

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, David Noland, Subash Sharma, Phil Trumper, Steve Watson, Andrew Williams and Robert Windass.

Date: Thursday, 30 January 2025

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.

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AGENDA

1. Apologies for Absence

2. Minutes of the Meeting held on 17 October 2024 (Pages 3 - 16)

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 27 January 2025. 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. **12 Month Review of Motion on Water Quality for improvements in health, wildlife, biodiversity, and economy** (Pages 17 - 26)
6. **Review of Household Recycling and Waste Collection Guidance** (Pages 27 - 48)
7. **Notice of Motion on Adoption of an Active Travel Strategy** (Pages 49 - 56)
8. **Notice of Motion on Support for Climate and Nature Bill** (Pages 57 - 62)
9. **Progress on Issues Raised** (Pages 63 - 66)
10. **Work Programme** (Pages 67 - 68)
11. **Any other items**
Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.
12. **Date of Next Meeting**
Thursday 24 April 2025, 10am start.

Please note depending on the length of the meeting, there may be a break for lunch at an appropriate point.

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, 22 January 2025

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

Minutes of the meeting held on Thursday, 17 October 2024 commencing at 10.00 am.

Councillor David Staveley in the Chair plus Councillors Philip Barrett, Derek Bastiman, Hannah Gostlow, George Jabbour (substitute), David Jeffels, Tom Jones, Steve Mason, David Noland (substitute), Subash Sharma, Phil Trumper, Steve Watson, Andrew Williams and Robert Windass.

In attendance: Councillor Paul Haslam (virtual), David Hugill and Mike Jordan.

Officers present: Helen Arnold, Will Baines, Aimi Brookes, Jon Clubb, Jos Holmes, Peter Jeffreys, Michael Leah, Nigel Smith and Brian Stanforth.

Apologies: Councillors Melanie Davis, John Cattanach, David Ireton and Arnold Warneken.

Copies of all documents considered are in the Minute Book

9 Apologies for Absence

Apologies were received from Councillors John Cattanach, Melanie Davis, David Ireton (substitute Councillor George Jabbour) and Arnold Warneken (substitute Councillor David Noland).

10 Minutes of the Meeting held on 8 July 2024

It was resolved that the minutes of the meeting held on 8 July 2024, having been printed and circulated, be taken as read and confirmed as a correct record.

11 Declarations of Interest

Councillor Steve Mason declared a personal interest under item 7 (Climate Change Strategy) regarding procurement due to his employment as a sustainability advisor.

12 Public Participation

Three public questions were received.

1. Statement from Andy Hayes

I am a Director of Oliver's Mount Racing Ltd. that holds the licence with North Yorkshire Council to hold national level motorcycle race events at The Oliver's Mount race circuit in Scarborough. We host 6 motorcycle race events each year, and when all is going well, Oliver's Mount is estimated to bring tourism revenue of circa £4m per annum into the local area, and also provides direct annual revenue to the authority in the region of £80k - £100k. I previously attended this committee on 19th January 2023 to ask this same question.

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) and North Yorkshire Council has a duty, as laid out in the Highways Act 1980, to maintain its highway network. This road has been in a state of disrepair and closed to the public since January 2019. NYCC Highways stated in November 2019 that Jackson's Lane should be repaired by June 2020

NYC 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 due to some recent adverse survey data, we can no longer rely on the use of that road in even a one-way traffic managed operation. We were advised in the days leading up to our last event that our access to the road may be removed. We cannot therefore in good conscience, sell tickets for future 2025 events that we may not be able to provide access to. This renders events at Oliver's Mount financially unviable from this point on, as advised would be the case in my January 2023 attendance at this committee. 21 months on from my previous attendance at this committee, there does not appear to be a scheme or timescale to repair the road.

As a result of the lack of assurance that Jackson's Lane can be used in even a one-way managed scenario in the future, the major full-road closure events at Oliver's Mount will now likely cease and if this results in a prolonged cessation, they may very well never return as it will become increasingly difficult to retain the officials, marshals, competitors and spectators, as well as resurrect aged infrastructure that will not receive investment and maintenance whilst the circuit remains inoperable. There will also be a significant loss to the Scarborough tourism economy.

I would like to ask what is the plan and timescale 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.

Response of the Assistant Director, Highways and Transportation, Parking Services, Street Scene, Parks and Grounds, PROW, Barrie Mason

The Council recognises the importance to the local economy of the motorcycle race events at The Oliver's Mount race circuit in Scarborough and officers have been working closely with the event organiser to ensure a safe means of access using a strictly controlled traffic management solution and regular geotechnical monitoring surveys. Recently the council has allocated £780k capital funding to procure a design and build contractor to design a suitable permanent geotechnical design solution to this complex land instability problem. As the design solution is not yet known it is not possible to provide a timescale or cost for delivery however, the allocation of the funding for the design stage illustrates the high importance being given by the council to delivering a solution.

Officers are due to meet with the event organiser later this month to discuss the implications for the future of events on Oliver's Mount and the latest survey information which shows that the traffic management solution that has been successfully implemented during events this year is no longer considered feasible going forward.

Following this, the Chair expressed concern at the delays in delivering a solution at Jackson's Lane and committed to write to the Executive Member for Highways and Transportation and the Corporate Director for Environment to set these out. He noted that

the local member Councillor Rich Maw had also made written representations setting out his frustration ahead of the meeting.

Councillor Derek Bastiman advised that as the former Scarborough Borough Council, they had supported Oliver's Mount when the previous owners went into liquidation. He felt the income and publicity generated for the town on race weekends is huge and Oliver's Mount race circuit is a tremendous asset for Scarborough. He agreed with the comments made by the Chair around the unacceptable delays and insisted that the situation is treated with the urgency required.

2. Statement from Hazel Peacock

The review of the 20mph Speed Limit Policy in the report to the Corporate Director for Business and Environmental Services of 11 January 2022 set out how the recommendations of the Transport, Economy and Environment Overview and Scrutiny Committee's review of the previous 20mph speed limit policy had been achieved and sought Executive approval of the revised draft 20mph Speed Limit and Zone Policy.

This followed the conclusions drawn by the TEES committee from their 20mph Scrutiny and task force group in November 2020, including;

- A County Council policy on 20mph making it more explicit in considering 20mph speed limits around schools and thought given to extending distances traditionally considered around schools to encourage greater use of active modes of transport such as walking and cycling, and giving parents and pupils greater confidence that more roads, especially in urban areas would allow more home to school journeys to be undertaken safely using such modes.
- That it is not appropriate to have a standard or default application outside every school, community amenity or residential area, but for each application to be assessed on its own merit and an expectation of a move towards lower speed limits, especially outside of schools.
- And, for a list to be compiled of schools with 20mph speed limits across North Yorkshire to be updated accordingly, to provide a context of number and distribution throughout the county.

Would the committee advise how these recommendations for 20mph around schools have been delivered, with proven evidence and details of their impact?

Response of the Head of Network Strategy, Allan McVeigh

In a general sense, approval of the revised 20mph Speed Limit and Zone Policy in January 2022 signalled a far more positive approach towards 20mph schemes and the Policy's practical implementation in the subsequent months and years, has seen a step change in the number of schemes reviewed and introduced. Information collated in July 2024 indicated that in 2023/24, a total of eight 20mph schemes had been delivered, with another eight already approved for implementation and with another 14 schemes under consideration.

An important change in the revised Policy included a greater focus on the sense of place and community, particularly around schools. It was this and other progressive revisions that has enabled, subject to consultation, a proposed implementation of a large scale 20mph speed limit and zone scheme in South and West of Harrogate. This is currently a live scheme. Prior to the change in policy in 2022 there were very few, if any schemes

delivered on the ground.

Further, in May 2024, it was reported to Executive that good work had been done in progressing the review of speed limits outside schools starting with those located in national speed limit road (60mph), which was a logical position to start from, given this was where the potential severity of a collision is greatest. It was also reported that some of those speed limits will be reducing to as low as 20mph and 30mph where the local conditions allowed. At the time, over 25 schools had or were in the process of being reviewed with the majority seeing reductions in the posted speed limit. It was also recognised that this work would continue as a priority and maintaining the approach of looking incrementally at schools within the higher speed limits. If members wish, a more up to date position on progress towards reducing the speed limit outside schools will be available in Mid November, it is only due to leave commitments that these are not available now.

More broadly, through the relevant restructures and wider Transformation process, the highways service is currently reorganising itself, in order to ensure a more proactive and consistent approach to service delivery, eg in the application of the 20mph Speed Limit and Zone Policy and 20 mph scheme implementation, not just in relation to speed limits outside schools, but more broadly in relation to lower speed limits generally across the County. Members may recall a July 2023 report to the Executive, which set out these proposals in more detail and in doing so, also emphasised the importance, in urban areas, of priority locations such as schools and other high footfall areas, including those with greater concentrations of vulnerable groups and road users.

Following this, a point of clarification was asked around the numbers quoted in the response of schemes delivered / already approved for implementation under consideration and a request made for the detail of the individual schemes referenced.

As a supplementary question, a definition of 'live' was asked for and whether the committee were comfortable with the pace of delivery and implementation of the 20mph schemes and whether staff capacity was sufficient. In response, the Chair stated the committee may return to the subject at a later date if it was felt progress with delivery was not sufficient.

3. Statement from Gia Margolis

Dear Councillor Staveley,

At the November meeting we asked this committee to investigate the millions of pounds of funding that has been wasted on consultants and reports. We asked you to investigate why no active travel schemes of any significance have been delivered in Harrogate in the last ten years. A small section of cycle path has been delivered but the adjacent section has been cancelled and an excellent safe scheme introduced on Beech Grove during Covid was withdrawn despite public approval. I sent the chair of the committee some questions in February 2024 following my statement at the November 2023 meeting. I have had no reply to those questions.

A suggestion was made that the failure of delivery was because North Yorkshire had only recently taken over Highways as the new combined authority. This shows a gross misunderstanding of the facts that North Yorkshire have managed the highways in Harrogate since 2009. Any of the schemes proposed by the new developments in the West of Harrogate are all within the development sites with no safe access to existing routes. All mitigation proposals are to increase capacity of cars at junctions by reducing pavement space.

Councillors are consistently being told that things will change and that reports and plans are being written but until this translates into the delivery of safe infrastructure then the problems of increased congestion will continue to plague our streets and damage the health

of our children and grandchildren. We have a climate crisis, we have a town where the norm is to drive even short journeys and we have a generation who do not feel safe to walk or cycle on our roads.

North Yorkshire rely on funding bids to build a safe cycle and walking network. This is because their LTP does not allocate any funding for active travel. The council has won significant funding bids. They have built nothing and there is no guarantee that anything will be built in the next financial year.

North Yorkshire have recently been told that they have not received funding from the latest round of Active Travel Fund bids and their own rating has been downgraded by Active Travel England. Have any of you looked at North Yorkshire's submission?

It is our view and we urge you to investigate further that this department does not have the skills or capacity to deliver an active travel scheme. The last scheme delivered was in Harrogate in 2014 and that officer has moved on. Is there an officer in post who has delivered any significant active travel scheme? You must ask this question. The department needs to fund a senior post or seek a secondment for one or two years of an officer who has experience of delivering active travel schemes and changing a culture where every scheme currently is stalled in a mire of processes where mistakes are regularly made, consultations, changes of design and spurious delays because of other things that "might happen". This appointment would see an officer who lives works and travels within the urban conurbation of Harrogate. That person would build on the existing network of active travel, see that quick wins can be part of the solution and build relationships with the community that would avoid the debacle of the Otley Road and Gateway schemes.

Over the last few years we have been given endless different reasons for the non delivery of projects. Timetables are given time and again but systematically pushed further away. The nett result is that every cycle scheme has been stripped out of every major project and any of the small schemes are in a perpetual process of delay. The latest reason for delay and one that the authority has known about for years is the development of houses on the West of Harrogate. This should not affect the ability of North Yorkshire to have gone ahead and delivered what was in their remit and for which they had funds.

I urge this committee not to fob us off for another twelve months when all these issues were raised at the November 2023 meeting and so far nothing has changed.

Response of the Head of Network Strategy, Allan McVeigh

Until recently there were no dedicated officers to oversee delivery of active travel schemes. This meant work had to be split between Operational staff who also manage capital program delivery, wider improvement scheme delivery and work reactively whenever issues arise – unfortunately some improvement schemes slipped down the list of priorities due to this.

Design of schemes is an iterative process involving officers and consultants along with rounds of stakeholder engagement. Safety Audits must be completed with satisfactory outcomes, and legal processes adhered to, particularly with reference to TRO's which will be impacted on almost all schemes. The TRO process is lengthy and resource heavy, with at least two rounds of consultation being required to satisfy legal requirements. If objections are received these must be considered, where they cannot be mitigated this might mean that schemes do not go ahead, need to be amended or may need to be removed from consideration. Objections being raised also means that a report to the Corporate Director is required to determine whether the order ought to be sealed – again this unavoidably adds to the timescales on schemes as well as officer workload; works cannot be delivered until the TRO process has concluded.

In addition to the above, there are numerous constraints to scheme delivery, including staff

resource across various different departments, availability of contractors who must also deliver capital program, lack of space within adopted highway, Stray land etc which all make delivery in Harrogate and the wider area a challenge. Unfortunately schemes that are perceived to be “quick wins” on the surface are often not in practice.

A new post (Improvement Project Delivery Manager) was created and since November 2023 a lot of progress has been made on various schemes advancing through the above work stages and overcoming numerous challenges encountered along the way. This means that from Q4 24 and onwards into 2025/26 financial year we should start to see more Active Travel schemes delivered on the ground.

With regard to progress being stalled due to West of Harrogate, it took a tremendous amount of work by officers and consultants to finalise the West of Harrogate Transport Strategy which fed into the HTIP report. These two projects could not be looked at in isolation since they consider the same parts of the network. It would benefit nobody to look at Active Travel Improvements in isolation from developer funded works as this could lead to works being completed on site and then subsequently being removed if issues arose in future due to development traffic.

