delivery of public convenience facilities across the county – Michael Leah, Assistant Director – Environmental Services

Extra Meeting Late February/early March 2025	Tree and Woodland Policy	To consider the proposed new Tree and Woodland Policy - Helen Arnold, Tree & Woodlands Manager and Jon Clubb, Head of Parks and Grounds.
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
	National Highways (TBC)	Report on major project delivery and route and maintenance activity from National Highways
	North Yorkshire and York Local Nature Recovery Strategy	NY&Y Local Nature Recovery Strategy will consider land at a county scale and will identify locations to improve nature and provide other benefits, such as capturing carbon from the atmosphere, flood regulation and access to nature-rich spaces where this is most needed for health and wellbeing. – Tris Terry and Tim Johns, Environment
	Annual Report of the Member Champion for Climate Change	A report to detail the projects and initiatives undertaken by the Member Champion for Climate Change.
Items to be allocated	Development of Parking Strategy Assets / Property Maintenance (falls under Corp & Part O&S Committee) Public Rights of Way (To be considered at next TEEE O&S MCB) Attendance of water companies at a future meeting HGV - Weight Orders / Enforcement / Rest area provision Enviro Crime Update Development of a Shoreline Management Plan / Coastal Management Department for Transport invite Economic priorities for North Yorkshire Council – linked to MCA work and annual review of Economic Growth Strategy Major Regeneration Projects Update Tourism Destination Management Plan annual review	

	Highways Verge Management
	Air Quality Management Areas – Annual Status Report (July 2025)
	Speed Management Strategy
	Litter bins

This page is intentionally left blank