Officers bid for all available funding to provide active travel infrastructure and with the emerging York and North Yorkshire Combined Authority there will be greater opportunities for funding. The Major Scheme Development Pipeline includes all priority corridors identified from the various Local Cycling and Walking Infrastructure Plans. The last Active Travel England (ATE) funding pot that was available to NYC was Active Travel Fund 4 in February 2023 and we were not successful with our bid. NYC have since successfully bid for funding from the YNYCA Net Zero Fund and were successful in securing funding for a scheme between Kildwick and Silsden which will be delivered in Spring 2025.

NYC completed a self-assessment, as requested by ATE, in August 2022 in which we set out that we were at a Level 1 (out of 0 -4) ATE agreed with this status. 51% of Local Authorities in England were rated as a level 1. In December 2023, NYC submitted a second self-assessment in which we provided evidence which we believed suggested that we had improved and were a Level 2 authority. ATE disagreed and so we remained a Level 1. 52.5% of English LA's are currently at Level 1. The majority of LA's (92.5%) are currently rated at level 1 or 2. Officers are working with ATE to improve our level for future years by attending sessions set up by ATE and utilising Capability Funding (also from ATE) to develop active travel schemes to a bid ready status.

13 NY Highways Performance and Progress

The Committee considered a report of Nigel Smith, Head of Highways Operations, NYC, detailing the performance of NY Highways.

An overview of the report was given, with the key points as summarised below:

- During 2023/24, budget savings in revenue activities of £1.9m was achieved as a consequence of efficiencies and reduced costs of delivery.
- Healthy and Safety performance figures for 2023/24 were positive, with an improvement on previous years, even with the setting of more challenging targets. Campaigns were introduced to improve safety, for example with driving at work, stress and preparedness for ISO Accreditation.
- For 2024/25, it is hoped to achieve an external works profit of greater than £100,000, carry out more than 90% of the cyclical gully programme, reduce the carbon footprint and further improve the carbon intensity value.

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

- The links between NY Highways and street cleansing colleagues, with a working group known as 'HAT 03' set up to develop initiatives to deliver efficient and effective services, with an aspiration for cost savings along the way. This involves a review of equipment and fleet deployed.
- The capabilities of the gully cleaning system to ensure blocked gullies are cleaned frequently? A 'Find and Report' approach is adopted. Also ongoing is a review of locations where frequent non-programmed (reactive) gully cleansing is required, and then adjusting the risk rating to reflect that.
- The number of apprenticeships employed across NY Highways was encouraging to see.
- The work undertaken with parking services to co-ordinate gully cleaning to give prior notice to parked vehicles to move in order to allow the required works to take place. Occasions when work is unable to take place due to vehicles not moving is closely monitored, currently at around 6% for 2024/25 to date.
- Are poor response rates to non-essential queries linked to staff capacity? It was noted an NYC transformation restructure is ongoing to fill vacant posts. It was noted that resilience could be brought in from the NYC arms length companies if required.
- A fear of flooding with the wetter weather has led to increased reports of blocked gullies. When warning is given of named storms or future serious weather events, teams can be quickly deployed to flooding hotspots to ensure those parts of the drainage system are working efficiently.
- How work is evaluated for quality control? It was explained that getting things right first time is the priority, with completed works photographed and kept on file, together with regular sampling of works. On occasions when work is not up to standard, these are reviewed by both Heads of Highways Ops, and an improvement plan put in place, at no additional cost to the Council.
- It was noted that the level of sickness absence for NY Highways is higher than the previous year. This was felt partly to be due to the aging workforce of NY Highways.

It was resolved to note the information in the report.

14 Review of Future Household Waste Collection Options

The Committee considered a report of Peter Jeffreys (Head of Service Waste), Aimi Brookes (Service Development Manager – Waste) and Michael Leah (Assistant Director – Environmental Services, Climate Change & Integrated Passenger Transport, to seek views on the plans for the future harmonisation of waste and recycling services across North Yorkshire.

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

- A Waste Harmonisation Task and Finish Group, with representation from all of the council's political groups, had been meeting regularly since November 2023 as the proposals and public consultation process had developed.
- Discussions of the various options started three years ago, as it became clear that future funding for North Yorkshire from national government would depend on how efficient and effective the waste collection service is.
- The current service includes:
 - Fully comingled – Craven, Scarborough – 1 wheelie bin
 - Twin stream – Hambleton (box & wheelie bin), Harrogate (boxes & bags, rolling out wheelie bin)
 - Kerbside sort - Richmond, Ryedale - (boxes & bags)

- Twin stream (alternate fortnightly) – Selby (2 wheelie bin)
- Capacity varies from 115 litres to 295 litres per fortnight
- A desktop options appraisal, looking at nine assessment criteria, found the alternate fortnightly option with two recycling wheeled bins (Selby model) scored the highest, followed by the kerbside sort option with three containers, with the fully comingled option scoring the lowest.
- Previous experience in North Yorkshire is that changing from boxes/bags to wheelie bins does increase recycling. For example, comparison of kg/household in 2019/20 (pre covid) to 2023/24 (post covid) showed a big increase in Selby recycling rates following the service change.
- The initial estimated cost of implementing the changes would be around £8 million over the next five years, but it is anticipated the alternate fortnightly collection option with two wheeled bins would save about £560,000 per year, with the potential for even more savings.
- Wheelie bin systems require the fewest vehicles and staff due to the efficiency of collection.
- One of the key findings from the ‘Let’s Talk Rubbish’ public consultation (over 10,000 responses) was the need for clear and concise communications with residents. Nearly nine in ten residents say it is ‘important’ or ‘very important’ to have access to an equal recycling service in North Yorkshire.
- With regard to carbon modelling, all of the three options considered reduce greenhouse gas emissions compared to the baseline. Kerbside sort saw the biggest reduction, followed by alternate fortnightly collections then fully comingled delivers the least benefit.
- Officers are conscious that one size doesn’t fit all, and there are storage concerns around the two bin approach. Where there are genuine issues with storage or access for properties, bespoke/alternative collections will be provided. Approximately 7.5% of properties in North Yorkshire currently receive a sack collection or are classed as ‘hard to reach’.
- The Malton area will be the first area for the rollout this summer, linked to the vehicle replacement programme requirements, with the rest of the county phased in over a two-to-three year period.
- The work to date suggests the most efficient and effective way to collect recycling across North Yorkshire is the alternate fortnightly collection of 2 wheeled bins. This service:
 - Requires low vehicle and staffing numbers
 - Requires the least financial resources across a range of rebate values
 - Reduces greenhouse gas emissions
 - Meets existing criteria not to collect separately (subject to government policy review)
 - Meets residents preference for wheeled bin(s)
 - Is flexible so that all property types and access arrangements are either accommodated or provided with a bespoke solution.

Following this, significant points highlighted by committee members were:

- Whether the online waste collection calendars and associated guidance for residents of the new collection approach would be ready to explain the changes in good time ahead of the new arrangements coming into force. In response, it was noted that Local Government Reorganisation had brought together waste officers from across the county with lots of experience of initiating service changes. The waste collection online calendars had been harmonised this year. Physical calendars were under consideration to assist residents, along with other communication methods such as door-to-door messaging and linking in with key local

stakeholders such as the relevant elected member and the parish and town councils.

- Members queried the level of engagement with key stakeholders such as the National Parks, the Planning Authority and the impact on occupiers of listed buildings.
- Reference was made to the recent member visit to see the Selby refuse collections and the amount of bins brought out on collection days for crews to navigate.
- Provision made within planning policy that all new planning applications require appropriate bin storage at new housing developments that reflects the agreed approach. It was noted that discussions have started with Planning team colleagues to reflect this in policy terms, for example to ensure access roads are accessible and fit for purpose for collection vehicles to operate in and out of.
- Concerns were raised that the costs of providing alternative services to households unable to receive the standard two recycling wheeled bins has not been fully quantified and appraised. There was an assurance that officers will work with a local area as there is a need to be sensitive to different locations and also flexible enough to meet local housing types and access arrangements. It was noted that when the former Selby District Council moved from a box to a wheeled based scheme, approximately only an additional 50 (out of 40,000 properties) could not accept the two wheeled bin recycling service rolled out. Therefore the cost of additional bespoke arrangements is highly unlikely to significantly affect the financial assessment of the waste collection options.
- Areas that currently use boxes and bags would be encouraged to reuse them for other purposes once the switch to wheeled bins has been carried out, otherwise the household waste recycling centres would accept them for recycling and excess stock offered to local organisations to make sure they are reused as much as possible.
- Officers were referred to a recent decision by a neighbouring authority, to adopt comingled collections due to diminishing amounts of paper and card. Following the meeting, officers have reviewed publicly available documents and also spoken with respective officers and have established that residents in the neighbouring authority were issued with a small, wheeled bin insert called a caddy, for paper and card. It is felt that restricting the capacity of recycling containers would adversely affect the quantities of recycling collected.
- How the move to a four day working week for the waste collection teams could be communicated most effectively to residents, with the suggestion that information is included within the annual Council Tax bills if appropriate. This idea would be considered.

Resolved - That the elected member feedback of the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee be fed into the Executive and Full Council reports to show the areas of concern raised, in particular around i) the financial modelling, ii) the future planning policy and iii) learning from other local authorities when deciding the household waste collection scheme to be adopted in the future.

Following this, the report on Allerton Waste Recovery Park (AWRP) performance was considered.

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

- AWRP consists of 3 technologies: Mechanical Treatment plant, Energy from Waste

(EfW) plant, Anaerobic Digester, plus Offices & Visitor centre. Services commenced 1 March 2018.

- The facility has two main contractual targets; recycling or composting a minimum of 5% of Contract Waste and diversion of a minimum of 70% of Contract Waste away from landfill. Failure to achieve these targets leads to financial deductions. AWRP do recover plastics before material is burnt, this is a bespoke arrangement and helps.
- Outside of reported targets the visitor centre welcomed over 2,800 visitors ranging in age from seven to ninety-two. The contractor had closely worked with Yorwaste, helping with their Christmas campaign and their upcycling Fashion Show launch. Community initiatives include sponsoring the local scout group in the Knaresborough Bed Race, Go Green for Halloween, working with the North Yorkshire Rotters, and donating fleeces and Hi-Viz jackets to local groups and litter pickers.
- In relation to recent national news stories concerning waste incineration, it was noted that EfW technology was never seen as a permanent long-term solution that fixes all of the issues with waste disposal. With the move away from landfill, due to the harmful impact it can have on the environment, EfW is seen as a better alternative in this regard.
- Attention still needs to be paid to the materials and packaging that consumers purchase in the shops and supermarkets. Some of this will begin to be addressed through the introduction of the Extended Producer Responsibility, making companies responsible for the disposal of their products, which in turn will help to meet the circular economy targets of the government.

Following this, key points raised by elected members were as follows:

- The progress made during this current reporting year towards improving the recycling performance rate for 2024/25.
- The financial deductions incurred by the operator as a result of not meeting the contractual targets at AWRP.
- The implications of national policy changes such as the future introduction of the UK Emissions Trading Scheme.

It was resolved that the AWRP section of the report be noted, but that in future years a standalone annual report be provided to the committee.

15 Climate Change Strategy Performance

Report of Jos Holmes, Climate Change Strategy Manager and Michael Leah, Assistant Director – Environmental Services, Climate Change and Integrated Passenger Transport, to provide a progress report on the implementation of the Climate Change Delivery Pathway.

Some of the key points outlined in the report were:

- Over 100 current actions from the Climate Change Delivery Pathway were being delivered or recognised as priority areas of focus and progress reported against each of these.
- The estimated level of investment in climate change delivery with the available figures over a two year period to March 2025 is £2.8million internal funding and £32.7million utilising external funding (this excludes some investment figures not currently available) across the three sections of Mitigation, Adaptation and Supporting Nature.
- Officers are currently preparing a new round of funding proposals and projects to Great British Energy and an indicative pipeline of proposals has been submitted to the

York and North Yorkshire Combined Authority as part of its Carbon Negative Challenge Fund.

- Annual 'territorial' statistics from the Department of Energy Security and Net Zero are included with an 18-month time lag with the figures for North Yorkshire in 2022 and a comparison to 2020 figures. Also included are the North Yorkshire Council Operational Carbon Emissions for the 2023/2024 year. This is the first year of operational emissions for the new Council and data indicates the total emissions and derivation of emissions. This now provides a baseline for the new Council, but the calculation will vary depending on the addition or removal of building assets and ongoing transformational activity or organisational restructures.
- It is the intention to bring the carbon emissions of Brierley Group companies into these calculations in future years.
- The focus of the policy development work over the coming months is the development of an Adaptation Strategy by March 2025.

Following this, key points raised by committee members were:

- To detail the work ongoing around active travel and sustainable travel initiatives. In response, support for programmes such as North Yorkshire Lift Share were highlighted and encouraging low carbon travel options through the Bus Service Improvement Plan. One of the proposals submitted to the Combined Authority is the development of a multi-departmental, cross cutting project on air quality, cycling & walking and education. It is hoped to pilot this in the Darlington Road area of Richmond, where five schools with similar finish times experience regular congestion and air quality issues.
- Examples of inadequate cycling and walking provision were highlighted and how these discourage residents and visitors from using more sustainable travel options, particularly as part of new housing developments built with poor active travel infrastructure.
- In deeply rural areas there has been substantial investment in a community transport decarbonisation project, installation of electric vehicle charging points in rural areas through the LEVI programme, where points were not seen as commercially viable, mainly due to a lack of grid capacity.
- The importance of local bus services for rural communities as a low carbon option and increasing the frequency and reliability of the services is a key part of increasing passenger numbers and improving wider connectivity.
- Ways of reducing the cost of electric vehicle charging to make it affordable and realistic option for many communities.
- Work by the Council to champion community energy initiatives. In response, the opportunities and grants available through the UK Shared Prosperity Fund and the Devolution Deal decarbonisation fund for community buildings was highlighted. Four to five larger community energy schemes have been supported through to feasibility stage, to hopefully enable the selling of energy 'behind the meter' in areas where they are grid constrained.
- The Member Champion for Climate Change, Councillor David Hugill, spoke to highlight the 'Farming in Protected Landscapes' programme and the developing plans to encourage cycling in the National Parks. He looked forward to future involvement.
- In rounding up the discussion, the officer noted plans to set up a forum of all protected landscapes - not just National Parks, but AONBs to discuss environmental matters. It is also hoped to link in with the York and North Yorkshire Combined Authority to address a common set of challenges.

Resolved that Members acknowledge the progress related to the implementation of the Climate Change Delivery Pathway and proposed next steps.

Following the meeting, the North Yorkshire Operational Emissions 2023/24 table at Appendix 2 was updated to correct the figures originally supplied.

Emissions from staff business travel are now 2,089.83tCO₂e

This means total emissions (scope 1, 2 and 3) are now 29,951.10tCO₂e

The updated table with the correct information is set out below:

Scope		FY 24 (Year 1 of new NYC)	
		Emissions (tCO₂e)	Percentage of total emissions
Scope 1		14,676.47	49.0%
Scope 2	Market based	6,571.64	21.9%
	Location based	6,571.64	21.9%
Operational emissions		21,248.11	67.1%
Scope 3		8,702.98	29.1%
Total		29,951.10	

The change in business travel mileage is as a result of the claimed mileage figures provided not being accurate. Therefore, we have had to use the paid mileage figure as this was felt to be a more reliable and replicable figure to use.

16 Development of a Tree and Woodland Policy

Report of Jon Clubb, Head of Parks and Grounds and Helen Arnold, Tree and Woodland Manager to provide a progress update on the development of North Yorkshire Council's first Tree and Woodlands policy.

Key points outlined in the report included:

- 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.
- Four of the previous legacy authorities had developed individual approaches to tree and woodland management, prior to local government reorganisation. These documents remain in place in the interim, however as the new unitary authority, North Yorkshire Council has a unique opportunity to combine this knowledge and experience to develop a robust policy framework for the county.
- 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.
- 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 all stakeholders with clarity on how this will be managed.

- Themes of the new policy will include sections such as risks from trees, methodology to inspect trees, operational works and what will and won't be undertaken and the legislative tools at our disposal.
- As the policy is built up, engagement and consultation will be very important. Trees are right across the county and estates and many different council services will have some interaction with trees, such as: Children and Young People Service, Planning, Highways, Housing, Bereavement, Countryside Access, Environment and Climate Change, and Insurance and Risk.
- The Tree and Woodland team has been broken down into four separate areas:
 - Protected trees – planning consultations, TPOs, conservation areas and high hedges.
 - Tree asset management – tree surveying and inspection with a focus on benefits and risks
 - Tree operations – mixture of in-house tree surgeon teams in the East and the West, together with external contractors
 - Tree and woodland creation – initiatives such as the Woodland Creation Accelerator Fund and the White Rose Forest partnership
- The new policy will act as the rule book for all interested parties and to manage expectations while protecting the tree asset. It will act as an essential go-to reference for local stakeholders and landowners, as well as guide the council in managing vast numbers of trees and using resources effectively.
- Officers will be using the Tree and Woodland Strategy Toolkit from the Tree Council as a key document to refer to in developing the new strategy, along with reviewing and benchmarking against other similar sized local authorities, with Durham City Council, Oxford County Council and Norfolk County Council to be reviewed initially.
- The policy applies to how we manage trees under our ownership or within our responsibility, trees in private ownership that pose a risk to public safety and also private land where duties apply. After the policy is in place, tree inspection procedures and tree planting guidance notes will follow.
- The full draft strategy is planned to come to a future meeting of this committee for consideration and feedback.

Following this, key points raised in the discussion were:

- Committee members were very supportive of the development of an exciting new policy in this important area.
- The benefits to mental health and wellbeing from trees and woodland, and how trees can help with other environmental issues such as surface water run off to help local communities.
- Community engagement will be key to whether the new team succeeds. It is planned to use exemplar projects such as 'Birmingham TreePeople' to adopt similar schemes in areas of North Yorkshire.
- Link in with public health teams, as an example around how shade from trees can reduce UV exposure, provide shelter and prolong the lifespan of tarmac surfaces by mitigating heat exposure.
- In order to submit successful grant fund applications in the future, it was important for the team to be ready for these to maximise these as much as possible.
- Potential economic benefits to the council around slowing the flow, natural capital approach and biodiversity net gain.
- The tree protection team will be solely focussed on the statutory protection of trees,

where they are necessary.

- The need for education of landowners around tree matters, with the new centralised specialist team better placed to advise on these requests or to improve the knowledge and understanding of others.
- If was asked if the policy could take reference to the United Nations Sustainable Development Goals as part of the new policy.

Resolved

- i) That the report and appendix be noted
- ii) That a full draft of the policy is submitted to a future meeting of TEEE O&S Committee for comment.

17 Work Programme

The report of the Senior Scrutiny Officer inviting Members to consider the work programme and confirm, amend or add to the areas of the work listed.

Following discussions as part of a previous item, a private briefing on Allerton Waste Recovery Park was requested by the committee.

Resolved -

That the work programme be noted and updated to reflect the discussions at the meeting.

18 Any other items

There were no other items of business.

The meeting concluded at 3.15 pm.

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

30 January 2025

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

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To update committee members on the progress made by officers following the approval of the Motion on water quality for improvements in health, wildlife, biodiversity and economy at the meeting of Full Council on 15 November 2023

2.0 BACKGROUND INFORMATION

- 2.1 At the meeting of Full Council on 19 July 2023, the Chairman decided that a Notice of Motion submitted on water quality for improvements in health, wildlife, biodiversity and economy should be referred to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee for consideration.
- 2.2 The motion was then presented on 19 October 2023 to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee and a series of recommendations were referred back to Full Council for approval.
- 2.3 At the meeting of Full Council on 15 November 2023, it was unanimously agreed to support the motion on water quality, accepting in full the recommendations put forward by the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee.
- 2.4 It was also put forward as an additional recommendation at the Council meeting and subsequently agreed that the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee review the motion in six months.
- 2.5 The full motion text agreed by Full Council on 15 November 2023, resolved to:
- Recognise it has a role and agrees to define its role to protect the rivers, watercourse and seas in North Yorkshire and precious habitats supported in these ecosystems; as far as possible from the cumulative impacts of pollution, including in line with its local planning policy and the National Planning Policy Framework.
 - Be aware that there is evidence of deterioration of water quality due to the cumulative impact of nitrates phosphates, micro-plastics, pharmaceuticals, historical metal mining, waste and minerals activities, rural diffuse pollution and multiple sewage discharge events from diffuse and point source pollution including private and statutory waste treatment system to monitor, measure and seek to better understand the impact on our local rivers, wildlife and the health of our residents.
 - Draw on relevant evidence that assesses the cumulative impact of pollution so that this is appropriately factored into the emerging North Yorkshire plan, including the site-specific level of future development.

- 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.
- Ask all relevant water companies, from this date onwards, in its planning consultation responses for major developments, to clarify which treatment works will be managing the sewage; confirm that these treatment works have the additional capacity to take waste from agreed developments and whether it has the information available to assess the impact on the number or duration of sewage discharges into local rivers or seas, and if it does have this information to share it (noting that this can only be requested not required).
- Ask the Leader and appropriate Executive Members to collaborate with other Local Authorities facing similar water quality problems in order to best understand how we can use our influence to reduce and mitigate the damage done to our watercourses.
- This Council plays its part in supporting communities who wish to attain bathing water status.
- Planning policy should give specific weight and consideration to the potential impacts on watercourses and river waterbodies both in terms of potential contamination and health.
- To ask the Leader of the Council, if the motion is carried, to write to the Secretary of State for Environment, Food and Rural Affairs to request that the policy issues raised in the Notice of Motion be included as part of the National Planning Policy Framework.

2.6 This motion has been endorsed by the Yorkshire Dales Rivers Trust; Lower Ure Conservation Trust; Yorkshire Wildlife Trust.

2.7 The motion be reviewed by the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee in six months.

2.8 The first update was provided to the Committee on 08 July 2024, where it was agreed that a further report be provided in six months (at this meeting) to continue to track progress and areas of improvement.

3.0 NATIONAL POLICY UPDATE

3.1 Just before this matter was last discussed by the TEEEOOSC on 08 July 2024, a general election was held, resulting in a change of government. Since July, there have been a substantial number of new policy initiatives, emerging legislation and reports relating to the water sector - key elements of these relevant to issues covered by the NYC Motion are outlined below.

DEFRA 'Five Key Priorities'

3.2 Very soon after his appointment in July, the new Defra Secretary of State, Steve Reed MP, set out five new priorities for the Government in the next parliament. These included

- clean up rivers, lakes and seas
- ensure nature's recovery
- protect communities from the dangers of flooding.

[Defra Secretary of State at Summer Stakeholder Reception - GOV.UK](#)

Water (Special Measures) Bill 2024

3.3 The Water (Special Measures) Bill (the bill) was introduced into Parliament on 4 September 2024. The bill will strengthen significantly the power of the water industry regulators and will

deliver on the government's commitment to put failing water companies under special measures.

3.3.1 The provisions in the bill will require water companies in England and Wales to publish information on the frequency and duration of discharges from 100% of emergency overflows in near real time (within an hour of a discharge occurring). To meet this requirement, water companies will have to install and operate monitors at all emergency overflows.

3.3.2 The bill will introduce a new statutory requirement for water companies in England to publish annual Pollution Incident Reduction Plans. These plans will be publicly available and will increase transparency about the steps water companies are taking to reduce the severity and frequency of pollution incidents and enable the public and customers to hold water companies accountable.

[Water \(Special Measures\) Bill: policy statement - GOV.UK](#)

Independent Water Commission

3.4 The Secretary of State for the Environment, Food and Rural Affairs, the Deputy First Minister for Wales and Cabinet Secretary for Climate Change and Rural Affairs have asked DEFRA to work with the chair of a new independent commission, Jon Cunliffe, to come up with a set of recommendations to reform the water sector regulatory system to deliver the reset of the water sector in England and Wales.

3.4.1 The Commission's objectives include the following:

- Ensure there is a strategic spatial planning approach to the management of water across sectors of the economy, tackling pollution and managing pressures on the water environment and supply at a catchment, regional and national scale. This approach should recognise the cross-border challenges that water can present.

3.4.2 The Commission is expected to launch a 'call for evidence' from stakeholders – including local government – within the next few weeks. The Commission has been tasked to report to Government by the end of June 2025. [Independent commission on the water sector regulatory system: terms of reference - GOV.UK](#)

Environment, Food and Rural Affairs (EFRA) Committee - Reforming the water sector Inquiry

3.5 This inquiry will allow the EFRA Committee to examine a range of issues and ensure that Government reforms and the work of key regulators lead to genuinely impactful change. The Committee will call for evidence on a regular basis and produce iterative and focused reports throughout the inquiry. Topics for scrutiny by the EFRA Committee include:

- Agricultural pollution.
- Sewage overflows.
- Other sources of water pollution such as chemicals, transport and road run off.
- Water security for consumers and industries such as agriculture.
- Reducing water demand: both through consumers and wider supply chains.
- Supporting the water-based leisure industry;
- Impact of and emergency responses to flooding, drought and outages.

[Reforming the water sector - Committees - UK Parliament](#)

Office for Environmental Protection report on failures to comply with environmental law into the regulation of network combined sewer overflows (CSOs).

3.6 The Office for Environmental Protection (OEP) has concluded that there have been failures to comply with environmental law by the Department for Environment, Food and Rural Affairs (Defra), the Environment Agency (EA) and Ofwat following an investigation into the regulation of network combined sewer overflows (CSOs).

3.6.1 The OEP has sent each of the public authorities a decision notice setting out its findings and the steps that it considers should be taken to put matters right. The public authorities now have two months to respond and confirm whether they are going to take those steps. Failure to do so could result in court action.

[OEP finds there have been failures to comply with environmental law in relation to regulatory oversight of untreated sewage discharges | Office for Environmental Protection](#)

DEFRA consultation on proposed changes to process for designation of Bathing Waters

3.7 In November Defra launched a six-week consultation on proposed changes to the process for designating Bathing Water sites. NYC has responded to this consultation, broadly supporting the proposed changes and commenting on some specific matters.

3.7.1 The proposed changes include:

- Removal of fixed bathing water season dates (which currently runs from May to September) from the regulations to allow for a more flexible approach to monitoring, extending the dates of the bathing season to better reflect when people use bathing waters.
- Expanding the legal definition of 'bathers' to include participants in water sports other than swimming, including paddle boarders and surfers.
- Further considering water quality and public safety when applications for new bathing waters are assessed.
- Introducing multiple testing points at bathing water sites.
- Ending the automatic de-designation of bathing water status after 5 consecutive years of a site being rated 'poor', which can damage local tourism and businesses. Instead, underperforming sites will be individually reviewed by regulators, taking into account their unique circumstances. [Bathing Waters Final Consultation document.pdf](#)

OFWAT - final determination on water company investment in period 2025 – 2030

3.8 OFWAT has recently published its final determinations on the level of investment that can be made by the water companies over the next five-year period. The 2024 Price Review (PR24) final determinations will see a quadrupling of new investment over the next five years.

3.8.1 Key environmental investments requirements for the three water companies covering North Yorkshire are:

- Over 2025-30, we expect Yorkshire Water to deliver a 32% reduction in storm overflows and a 75% reduction in harmful nutrients in rivers. We allow the company to invest £1.5 billion in reducing storm overflows and expect it to spend £98 million on installing water quality monitors in rivers
- Over 2025-30, Northumbrian Water is tasked to deliver a 28% reduction in storm overflow spills to reduce the average spill number per overflow to 14 and invest in 159 spill reduction schemes. It should also invest £387 million to prevent nutrient pollution, including the Long Sea Outfall scheme.
- Over 2025-30, we expect United Utilities to deliver a 33% reduction in spills from storm overflows and the company is allowed £2.5 billion to achieve this. It is also tasked to deliver a 30% reduction in pollution incidents.

[PR24final determinations:Sector summary - Ofwat](#)

National Storm Overflow Hub

3.9 The National Storm Overflow Hub, launched by Water UK in November, provides real-time monitoring of sewage overflows. [National Storm Overflow Hub for England](#)

Water Company Drought Plans 2027

3.10 Water Companies are legally required to produce a drought plan every 5 years, which sets out the process they will follow to maintain water supplies to customers in the event of a prolonged period of exceptionally low rainfall.

3.10.1 The water companies are now in the process of revising these plans, ready for the publication of new their Drought Plans 2027 in Autumn/Winter 2026. The Drought Plan is reviewed and updated in accordance with regulatory requirements and follows guidelines set by our environmental regulator, the Environment Agency.

3.10.2 Under the Drought Plan Regulations 2005 the water companies are required to pre-consult with regulators and relevant stakeholders prior to submitting the draft plan to the Secretary of State for the environment, food and rural affairs (Defra). NYC will be responding to the pre-consultation – and to the consultation on the detailed draft plan that is due to take place in the autumn.

Flood management funding review

3.11 A consultation is to be undertaken on a new strategic vision for floods investment, probably commencing in late January or early February. This will include a review of the existing formula to ensure that the challenges facing businesses and rural and coastal communities are adequately taken into account when delivering flood protection.

3.11.1 The future funding of nature-based solutions / natural flood management will form an important part of this review – the floods Minister, Emma Hardy MP, is convening a ministerial round table on natural flood management on 20 January to discuss this.
[Reforms to flood funding and investment to protect farming communities - GOV.UK](#)

National assessment of flood and coastal erosion risk in England 2024 (NaFRA)

3.12 The new NaFRA shows that around 6.3 million properties (homes and businesses) in England are in areas at risk of flooding from one or a combination of sources:

- rivers
- the sea
- surface water

3.12.1 With climate change the total number of properties in areas at risk from rivers and the sea or surface water could increase to around 8 million by mid-century. In other words, 1 in 4 properties in England will be in areas at risk of flooding from rivers and the sea or surface water by mid-century.

[National assessment of flood and coastal erosion risk in England 2024 - GOV.UK](#)

4.0 TWELVE MONTH PROGRESS UPDATE

4.1 Under each numbered section of the agreed motion, an update has been provided as follows:

1. *Recognise it has a role and agrees to define its role to protect the rivers, watercourse and seas in North Yorkshire and precious habitats these support as far as possible from the cumulative impacts of pollution, including in line with its local planning policy and the National Planning Policy Framework.*

- These issues continue to have a profile across a range of Council services and in NYC's wider partnership activity involving water companies, the Environment Agency, catchment partnerships and rivers trusts, and with other stakeholders.
- River/ catchment/ water quality matters feature strongly in the emerging Local Nature Recovery Strategy (LNRS) – the importance of enhancing rivers and wetland habitats and their associated species has come through very clearly in stakeholder engagement and the prioritisation work that has been undertaken on the LNRS over the last six months.

- As previously noted, these matters are being considered within the Local Plan process, in particular in relation to the Blue Green Infrastructure strand.
 - This is an important element of the Biodiversity Net Gain (BNG) provisions that now apply to most types of development that require planning permission. The operation of the BNG system is still bedding-in and it is too early to fully assess the significance of the role this will play in addressing wider water quality and wetland habitat concerns.
2. *Be aware that there is evidence of deterioration of water quality due to the cumulative impact of nitrates phosphates, micro-plastics, pharmaceuticals, historical metal mining, waste and minerals activities, rural diffuse pollution and multiple sewage discharge events from diffuse and point source pollution including private and statutory waste treatment systems to monitor, measure and seek to better understand the impact on our local rivers, wildlife and the health of our residents.*
- There continues to be regular media reports on different aspects of water quality and pollution issues and the high level of public interest and concern about these matters shows no sign of abating, On 3 November thousands of people, from a wide range of environmental organisations and individuals, took part in the 'March for Water' on central London to express their concerns about the state of Britain's rivers and seas.
 - For example, a recent report by Watershed Investigations, involving teams for the University of York with whom NYC is already working, has highlighted the range of pollution sources in rivers across the UK. Focussing on designated Bathing Waters, this work identified the river Nidd at Knaresborough as one of a number of the sites of particular concern:
[Bathing sites polluted by drugs, chemicals, pathogens and 'superbug genes' - Watershed Investigations](#)
3. *Draw on relevant evidence that assesses the cumulative impact of pollution so that this is appropriately factored into the emerging North Yorkshire plan, including the site-specific level of future development.*
- NYC has yet to commission specific studies to look at water and air quality issues but will do so once we have a clear direction in terms of where growth is to be focused - and these will inform the Sustainability Appraisal/ Strategic Environmental Assessment (SA/SEA) and Habitats Regulations Assessment work (HRA) (as required).
 - The SA/SEA scoping is in production, and the HRA commission is under preparation. These are pieces of work which inform both sites and policies.
4. *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.*
- The inaugural meeting of a new North Yorkshire River Catchments Forum (NYRCF) has taken place on 24 June 2024 and a second meeting, chaired by Richard Flinton, took place on 02 December 2024.
 - The Executive Member for Managing our Environment, Cllr Greg White, attended the second NYRCP meeting held in December.
 - These meetings have involved director level input from Yorkshire Water Group, the Environment Agency, Natural England, Yorkshire Wildlife Trust, Internal Drainage Boards, Catchment Partnerships and the Rivers Trusts.
 - Following discussion and a recommendation at the TEEOSC meeting in July to review the attendees, the NFU was invited to attend the December NYRCP.

Unfortunately, due to other pressures on staff availability, the NFU was unable to send a representative on this occasion, but the organisation has indicated that it does want to engage with the Forum going forward.

- As previously noted, the NYRCP is a strategic group – adding to existing partnership activity. A key aim of the Forum is to clarify NYC’s role as very large unitary with key responsibilities in relation to flooding / planning / highways / nature recovery (including the Council’s recently enhanced duties in relation to promoting biodiversity and in the delivery of protected landscapes management plans).
 - The first meeting reviewed current activity to identify any gaps. The second meeting focused for future activity of the Forum and agreed to develop a clear forward plan based on a number of key themes, including water quality as a core priority.
 - The Forum expressed support for holding a ‘North Yorkshire Rivers Summit’ that will involve a wider range of stakeholders, including Elected Members. Work on organising this has now commenced, and a provisional date of Monday 08 September 2025 has been identified for this Summit. Invitations will be sent out in due course.
5. *Ask all relevant water companies, from this date onwards, in its planning consultation responses for major developments, to clarify which treatment works will be managing the sewage; confirm that these treatment works have the additional capacity to take waste from agreed developments and whether it has the information available to assess the impact on the number or duration of sewage discharges into local rivers or seas, and if it does have this information to share it (noting that this can only be requested not required).*
- This has to be done within the context of the primacy of the development plan - and the accorded weight to that, in conjunction with any material considerations. Clearly water quality is a material planning consideration, and NYC can ask for additional information as part of the planning application.
 - Information on capacity in terms of dealing with planning applications is something that a strategic level Yorkshire Water do not do - but they do comment on connections into mains sewers with individual planning applications.
 - This is a matter that would benefit from input from the Development Management Managers to see how they feel this can be explored – this will be progressed within the Planning Service. The service is looking into the preparation of a Local Validation List and proportionate information on this could be required to be submitted as part of the planning application.
 - The release of the revised NPPF and changes to the standard method, and the age of legacy local plans in the North Yorkshire area mean that there is going to be an increased number of windfall applications being considered by the Council.
 - Discussions with the Water Utilities is taking place around the work on the Local Plan to understand the capacity situation across North Yorkshire.
6. *Ask the Leader and appropriate Executive Members to collaborate with other Local Authorities facing similar water quality problems in order to best understand how we can use our influence to reduce and mitigate the damage done to our watercourses.*
- NYC works with a number of other LA’s through the already established Catchment Partnerships (CPs). There are nine CPs in North Yorkshire of which six cover significant areas of the county.
 - NYC is an active participant the Integrated Catchment Solutions Programme (iCASP) led by the University of Leeds, that also involves other local authorities across Yorkshire.

- NYC continues to play a key role in the delivery of a number of specific projects delivering positive catchment management projects across the County.
 - One project, funded mainly through the EA, that is now very actively delivering environmental enhancements at a catchment scale is the Foss Catchment project where the Council is providing project management support with the Yorkshire Wildlife Trust as delivery partner. Working with farmers across the upper and middle Foss catchment to the north of York and with increasing involvement of the local Internal Drainage Board, this project is making a real difference to the way this highly modified river is being managed. More information is available on the project website:
 - [Foss Catchment Project | Yorkshire Wildlife Trust](#)
 - In the west of the County, NYC is a members of the steering group for the Long Preston Floodplain Project (LPFP) was first started in 2004 to enhance the important wetland habitats of the Ribble floodplain between Long Preston and Settle. The project is a genuine collaboration - with landowners and organisations coming together to create a healthy floodplain that stores carbon and helps mitigate against the effects of a changing climate as well as supporting an abundance of plant and wildlife.
 - [Long Preston floodplain | YDMT](#)
7. *This Council plays its part in supporting communities who wish to attain bathing water status.*
- Knaresborough Lido was formally designated as a Bathing Water in May 2024 and regular EA water testing assessing bacteria levels in the water was undertaken between May and the end of September,
 - In November it was confirmed that based on this sampling, the site has been assessed as 'Poor'.
 - That 'Poor' classification will now apply for the 2025 bathing season – meaning that signage will be required advising against bathing at the site. NYC has responsibility to work with the site operator regarding signage.
 - NYC has previously expressed support for another successful application for Bathing Water status on the river Wharfe at Wetherby – that was also assessed as 'Poor based on the 2024 sampling programme. That site is in the Leeds City Council area but much of Wharfe catchment upstream and downstream is in North Yorkshire so many of measures that will be required to improve water quality will be in North Yorkshire – and that will benefit the whole river.
 - A site at Edisford Bridge on the Ribble at Clitheroe (Lancs) was also designated as a Bathing Water in May – and again that site has been assessed as 'Poor' based on the 2024 sampling programme. Measures to reduce pollution of the Ribble upstream in North Yorks are likely to be required – and again this will benefit the whole river system.
 - On 24 July 2024, NYC adopted a Motion calling for support for a bathing water application for the River Swale, an initiative led by the action group Save Our Swale. For the moment that has not progressed as Defra is not accepting new applications for designation of Bathing Waters pending the outcome of the designation review process referred to in section 3.7 of this update report.
8. *Planning policy should give specific weight and consideration to the potential impacts on watercourses and river waterbodies both in terms of potential contamination and health.*
- The new Local Plan is still in its early stages of production. As part of that process, officers will be having in depth discussions with Yorkshire Water, Northumbrian Water and United Utilities as site assessment work develops.

- A number of different considerations have to be factored in, including levels of development, investment cycles and so this is on-going engagement as part of the local plan work.
 - Regarding planning policy giving specific weight to water quality matters, no one policy has primacy over the other - they are all to be read in the round, but planning policy development, and site-specific considerations, will be considering water quality as an aspect. The Local Plan 'issues and options' consultation (due out for consultation in late Q2 2025) will include water quality as an issue to address.
 - Further MHCLG consultation on reforms to the plan making process, and the implementation of national development management policies may well include matters around water quality.
 - The matter of weight is a matter for the decision-taking on planning applications.
9. *To ask the Leader of the Council, if the motion is carried, to write to the Secretary of State for Environment, Food and Rural Affairs to request that the policy issues raised in the Notice of Motion be included as part of the National Planning Policy Framework.*
- As previously noted, Cllr Carl Les wrote to the DEFRA Secretary of State (Steve Barclay) and copied in the DLUHC Secretary of State (Michael Gove) on 27 November 2023. The Leaders' letter includes the full text of the motion adopted by the Council and made the following request:
 - 'In line with Item nine above, I am writing to you to highlight the issues raised in the Council's adopted Motion — and to ask that, working with your ministerial colleagues in DLUHC, the Government take appropriate action to ensure that the planning policy mailers (addressed in particular in Items 3, 5 and 8 of the Motion) are addressed in the National Planning Policy Framework.
 - My officers would be happy to discuss these matters in more detail with Defra if that would be useful.'
 - Following the six-month review by TEEE O&S back in early July, revisions to the National Planning Policy Framework (NPPF) were instigated by the new government, with a consultation taking place over the summer, to which North Yorkshire Council submitted a comprehensive response. It should be noted that the consultation questions were not related to water quality specifically. As a result, the revised NPPF published in mid-December 2024 does not make any specific updates regarding water quality, but it did strengthen wording around drainage (from a steer on flood risk management), with the revised NPPF text that:

"182. Applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.

These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity. Sustainable drainage systems provided as part of proposals for major development should:

 - a) take account of advice from the Lead Local Flood Authority
 - b) have appropriate proposed minimum operational standards; and
 - c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development."

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

5.1 Improving water quality is a key part of the 'Place and Environment' ambition set out in the Council Plan 2024 to 2028 and is particularly linked to the pillar to create a clean, environmentally sustainable and attractive place to live, work and visit. It also crosses the 'Health and Wellbeing' ambition to help people to 'enjoy active and healthy lifestyles.'

6.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

6.1 Officers have been working on a cross departmental basis to progress the numbered points of the motion text, including members of the environment/sustainability, planning and environmental health teams.

7.0 FINANCIAL IMPLICATIONS

7.1 As this report is for information only, there are no specific financial implications associated with this report.

8.0 LEGAL IMPLICATIONS

8.1 There are no specific legal implications associated with this report.

9.0 EQUALITIES IMPLICATIONS

9.1 There are no specific equality implications associated with this report.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 The climate change implications arising from the original Notice of Motion submitted were addressed in the report considered by the Transport, Economy, Environment and Enterprise Overview and Scrutiny committee on 19 October 2023. ([Link](#))

11.0 REASONS FOR RECOMMENDATIONS

11.1 To bring elected members up to speed on developments in this important area.

12.0 RECOMMENDATIONS

12.1 To note the update on the progress made following the agreement of the Notice of Motion.

12.2 To consider any further recommendations to the Executive Member for Managing Our Environment or Corporate Director of Environment to ensure progress with carrying out the motion text continues.

Appendices: None

Background documents: None

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North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

30 January 2025

Review of Household Recycling and Waste Collection Guidance

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To update members on the progress to date to harmonise recycling and waste collection guidance across North Yorkshire, and to receive Member's views thereon.

2.0 SUMMARY

- 2.1 North Yorkshire Council wants to provide one consistent approach to recycling and waste to get the most from our resources, deliver high performance to our residents and businesses and achieve value for money. A detailed and comprehensive modelling exercise has taken place to look at the method of collection but alongside this there is a need to harmonise the supporting guidance and procedures.
- 2.2 The legacy District and Borough Councils had a range of procedures covering things like missed bins, contamination in recycling, bulky waste collection and managing applications for assisted collections. Some of these procedures have already been harmonised but this document summarises them all in a complete guidance document for household recycling and waste collection.
- 2.3 The guidance document is essential to establish a common set of service standards for council staff to adhere to, and equally, for citizens to understand the level of service they can expect to receive from the Council's waste teams.
- 2.4 A report is scheduled to go before the Executive on 18 March 2025.

3.0 BACKGROUND

- 3.1 The new North Yorkshire Council as a Unitary Authority has a duty under the Environmental Protection Act 1990 to arrange for both the collection and disposal of household waste. Under the previous two tiers of local government these duties were split between the seven District and Borough Councils as Waste Collection Authorities (WCAs), and North Yorkshire County Council as the Waste Disposal Authority (WDA).
- 3.2 Following Local Government Reorganisation (LGR), North Yorkshire Council wants to provide one consistent approach to waste and recycling to get the most from our resources, deliver high performance to our residents and businesses and achieve value for money.

4.0 THE REPORT

Sections 1 to 5

- 4.1 The first sections of the guidance document set out the background and context including the national legislation that the council is required to work within.

Section 6 Bins and Containers

- 4.2 Refuse - There are currently two standard sizes of refuse bin, 180-litres in Malton and Selby and 240-litres in the remaining localities. The proposal is to implement a 180-litre bin as standard for all new and replacement bins at the point of service change and increased recycling capacity.
- 4.2.1 Garden waste - The size of garden waste containers has already been harmonised at 240 litres.
- 4.2.2 Recycling - The size and type of container currently varies depending on the collection service in each locality but will be standardised at two 240 litre wheeled bins at the point of service change (subject to Full Council approval).
- 4.2.3 Alternative arrangements will be made in areas with limited outdoor storage space or restricted access. This may include different container types or sizes to the standard described above.

Section 8 Contamination

- 4.3 Contamination results in increased costs and reduced recycling rates. The way contamination is dealt with varies across the county to some degree, but all localities tag or sticker contaminated bins.
- 4.3.1 The proposal aims to formalise the process, using increased education where there are recurring issues. Site visits will be used alongside bin tags and direct mailing to address where there are recurring issues.

Section 11 Missed Collections

- 4.4 The way the missed collections are dealt with in relation to refuse and garden waste is already fully harmonised. Reports must be made within 48 hours of the scheduled collection and the council will aim to return for justified missed collections within 5 working days.
- 4.4.1 In six out of seven localities the way in which missed recycling collections are dealt with is in line with the above. The seventh locality do not currently return for missed recycling collections and instead ask residents to present any additional recycling on their next scheduled collection.
- 4.4.2 The proposal is that we aim to return for justified missed recycling collections in all localities within five working days.

Section 15 Servicing of Rural Properties

- 4.5 The council generally provides a kerbside waste collection from the boundary between the private property and the public road / footpath. This section of the guidance document details how the council will provide services for those properties which are accessed by private roads and where a kerbside collection is not always possible.
- 4.5.1 In five out of seven localities, a lane end collection is provided where there are up to three properties accessed via a private road. In one locality the criteria is up to two properties and in one locality it is up to five properties.

4.5.2 The proposal is that a lane end collection will be provided in all areas where there are up to three properties accessed via a private road. Where there are four or more properties, a site visit will be conducted to ensure that the road / lane is suitable for access by a refuse collection wagon. Where un-adopted roads are not found to be suitable, we will agree alternative collection arrangements. This may include provision of sacks.

4.5.3 Under the proposal, existing arrangements where lane end collections are provided to up to three properties will remain in place. Access and collection points will be reviewed for the two localities who currently operate a different policy at the point of the recycling service change. Each separate location will be reviewed on a case-by-case basis.

Section 16 Assisted Collections

4.6 All localities have a procedure for residents to apply for assistance with waste collection due to age or disability. There is some inconsistency in the way that applications are made, and this guidance seeks to standardise that process.

4.6.1 At present some localities ask for proof of need at the point of application and some don't. The proposal is that checks are made at the at the point of application to ensure that only those that really need the service have access to it. Where the council already holds information relating to age or disability residents will not be asked to provide it again. In addition to permanent assistance the Council will offer temporary assistance to residents with short term mobility restrictions, such as, pregnancy related illness.

Section 18 Refuse Collection – Excess Waste

4.7 It is already standard in all localities that excess waste is not taken but there is some inconsistency in the way the excess waste is left at the property. Due to seagulls and other vermin, in the Scarborough locality, any excess waste is put into the bin when it has been emptied.

4.7.1 To ensure we are providing a standard service across the county, the proposal is it becomes standard procedure in all localities to place excess waste in the bin once it has been emptied, with information being left for the resident to explain why the waste has not been removed.

Section 20 Larger/Additional Bins

4.8 All localities have a process whereby residents can apply for large or additional bins either due to the size of the household, or because the household produces large amounts of non-hazardous clinical waste such as incontinence waste. There is currently some variation in the criteria that households need to meet to qualify for a larger bin and also how applications are made.

4.8.1 The table below sets out the current criteria for larger families.

	Standard Bin Size	Larger Family Criteria	Proof Needed?
Harrogate	240 litres	6 or more > 360	No
Malton	180 litres	5 or more > 240 7 or more > 180 and 240	Names of all occupants taken
Northallerton	240 litres	7 or more > 360	Names of all occupants taken
Richmond	240 litres	6 or more > 360	Over 18's only

Scarborough	240 litres	7 or more > 360	Yes
Selby	180 litres	5 or more > 360	Yes
Skipton	240 litres	6 or more > 360	No

4.8.2 The proposal is for areas where the standard refuse waste bin is 180 litres households of five or more can apply for a 240-litre bin and households of seven or more can apply for a 180 and a 240-litre bin. Where the standard refuse waste bin is 240 litres, the proposal is that households of 6 or more can apply for a 180 and a 240-litre bin.

4.8.3 The standard refuse bin will become 180 litres for all areas at the point of the service change, which consolidates the offer to residents as households of five or more can apply for a 240-litre bin and households of seven or more can apply for a 180 and a 240-litre bin. Outside of the standard offer, the council will consider larger bins to households that do not meet the criteria. The Council would need to be satisfied that the household is fully utilising the kerbside recycling containers to divert material from the refuse bin, before considering individual circumstances by exception.

4.8.4 There is no proposed change to the provision of larger bins for households that produce large amounts of non-hazardous clinical waste.

Section 21 Bring Sites / Mini Recycling Centres

4.9 A small number of bring sites remain for materials like paper, glass and cans, primarily in areas where kerbside collections are from boxes or bags. The proposal is to review the effectiveness of these sites as household collections are harmonised and capacity is increased.

Section 22 Clinical Waste

4.10 Clinical waste is healthcare waste or similar that can cause disease, is/ or contains a biologically active medicine, is a sharp, or a body fluid/biological material that contains a dangerous substance. There is no obligation for councils to provide containers for clinical waste, they should be provided by health care providers. Five out of seven localities do not provide clinical waste containers (sacks and sharps boxes). The proposal is to harmonise this policy in the remaining two localities. Offensive waste such as incontinence pads, that do not meet the definition of clinical waste can continue to be bagged and placed in the general refuse container for collection by the council.

4.10.1 The way clinical waste is collected currently varies across the county and is being reviewed as part of a separate project.

Section's 7, 9, 10, 12, 13, 14, 17, 19 and 23

4.11 These sections contain processes that are already or have already been harmonised.

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

5.1 The Council has declared a Climate Emergency and pledged to play its part in tackling the causes and impacts of climate change.

5.2 Service harmonisation delivers the following specific Council Plan ambitions:

- Place and Environment:
 - A clean, environmentally sustainable and attractive place to live, work and visit
 - Communities are supported and work together to improve their local area
- Health and Wellbeing
 - People are supported to have a good quality of life and enjoy active and healthy lifestyles

- Organisation
 - A carbon neutral council

6.0 ALTERNATIVE OPTIONS CONSIDERED

6.1 No alternative options were considered. This report is for information only.

7.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

7.1 Service harmonisation will have impact on a wide range of services, but this report is for information only.

8.0 FINANCIAL IMPLICATIONS

8.1 Service harmonisation has financial implications which are/ will be included in reports at the appropriate time. As this report is for information only, there are no financial implications arising directly from the report.

9.0 LEGAL IMPLICATIONS

9.1 North Yorkshire Council as a Unitary Authority has a duty under the Environmental Protection Act 1990 to arrange for the collection and disposal of household waste, and to comply with the waste provisions contained within the Environment Act 2021 and future secondary legislation and statutory guidance.

10.0 EQUALITIES IMPLICATIONS

10.1 The document serves as central point for all the waste collection procedures and processes. Where necessary these policies have been through their own governance process and EIA's, such as Harmonisation of Recycling Collections; Garden Waste Charging; Bulky Waste Collections and Bin Colours.

10.2 Other inclusions in the document such as assisted collections, clinical waste collections and servicing of rural properties are all current procedures operating across most localities at present and do not constitute a significant change in service.

10.3 Some practices are harmonised across the council already such as: servicing of HMO's and flats, placement of bins, frequency of refuse and garden waste, excess waste, larger bins, and bin ownership.

11.0 CLIMATE CHANGE IMPLICATIONS

11.1 The document serves as central point for all the waste collection procedures and processes.

11.2 Where necessary these policies have been through their own governance process and CCIA's, such as Harmonisation of Recycling Collections; Garden Waste Charging; Bulky Waste Collections and Bin Colours.

11.3 Other inclusions in the document such as assisted collections; clinical waste collections and servicing of rural properties are all current procedures operating across most localities at present and do not constitute a significant change in service.

11.4 Some practices are harmonised across the council already such as: servicing of HMO's and flats; placement of bins; frequency of refuse and garden waste; excess waste; larger bins; and bin ownership.

12.0 REASONS FOR RECOMMENDATIONS

12.1 For Members to note the work to date and provide their views on the proposed harmonised collection guidance document.

13.0 RECOMMENDATION

13.1 Members note the feedback and provide views for which will be fed into the Executive report.

APPENDICES:

Appendix A - Draft Household Recycling and Waste Collection Guidance

Appendix B – Equality Impact Assessment Screening

Appendix C – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: None

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Draft
Household Recycling and Waste Collection Guidance

Version: VO.1
 December 2024

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1 Introduction

North Yorkshire Council collects almost 300,000 tonnes of household waste per year from kerbside collections and household waste recycling centres (HWRC's). Wherever possible we apply the waste hierarchy when it comes to waste which means we will prioritise waste reduction, reuse and recycling, and recovering energy from waste that can't be recycled.



Waste which isn't collected for recycling at the kerbside or at the HWRC's is taken to Allerton Waste Recovery Park (AWRP). This is an energy from waste plant which includes three key processes which help reduce the amount of waste we send to landfill: -

- a mechanical treatment plant receives general rubbish mainly originating from household rubbish bins (not recycling) and removes any remaining metal and plastics for recycling,
- an anaerobic digestion plant treats the organic waste part and produces a biogas which generates renewable electricity.
- an energy from waste plant burns the waste which remains after separation of the recyclables and treatment of organic waste, producing steam to feed an electricity generating turbine that produces enough electricity to supply about 40,000 homes.

For more information on AWRP including how you can arrange to visit the facility please see our website <https://www.northyorks.gov.uk/bins-recycling-and-waste/allerton-waste-recovery-park>

2 Climate Change and Waste

North Yorkshire Council aims to become net zero in its operational emissions by 2030. Large quantities of greenhouse gases are generated during the manufacture and transport of goods, food production and waste disposal. Preventing waste, reusing products and recycling materials saves resources and reduces emissions.

Our Climate Change Strategy details all the measures we will take to try to reach our climate goal. This includes: -

1. Taking the waste hierarchy approach to our waste management. We need to encourage behaviour change to reduce, reuse, and recycle to minimise waste. We will focus on reducing the need for unnecessary single use plastics and reducing food waste. We will not replace products until the end of their effective life and will consider eco-design and longevity when purchasing products.
2. Investigating the options to decarbonise the waste collection and disposal systems in North Yorkshire including at AWRP.
3. Supporting delivery of the York and North Yorkshire Circular Economy Strategy in policy development and supporting businesses and communities to deploy 'circular' projects to create a competitive circular economy. Policies such as the Economic Development Strategy and Procurement will influence this area.

3 The North Yorkshire Rotters

The North Yorkshire Rotters, known as the Rotters, promote home composting, reduce, reuse and recycling and the 'love food hate waste' campaigns at events, talks and school workshops across North Yorkshire. These campaigns are promoted to highlight the practical ways that residents can reduce waste, save money and help the environment.

To help tackle these issues and to inspire people to change their waste habits, we coordinate a series of free talks and activities across North Yorkshire supported by the Rotters. For more information of see <https://nyrotters.co.uk/>

4 Background to our collection services

In 2023 North Yorkshire Council formed as a single unitary authority replacing the original two-tier system of seven district and borough collection authorities and the former county council disposal authority.

This document sets out the Council's agreed collection arrangements and policies, it replaces any previous policies and guidance drawn up by the following councils: -

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

This document aims to provide clear guidance for all residents using our waste and recycling collection services across North Yorkshire.

5 Legislation

North Yorkshire Council as a Unitary Authority has a duty under the Environmental Protection Act 1990 (EPA) to arrange for the collection and disposal of household waste, and to comply with the waste provisions contained within the Environment Act 2021 and future secondary legislation and statutory guidance.

Under Section 46 (4) of the EPA, the Council has specific powers to stipulate: -

- The size and type of the collection container(s)
- Where the containers must be placed for collection and emptying
- The materials or items which may or may not be placed in the container(s).

6 Bins and Containers

Residents are responsible for the storage, safe keeping and cleaning of rubbish, recycling and garden waste containers provided by the council.

All bins remain the property of the Council. When residents move property, they must leave all containers at the property ready for the new occupant to use.

If wheeled bins are damaged or fail, except in the case of deliberate misuse, they will be repaired or replaced free of charge. If while emptying a bin it becomes lost in the vehicle the crews will record this, and the bin will be replaced at no charge. If a bin is lost or stolen, then we will encourage households to try and locate it prior to requesting a replacement and paying the administration fee.

In all other cases an administration fee will be charged for a new or replacement wheeled bin.

General rubbish / refuse

The existing standard wheeled bin size will continue in each locality until recycling services are harmonised and recycling capacity is increased. After this time, the majority of residents will receive one grey 180 litre wheeled bin for general rubbish which can't be recycled or composted.

Only properties where the council considers it impractical to use them will get alternative containers. This will primarily be assessed on health and safety or access / external storage grounds. Alternatives may include smaller bins, sack collections, communal / shared bins or alternate collection points.

The standard colour wheeled bin will have a grey body and a grey lid. Rubbish bins are for the disposal of household rubbish which can't be recycled or composted. They should not be used for: -

- Commercial / industrial waste*
- Building material including asbestos*
- Vapes, batteries or anything containing a battery*
- Electrical equipment*
- Needles / sharps and other hazardous clinical waste
- Recyclable waste

*These items can all be disposed of at one of the household waste recycling centres.

Recycling

The council currently collects recycling in a number of different ways across North Yorkshire. This includes a mix of wheeled bin, kerbside box and reusable bag collections. Residents can check what containers are used in their area at <https://www.northyorks.gov.uk/bins-recycling-and-waste/what-goes-your-bin>

At the time of writing there is a proposal for residents to receive two 240L wheeled bins for recycling. One bin will be for the collection of cardboard and paper and the other will be for dry mixed recycling (DMR).

The following material are currently collected across the county for recycling: -

- Glass jars and bottles
- Newspapers and magazines
- Paper and card
- Plastic bottles
- Metal food and drinks cans
- Aerosol cans
- Foil food trays
- Plastic pots, tubs and trays (currently accepted everywhere apart from the Malton area)

From 31 March 2026 cartons will also be collected for recycling along with plastic film and wrapping from 31 March 2027.

The standard colour wheeled bin will be a grey body with a blue lid for cardboard and paper and a grey body with a red lid for DMR.

Garden waste

The majority of residents that sign up to the paid for garden waste will have their garden waste collected in one 240 litre wheeled bin. Where the council considers it impractical to use a wheeled bin, sacks may be offered.

The standard colour wheeled bin will have a grey body and a green lid.

7 Garden Waste Collections

Garden waste collection is a chargeable opt-in service.

1. The garden waste service offers fortnightly garden waste collections between March and November
2. A licence covers one 240-litre wheelie bin to be emptied fortnightly
3. Bins must be presented at the kerbside or collection point (with the licence clearly visible) from the night before, as collections can take place from 6am

What counts as garden waste?

Only the following garden waste will be accepted in a garden waste wheelie bin:

- Cut flowers, plants and weeds
- Grass cuttings
- Hay and straw (no animal bedding)
- Hedge clippings
- Leaves and bark
- Small branches or pruning's up to 5cm thick

- Christmas trees (chopped up small and placed in the bin)
- Windfall fruit from your garden

We can't accept:

- Ash
- Cardboard or paper
- Disposable nappies or sanitary waste
- Food waste including fruit and vegetable peelings
- General household rubbish
- Pet waste
- Plant pots
- Plastic bags including compostable or biodegradable bags
- Rubble, soil, stones and turf including soil from hanging baskets
- Wood

Alternative options

There are alternative options for residents that do not wish to use the garden waste service. These include:

- home composting. Low-cost compost bins are available. Details can be found on the council's website: <https://www.northyorks.gov.uk/bins-recycling-and-waste/reduce-and-reuse/composting>
- garden waste can be disposed of at no cost at one of the household waste recycling centres

8 Contamination

Individual Properties

We operate a three-step approach to contaminated recycling or garden waste bins.

Contaminating a bin once

1. If a bin is identified as contaminated, the crew will log a contamination report.
2. The crew will leave the contaminated bin and put a tag on it to explain why it hasn't been emptied.
3. The bin will not be emptied, and the householder will need to clear the contamination from the recycling bin / garden waste bin in order for the bin to be collected on the next scheduled collection.
4. We will not return to empty a recycling bin / garden waste bin that has been recorded as being contaminated before the next scheduled collection. Contaminating a bin twice (in rolling three-month period)

1. If a bin is identified as contaminated, the crew will log a contamination report.
2. The crew will leave the contaminated bin and put a tag on it to explain why it hasn't been emptied.
3. We will issue a letter and information leaflet to the address. The information leaflet reiterates what materials can be put in each bin and includes graphics as well as text.
4. We will not return to empty a recycling bin / garden waste bin that has been recorded as being contaminated before the next scheduled collection. Contaminating a bin three times (in rolling three-month period)

1. If a bin is identified as contaminated, the crew will log a contamination report.
2. The crew will leave the contaminated bin and put a tag on it to explain why it hasn't been emptied.
3. A further letter will be issued explaining that further action may now take place. This could include a site visit to discuss the issues with the household and if there is no change, the recycling / garden waste bin will be removed from the property.

If at any stage the bin is not reported as contaminated, then the process ends. However, any future report of contamination within a three-month period will lead to further action.

Where a bin has been removed and we are notified of a change of occupier bins will be returned to the property.

Communal Properties

Where the information is available, we hold a database of management companies who have responsibility for communal properties.

1. If a bin is identified as contaminated, the crew will log a contamination report.
2. The crew will leave the contaminated bin and put a tag on it to explain why it hasn't been emptied.
3. We will notify the management company of the contamination.
4. The bin will not be emptied, and the management company will need to arrange to clear the contamination from the recycling bin in order for it to be collected on the next scheduled collection.
5. If the management company are unable to arrange for the contamination to be removed, we may arrange for the bin to be emptied for a charge.

If details of the management company aren't readily available, we will notify all residents directly via letter.

9 Frequency of Collections

The existing collection frequency of general rubbish, garden waste and recycling will continue in each locality. Implementation of the proposed harmonised service will see general rubbish and garden containers emptied fortnightly, and the two recycling containers emptied on an alternate fortnightly basis.

Where collection changes need to take place due to bank holidays or the Christmas period, householders will be notified via social media and the website.

Details of collection days are available on the Councils website.

The collection day will normally be the same day of the week for rubbish and recycling. Garden waste collection may be on a different day of the week.

10 Placement of Bins for Collection and Collection Times

All containers must be presented at the boundary of the property nearest the kerbside, or at the designated collection point, by 6am on the day of collection and taken back within the property boundary as soon as possible on the same day.

Residents must put their containers out for collection no earlier than the evening before collection day. Wheeled bin lids should be closed flat to prevent littering and the contents becoming wet. Containers should be put out for collection every fortnight and residents should not stockpile material.

An assisted collection service is available for residents who are unable to present their containers for collection at the kerbside. See section 16.

11 Missed Collections

All waste containers should be presented by 6am on the scheduled day.

Missed collections can be reported on-line (<https://www.northyorks.gov.uk/bins-recycling-and-waste/missed-bin-or-recycling-collections>) or via customer services (0300 131 2 131).

Residents reporting a missed collection before 4pm on the scheduled collection day will be asked to contact the council again after 4pm or on the next working day. This is to ensure that crews are not just running late.

All crews will make a record of any properties where containers: -

- were not presented for collection or
- in the case of recycling and / or garden waste bins, which were contaminated or
- in the case of rubbish bins, are too heavy or contain unsuitable items

We will not return to properties where containers were not presented at the time of collection or, in the case of recycling and / or garden waste bins, which the crew have recorded the container as contaminated. Where containers are contaminated, the contamination will need to be removed by the resident before the next scheduled collection. See section 8.

Where collections have not been undertaken either because the containers were not presented in time or because they were reported as contaminated, residents can either take their waste to a household waste recycling centre or store their waste until the next scheduled collection.

Missed collections must be reported by 5pm two working days after the scheduled collection day e.g. collections missed on a Tuesday must be reported by 5pm on the Thursday. We will not return for collections reported as missed after this time.

We aim to return to any missed collections within five working days.

Where a street or larger area has been missed due to roadworks, blocked access, vehicle breakdown or adverse weather conditions we will return as soon as feasibly possible. We will share the information via our social media channels and website where appropriate.

Extra waste as a result of missed collection

General rubbish / refuse

We will not take any extra waste when a scheduled collection has been missed and the bin is emptied the next day. When a collection is between 2-3 days late, one extra bag may be taken. Where a collection is missed due to access problems and we are unable to return to empty the bins until the next scheduled collection, a maximum of four extra bags will be taken.

Garden waste

The council is unable to take extra garden waste from properties on a wheeled bin collection as any bags or containers would be contamination. This does not include dedicated garden waste bags issued by the council for those properties on a sack collection.

Extra garden waste can either be composted at home or can be taken to one of the council's HWRC's at no cost. <https://www.northyorks.gov.uk/bins-recycling-and-waste/household-waste-recycling-centres>

Recycling

All glass bottles and jars must be placed in the collection container provided to avoid broken glass being left on the road / footpath. Extra cans and plastic recycling can be placed in clear bags at the side of the relevant collection container.

Large cardboard boxes must be flattened and left neatly at the side of the relevant container on the scheduled collection day. Extra cardboard must be kept dry and so should not be presented when it is raining or left overnight.

12 Bulky Waste

Bulky waste is household waste that either exceeds 25kg in weight or does not fit in the general waste or recycling containers provided by the council. This includes items such as mattresses, sofas, and fridges.

The council operates a collection service for items not suitable for reuse.

What we can collect

Bulky waste can include:

- household furniture such as sofas, beds, and tables
- mattresses
- fridges and freezers
- washing machines and tumble dryers
- cookers and ovens
- carpets
- other furniture or electrical items that won't fit in your wheeled bin

What we cannot collect

- asbestos
- chemicals and other hazardous waste
- builder's waste, soil, garden waste, or rubble
- fixtures and fittings including bathroom and kitchen fittings, doors and windows
- radiators and central heating boilers
- car parts including tyres

- pianos
- commercial waste

Cost of the Service

Charges are reviewed every year and are available on the council's website.

There is a minimum charge for up to two items. A concessionary rate may be available to residents in receipt of a means tested council tax reduction.

Terms and Conditions

- We will only collect items we were told about at the time of booking
- We will only collect items from outside the customers property. They must not be stored in a garage, shed, or other out-building, or be obstructed by vehicles or other barriers. They must be easily accessible for collection and at the closest point to the main road. Customers will be asked to tell us where the items will be left at the time of booking.
- We will inform customers of the day your items will be collected (this is usually within three weeks of a booking being made)
- Collections can start from 6am

Cancellations and Refunds

We will refund a bulky waste payment if:

- A booking has been cancelled with at least two clear working days' notice.
- We were unable to collect items due to operational issues
- We rescheduled a collection to a date which isn't acceptable

Refunds will be made using the original payment method used to make a booking. We can't offer a refund if we attempted to make a collection and couldn't because of:

- locked gates
- blocked access / items were obstructed by vehicles or other barriers
- loose dogs
- items being too heavy
- item description at the time of booking didn't match the item left out for collection
- items being removed by a third party

13 Servicing of flats

Communal / shared bins will usually be provided for flats or apartments where each occupier pays their own council tax as it is not always practical to provide each flat with their own wheeled bins.

We will provide the same capacity for rubbish and recycling as for a standard domestic property.

The size and number of bins will depend on the number of flats in each development.

It will be the responsibility of the management company / landlord to ensure recycling bins are only used for recycling and are not contaminated by general rubbish. Should they become contaminated the usual procedure will apply, and the bins would not be collected until decontaminated.

The Council will assess the servicing of flats on an individual basis and cases will be considered on their merits.

14 Servicing HMO's

Houses of multiple occupation (HMO's) will usually only pay a single council tax for the whole building. In these cases, the council will provide the same capacity as a single standard domestic property (see section 6). Where further capacity is required, it is the responsibility of the proprietor / manager of the HMO to arrange a commercial contract with a supplier, or with the council to collect and dispose of the extra waste.

15 Servicing of rural properties

Where there are one, two or three properties, collection vehicles will not travel on un-adopted roads and so collections will be at the 'lane end'. The exact location will be confirmed with the household.

Where there are four or more properties, a site visit will be conducted to ensure that the road / lane is suitable for access by a refuse collection wagon.

Where un-adopted roads are not found to be suitable, we will agree alternative collection arrangements. This may include provision of sacks.

The council will not accept any liability for damage to un-adopted lanes by collection vehicles.

This approach is consistent with many other councils and supports the council to: -

- Reduce the environmental impact of its waste and recycling fleet by reducing vehicle miles,
- Deliver a cost-effective waste and recycling service,
- Reduce the potential to cause damage to private roads,
- Reduce the risk of damage to collection vehicles.

16 Assisted Collections

We will provide assistance to residents who genuinely need it. We will only offer assistance where there is no one at the property that is capable of presenting waste for collection. We recognise that not all disabilities are visible.

Permanent Assisted Collections

To apply for a permanent assisted collection the following criteria must first be met:

- the resident must permanently reside at the address where the application is being made,
- there must be no other able-bodied people in the property over the age of 16 who could reasonably be expected to present waste containers at the kerbside for collection. In addition, one or more of the following criteria must then be met:
- the resident is elderly or frail and could provide a written reference from a carer or healthcare professional on request,
- the resident is registered blind or partially sighted,
- the resident receives Disability Living Allowance, Personal Independence Payment (PIP) or Attendance Allowance,
- the resident is not in receipt of any disability benefits but could provide suitable documentary evidence of a disability on request.

Temporary Assisted Collections

Residents can apply for a temporary assisted collection for up to 6 months, which can be renewed after 6 months if needed. This may be due to illness (including pregnancy-related illnesses), or recovery from an operation or injury.

To apply for a temporary assisted collection the following criteria must be met:

- the resident must permanently reside at the address where the application is being made,
- there must be no other able-bodied people in the property over the age of 16 who could reasonably be expected to present waste containers at the kerbside for collection.

Proof of eligibility will be required at the time of all applications.

The collection point for the waste must be from a safe, convenient, and easily accessible location for our collection crews. This should be the closest point to the main road. We may need to assess private roads and tracks to properties to ensure vehicles can travel on them and will take into consideration whether they are maintained to a suitable standard. We can refuse to collect from a location if it does not meet these criteria.

Waste containers must be stored on the premises in an accessible position. Wheeled bins must be stored on a hard flat surface suitable for wheeled passage, free from steps and protrusions with

sufficient access for bins to pass through. A site visit may be required to confirm this and where the access does not meet these criteria, the resident may be required to leave their waste containers permanently at their entrance and place their household waste in small quantities into the containers as they leave the premises.

How to Apply

You can apply on-line at <https://www.northyorks.gov.uk/bins-recycling-and-waste/get-help-putting-your-bin-out> or call our customer service teams on 0300 131 2 131

Applications will be processed within 10 working days and if successful, the property will be added to the assisted collection round. Containers will then be collected from and returned to the agreed presentation point. Successful applications will be reviewed every two years as a minimum.

17 Responsibility and ownership of Bins

All bins and containers remain the property of the council.

Responsibility for the cleaning of bins and containers remains with the resident.

18 General Rubbish Collection – Excess Waste

We operate a flat lid, no side waste policy.

Where a wheeled bin is provided, all waste must be contained within the bin with the lid closed flat. Waste not contained within the bin with the lid closed flat will be classed as excess waste.

Where a sack collection is provided, a maximum of four sacks per collection will be removed. Any additional sacks will be classed as excess waste.

Collection crews will not take any extra waste from beside or on top of a bin without prior arrangement (e.g., we may take extra waste where collections have been delayed), or wheeled bins which are over-loaded.

The presentation of 'side' waste (extra waste which is placed next to the rubbish bin) does not support waste minimisation principles or encourage residents to maximise recycling.

Where excess waste has been presented at the side of a bin, collection crews will make a record of this and will place the excess bag/s back in the bin once the bin has been emptied. The bin will also be tagged by the collection crew so that residents are aware why the waste has not been removed.

If the lid is raised (known as a crocodile lid), crews will try to close the lid. If the lid will close fully then the bin will be emptied. If the lid will not close, additional bags will be removed from the top of the bin. Collection crews will make a record of this and will place the excess bag/s back in the bin once the bin has been emptied. The bin will also be tagged by the collection crew so that residents are aware why the waste has not been removed.

Where excess waste has not been taken or an overfilled bin has not been emptied, a tag / sticker will be attached to the bin to tell the resident why.

We will not return to properties where bins were not emptied because of excess waste.

Where excess waste has not been collected, residents can either take their waste to a HWRC or store their waste until the next scheduled collection.

Excess Waste due to Missed Collections

See section 11.

19 Recycling – Excess Waste

Extra recycling can be placed in clear or light-coloured bags at the side of the relevant collection container. Extra recycling must not be placed out in black bags.

Large cardboard boxes must be flattened and left neatly at the side of the relevant container on the scheduled collection day. Extra cardboard must be kept dry and so should not be presented when it is raining.

If households are regularly producing more recycling than will fit into their wheeled bin or container, then residents should request an additional container.

Excess Waste due to Missed Collections

See section 11.

20 Larger / Additional Bins

The existing standard wheeled bin size will continue in each locality until recycling services are harmonised and recycling capacity is increased.

Where a 180-litre bin is the standard, residents can request a larger bin if they meet the following criteria:

- The household is recycling as much as possible and presenting all recycling bins on every collection. A site visit may be undertaken to discuss this.
- There are 5 or more people living permanently in the property to apply for an exchange to a 240-litre wheeled bin.
- There are 7 or more people living permanently in the property to apply for a 240 and a 180-litre wheeled bin.

Where a 240-litre bin is the standard, residents can request a larger bin if they meet the following criteria:

- The household is recycling as much as possible and presenting all recycling bins on every collection. A site visit may be undertaken to discuss this.
- There are 6 or more people living permanently in the property to apply for a 240 and a 180-litre wheeled bin.

Proof of residency of all residents must be provided.

If households request, and meet the eligibility criteria for additional capacity, payment of the administration fee, will be required prior to delivery of the bigger / additional bins.

Or

There are less than 5 people living permanently in the property but they are producing large quantities of offensive waste. This does not include small children using disposable nappies. There is no charge for the exchange or delivery of bins in these circumstances.

Charges

Any household requesting a larger bin must complete the application form and a decision will be made on the basis of the information supplied. We will keep a list of households with larger bins, which is reviewed on a rolling two-year basis to ensure that residents still qualify for the larger bin. We will not charge for the delivery of boxes or sacks and charges will not apply as part of any wholesale roll-out of new containers to an area/round.

21 Bring Sites / Mini Recycling Centres

There are a number of bring sites / mini recycling centres around North Yorkshire. These are unsupervised containers where the types of material collected is dependent on the kerbside scheme currently provided. We will review the effectiveness of bring sites / mini recycling centres at the point in time when the kerbside service is harmonised to provide recycling capacity in wheeled bins for all of the core materials streams required for Simpler Recycling.

The effectiveness of these sites will be reviewed with a view to providing residents with capacity to recycle materials that are not collected at the kerbside, such as textiles, wastes electronic and electrical equipment etc. Simpler Recycling material streams collected at the kerbside include paper, cardboard, glass bottles and jars, fibre / plastic composite cartons, steel and aluminium cans, tins, lids, foil, trays and tubes, plastic bottles, pots, tubs, trays and tubes and plastic film from 2027.

22 Clinical Waste

Clinical waste is healthcare waste or similar that can cause disease, is/ or contains a biologically active medicine, is a sharp, or a body fluid/biological material that contains a dangerous substance. Residents will be advised by their doctor or healthcare professional if they have clinical waste.

There is no obligation for councils to provide containers for clinical waste, they should be provided by health care providers. Five out of seven localities do not provide clinical waste containers (sacks and sharps boxes). The proposal is to harmonise this policy in the remaining two localities.

Details of the current clinical waste arrangements can be found at

<https://www.northyorks.gov.uk/bins-recycling-and-waste/clinical-waste>

Hypodermic needles and syringes should never be disposed of in a general rubbish bin, they should put them in a sharps box. These can be prescribed by your GP.

We will not collect pharmaceuticals or drugs; these should be taken to a chemist or pharmacy for disposal. We do not collect clinical waste from businesses or commercial organisations.

23 Offensive Waste

Offensive waste is not clinical waste which can have an offensive odour or appearance but is not infectious and so doesn't need separate collection. Offensive waste must be bagged and put into the general rubbish bin for collection.

Offensive waste includes:

- incontinence pads
- catheter and stoma bags (drained)
- wound dressings (non-infectious)
- soiled bedding (vomit, human waste)
- nappies
- sanitary waste
- plasters
- nasal and respiratory secretions
- condoms
- PEG tubes and stomach-feeding equipment
- Hazardous clinical waste

Residents producing large quantities of offensive waste may be eligible for a larger bin (section 20).

Equality Impact Assessment Screening

<p>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.</p>			
Directorate	Environment		
Service area	Service Development		
Proposal being screened	Household Recycling and Waste Collection Guidance Document		
Officer(s) carrying out screening	Aimi Brookes – Service Development Manager Tracey Flint – Service Improvement Officer		
What are you proposing to do?	The publication of a guidance document which brings together all harmonised procedures and processes for household waste collection.		
Why are you proposing this? What are the desired outcomes?	As all waste collection services are being harmonised there is a need for all procedures and processes to be contained in one document for ease of access for residents, officers and elected members.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	<p>The document serves as central point for all the waste collection procedures and processes. Where necessary these policies have been through their own governance process and EIA's, such as Harmonisation of Recycling Collections; Garden Waste Charging; Bulky Waste Collections and Bin Colours.</p> <p>Other inclusions in the document such as assisted collections; clinical waste collections and servicing of rural properties are all current procedures operating across the majority of the council at present and do not constitute a significant change in service.</p> <p>Some practices are harmonised across the council already such as: servicing of HMO's and flats; placement of bins; frequency of refuse and garden waste; excess waste; larger bins; and bin ownership.</p>		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions:</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 directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	

Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	The document only collates procedures and processes which have either been through the governance process or are widespread across the council already. Therefore, other than simplifying the access to the information, as it's all in one place, there will not be any effect on other organisations.		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	No adverse effects through the existence of the document itself. EIA's already have been carried out on relevant areas contained in the document.		
Signed (Assistant Director or equivalent)	Michael Leah		
Date	15.01.2025		

Initial Climate Change Impact Assessment

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process. If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Household Waste and Recycling Guidance Document
Brief description of proposal	The publication of a guidance document which includes all harmonised procedures and processes for household waste collection. As all waste collection services are being harmonised there is a need for all procedures and processes to be contained in one document for ease of access for residents, officers and elected members.
Directorate	Environment
Service area	Service Development
Lead officer	Aimi Brookes – Service Development Manager - Waste
Names and roles of other people involved in carrying out the impact assessment	Tracey Flint – Service Improvement Officer – Waste


The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	Positive impact on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

Decision (Please tick one option)	Full CCIA not relevant or proportionate:		Continue to full CCIA:	
Reason for decision	<p>The document serves as central point for all the waste collection procedures and processes. Where necessary these policies have been through their own governance process and CCIA's, such as Harmonisation of Recycling Collections; Garden Waste Charging; Bulky Waste Collections and Bin Colours.</p> <p>Other inclusions in the document such as assisted collections; clinical waste collections and servicing of rural properties are all current procedures operating across the majority of the council at present and do not constitute a significant change in service.</p> <p>Some practices are harmonised across the council already such as: servicing of HMO's and flats; placement of bins; frequency of refuse and garden waste; excess waste; larger bins; and bin ownership.</p>			
Signed (Assistant Director or equivalent)	Michael Leah			
Date	15.01.2025			

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

30 January 2025

Notice of Motion on Adoption of an Active Travel Strategy

Report of the Corporate Director Environment.

1.0 PURPOSE OF REPORT

1.1 To provide the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee with

- i) an update on Active Travel documents in North Yorkshire
- ii) an opportunity to respond to the Notice of Motion to adopt an Active Travel Strategy, in order to report back to Full Council at its meeting on 26 February 2025.

2.0 BACKGROUND

2.1 At the Full Council meeting on 13 November 2024 a Notice of Motion proposed by Cllr Hannah Gostlow (and seconded by Cllr Bryn Griffiths) stated:

North Yorkshire Council recognises the importance of promoting active travel as a key component in improving public health, boosting local economies, connecting communities, reducing congestion, improving air quality, and contributing to our commitments on climate change and sustainability as specified in NYC's adopted Sustainable Development Goals.

Therefore, North Yorkshire Council:

- Commits to develop and implement an Active Travel Strategy by December 2025, that will outline a clear framework for promoting and supporting walking, cycling, and other active travel modes across the county.
- Uses data from the already completed 'Let's Talk Climate' and 'Let's Talk Transport' consultations to ensure that the strategy reflects the diverse needs and aspirations of our communities
- Incorporates the following key principles into the strategy:
 1. Accessibility and Inclusivity: Ensure that active travel infrastructure is accessible to all residents.
 2. Safety: Prioritise the development of safe walking and cycling routes, especially near schools, town centres, and residential areas.
 3. Integration with Public Transport: Improve connections between active travel routes and public transport hubs to encourage multimodal journeys.
 4. Sustainability: Promote active travel as a means to reduce carbon emissions and improve air quality across North Yorkshire.
 5. Health and Wellbeing: Recognise and promote the physical and mental health benefits associated with active travel.
 6. Identifies potential funding sources to support the implementation of the strategy, including national grants, regional partnerships, and private sector collaboration.

7. Sets measurable goals and a timeline for the implementation of the Active Travel Strategy, ensuring regular monitoring and review processes to track progress and outcomes.
8. Works with neighbouring local authorities and regional bodies to ensure that the strategy aligns with broader regional efforts to promote sustainable and active transport.

This motion works towards the following Sustainable Development Goals:

- Goal 3: Good Health and Well-being - Ensuring healthy lives and promoting well-being for all at all ages.
Relevance: Encourages active travel to improve physical and mental health.
- Goal 11: Sustainable Cities and Communities - Making cities and human settlements inclusive, safe, resilient, and sustainable.
Relevance: Develops infrastructure for walking and cycling to create safer and more connected communities.
- Goal 13: Climate Action - Taking urgent action to combat climate change and its impacts.
Relevance: Promotes active travel to reduce carbon emissions and improve air quality.
- Goal 17: Partnerships for the Goals - Strengthening the means of implementation and revitalising the global partnership for sustainable development.
Relevance: Utilises consultations and collaborations to ensure diverse community needs are met and strategies align with broader efforts.
- Goal 10: Reduced Inequalities - Reducing inequality within and among countries.
Relevance: Ensures active travel infrastructure is accessible to all, addressing inequalities.
- Goal 9: Industry, Innovation and Infrastructure - Building resilient infrastructure, promoting inclusive and sustainable industrialization and fostering innovation.
Relevance: Integrates active travel routes with public transport to encourage efficient, multimodal travel.
- Goal 16: Peace, Justice, and Strong Institutions - Promoting peaceful and inclusive societies for sustainable development, providing access to justice for all, and building effective, accountable, and inclusive institutions at all levels.
Relevance: Establishes measurable goals and regular reviews to ensure transparency and accountability.

2.2 At Full Council, a number of Motions were received, and it was agreed they would be referred to the Scrutiny Board to consider and allocate to the appropriate Overview and Scrutiny Committee, with the intention of recommendations being brought back to the next meeting of full Council in February 2025.

2.3 On 15 November 2024, the Scrutiny Board considered this Motion, and it was agreed that it should be considered by the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee.

3.0 NORTH YORKSHIRE ACTIVE TRAVEL DOCUMENTS

3.1 Central Government Active Travel funding has remained at low levels across the past few years which has presented substantial challenges to deliver active travel schemes. North Yorkshire Council (NYC) has undertaken extensive network planning to inform prioritisation of walking, wheeling and cycling schemes, helping to ensure that schemes are integral to long term investment and are driven by local demand.

3.2 Improving cycle infrastructure across North Yorkshire is key to meet the Government aim of making 'walking and cycling the natural choices for shorter journeys or as part of a longer

journey by 2040' as set out in the Cycling and walking investment strategy (CWIS) 2017. NYC is in the process of developing and adopting Local Cycling and Walking Infrastructure Plans (LCWIPs) for each principal town in the area. This is a strategic approach to identify cycling and walking improvements required at a local level, enabling a long term planning approach to developing cycling and walking networks. Having adopted LCWIPs enables NYC to have a series of bid ready projects ready to submit should government funding become available. Additionally, LCWIPs also allow the council to be in a much better position to request Section 106 funding from developers towards new infrastructure.

- 3.3 NYC has LCWIPs for all population centres above 20,000 (Harrogate and Knaresborough and Scarborough) and all phase one documents are published. NYC has also published phase one LCWIPs for Selby/Tadcaster/Sherburn in Elmet (population 19.5k), Skipton (population 15k) and Northallerton (population 13.5k). An LCWIP for Malton/Norton (population 14k) is also complete but not yet published.
- 3.4 From the aforementioned LCWIPs, 35 priority corridors have been identified at an estimated delivery cost of £95M. Phase two reports for the above LCWIPs including design and economic evaluations of corridors have also been completed. LCWIPs for Ripon (population 16.5k) and Catterick (population 14k) are set to be approved in January 2025. LCWIPs in Whitby (population 12.5k) and Thirsk (population 7k) are underway.
- 3.5 In addition to the LCWIPs produced by NYC, the North York Moors National Park and Yorkshire Dales National Park are in the process of creating Active Travel documents that will be completed later this year. These documents will focus on the active travel within the national parks and how people can access the National Parks via active travel modes.

4.0 ACTIVE TRAVEL STRATEGY

- 4.1 The areas covered by the existing LCWIPs and the work that the National Parks are undertaking will give a strategic view of active travel infrastructure required across a number of locations in North Yorkshire. Officers recognise that there are areas that fall outside of any of these existing documents, and that an Active Travel Strategy would pull the existing information together and set out a way to tackle active travel in more rural locations. At this time however, officers feel that an Active Travel Strategy will form part of a York and North Yorkshire Local Transport Plan that will also incorporate the newly adopted York LCWIP and form a cohesive strategy for the York and North Yorkshire area.
- 4.2 In addition, it is expected that new guidance on Local Transport Plans and also an Integrated National Transport Strategy will be released later this year and they are both likely to include guidance and information around Active Travel and the monitoring and evaluation of active travel schemes. It would seem sensible to wait for this information to be available before writing new strategies.

5.0 ACTIVE TRAVEL NEXT STEPS

- 5.1 There are a number of active travel schemes programmed for delivery in 2025:
 - Victoria Avenue c£800k – pedestrian improvements, including new signalised crossings, new junction treatments and surface improvements – scheduled to be on site by March
 - Kildwick to Silsden c£972k – upgrade 2 kms of towpath – scheduled to be completed by June
 - Transforming City Fund active travel elements (Harrogate, Selby and Skipton) c£44.6m
 - Active Travel England Capability Fund projects
 - Number of LCWIP corridors being progressed to preliminary design (bid ready stage)

5.2 In addition, NYC is currently in the process of producing a speed management strategy, which will set out how the Council is going to carry out a planned programme of speed limit reviews across North Yorkshire in the coming months and years. Its purpose, where appropriate, is to generate a pipeline of lower speed limit schemes on both the urban and rural road network, with the intention of improving overall road safety and helping create the conditions for encouraging active modes, such as walking and cycling.

6.0 ALTERNATIVE OPTIONS CONSIDERED

6.1 A North Yorkshire Active Travel Strategy could be produced but this work is likely to be abortive. National updated guidance is due to be released this year and an Active Travel Strategy will form part of the York and North Yorkshire Local Transport Plan.

7.0 FINANCIAL IMPLICATIONS

7.1 There are no direct financial implications as the report is an update. Any financial implications arising as a result of any actions discussed in the report will be subject to separate reports at the appropriate time in line with the Council's financial governance process.

8.0 LEGAL IMPLICATIONS

8.1 There are no legal implications resulting from the points put forward.

9.0 EQUALITIES IMPLICATIONS

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

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 There will be a delay in delivering a specific active travel strategy, but this is mitigated by the fact guidance is developing, and the LTP process will be starting this year. Increasing take up active travel is one of the priorities in the council's climate change strategy so we have a commitment to developing it via the LTP. There are no direct climate change implications resulting from the action points put forward.

11.0 CONCLUSIONS

11.1 There are a number of LCWIP documents already in existence covering North Yorkshire and further documents in development covering the two National Parks within North Yorkshire. These documents already set out a number of priority corridors for development and delivery in the future. Whilst officers agree that an Active Travel Strategy for North Yorkshire is needed this will form part of the wider Local Transport Plan and further guidance on this is expected later this year.

12.0 RECOMMENDATIONS

12.0 For the TEE&E O&S Committee to

i) note the update on Active Travel documents in North Yorkshire

ii) recommend back to Full Council at its meeting on 26 February 2025 that an Active Travel Strategy is pursued as part of the York and North Yorkshire Local Transport Plan in collaboration with York and North Yorkshire Combined Authority and City of York Council

Appendices:

Appendix A – Copy of Motion Received

BACKGROUND DOCUMENTS: None

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
23.12.2024

Report Author – Louise Neale, Transport Planning Team Leader
Presenter of Report – Louise Neale, Transport Planning Team Leader

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

Motion Text: Adoption of an Active Travel Strategy

Proposer: Cllr Hannah Gostlow

Secunder: Cllr Bryn Griffiths

North Yorkshire Council recognises the importance of promoting active travel as a key component in improving public health, boosting local economies, connecting communities, reducing congestion, improving air quality, and contributing to our commitments on climate change and sustainability as specified in NYC's adopted Sustainable Development Goals.

Therefore, North Yorkshire Council:

- Commits to develop and implement an Active Travel Strategy by December 2025, that will outline a clear framework for promoting and supporting walking, cycling, and other active travel modes across the county.
- Uses data from the already completed 'Let's Talk Climate' and 'Let's Talk Transport' consultations to ensure that the strategy reflects the diverse needs and aspirations of our communities
- Incorporates the following key principles into the strategy:
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 4. Sustainability: Promote active travel as a means to reduce carbon emissions and improve air quality across North Yorkshire.
 5. Health and Wellbeing: Recognise and promote the physical and mental health benefits associated with active travel.
 6. Identifies potential funding sources to support the implementation of the strategy, including national grants, regional partnerships, and private sector collaboration.
 7. Sets measurable goals and a timeline for the implementation of the Active Travel Strategy, ensuring regular monitoring and review processes to track progress and outcomes.
 8. Works with neighbouring local authorities and regional bodies to ensure that the strategy aligns with broader regional efforts to promote sustainable and active transport.

This motion works towards the following Sustainable Development Goals:

- Goal 3: Good Health and Well-being - Ensuring healthy lives and promoting well-being for all at all ages.
Relevance: Encourages active travel to improve physical and mental health.
- Goal 11: Sustainable Cities and Communities - Making cities and human settlements inclusive, safe, resilient, and sustainable.
Relevance: Develops infrastructure for walking and cycling to create safer and more connected communities.
- Goal 13: Climate Action - Taking urgent action to combat climate change and its impacts.
Relevance: Promotes active travel to reduce carbon emissions and improve air quality.
- Goal 17: Partnerships for the Goals - Strengthening the means of implementation and revitalising the global partnership for sustainable development.
Relevance: Utilises consultations and collaborations to ensure diverse community needs are met and strategies align with broader efforts.
- Goal 10: Reduced Inequalities - Reducing inequality within and among countries.
Relevance: Ensures active travel infrastructure is accessible to all, addressing inequalities.

- Goal 9: Industry, Innovation and Infrastructure - Building resilient infrastructure, promoting inclusive and sustainable industrialization and fostering innovation.
Relevance: Integrates active travel routes with public transport to encourage efficient, multimodal travel.
- Goal 16: Peace, Justice, and Strong Institutions - Promoting peaceful and inclusive societies for sustainable development, providing access to justice for all, and building effective, accountable, and inclusive institutions at all levels.
Relevance: Establishes measurable goals and regular reviews to ensure transparency and accountability.

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North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

30 January 2025

Notice of Motion on Support for Climate and Nature Bill

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To present information in response to a Motion at Full Council in November 2024 seeking support for the Climate and Nature Bill, that was subsequently allocated to this committee. The committee is asked to agree a way forward for Full Council to consider at its next meeting on 26 February 2025.

2.0 BACKGROUND

- 2.1 At Full Council on 13 November 2024, a number of Motions were received, and it was agreed they would be referred to the Scrutiny Board to consider and allocate to the appropriate Overview and Scrutiny Committee, with the intention of recommendations being brought back to the next meeting of full Council in February 2025. (See Appendix A).
- 2.2 On 15 November 2024, the Scrutiny Board considered this Motion, and it was agreed that it should be considered by the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee.

3.0 MOTION – SUPPORT FOR CLIMATE AND NATURE BILL

- 3.1 The Notice of Motion proposed by Councillor Steve Mason (and seconded by Councillor Bryn Griffiths) stated:
- 3.2 North Yorkshire Council notes that: The Climate and Nature Bill is backed by 372 local authorities, 250 cross-party MPs and Peers, alongside the support of eminent 1250 scientists and has passed first reading in the house.
- 3.3 The Bill requires the UK Government to develop and deliver a new environmental strategy, which would include:
1. Delivering a joined-up environmental plan.
 2. Reducing emissions in line with our 1.5°C commitment.
 3. Not only halting, but also reversing the decline in nature, setting nature measurably on the path to recovery by 2030.
 4. Taking responsibility for our overseas emissions and ecological footprint.
 5. Prioritising nature in decision-making and ending fossil fuel production and imports as rapidly as possible,
 6. Ensuring that no-one is left behind, by providing retraining for people currently working in fossil fuel industries.
 7. Giving people a say in finding a fair way forward through an independent and temporary Climate & Nature Assembly,

- 3.4 This council therefore resolves to:
1. Support in principle the Climate and Nature Bill.
 2. Write to all North Yorkshire Members of Parliament asking them to support this bill.
 3. Inform residents, and local press/media of this decision.
- 3.5 Direct relevance to the UN SDGs of the motion:
1. Climate Action (SDG 13):
 2. Life Below Water and Life on Land (SDGs 14 & 15):
 3. Responsible Consumption and Production (SDG 12):
 4. Decent Work and Economic Growth (SDG 8):
 5. Partnerships for the Goals (SDG 17):
 6. Reduced Inequalities (SDG 10):
- 3.6 The Climate and Nature Bill is a Private Members' Bill introduced by the Liberal Democrat MP for South Cotswolds, Dr Roz Savage. The Bill passed its First Reading in the House of Commons on the 16 October 2024, with the Second Reading scheduled for 24 January 2025, which is after the publication of the agenda papers but prior to our meeting. This is seen as a key stage in the parliamentary process, before potentially moving into Committee stage as it makes its way through the House of Commons and then into the House of Lords, with a hope that it could come onto the statute book by October 2025.
- 3.7 At the time of writing this report, the Bill has not been published in full, but the long title of the Bill suggests it will legislate to include:
- A requirement for the United Kingdom to achieve climate and nature targets (such as reducing emissions to meet the 1.5 degree Celsius temperature rise)
 - To give the Secretary of State a duty to implement a strategy to achieve those targets
 - To establish a Climate and Nature Assembly to advise the Secretary of State in creating that strategy
 - To give duties to the Committee on Climate Change and the Joint Nature Conservation Committee regarding the strategy and targets; and for connected purposes.
- 3.8 Campaign Group 'Zero Hour' have produced a [briefing paper](#) which provides their view of the key purposes, targets and benefits of the Climate and Nature Bill. In general, it sets more inclusive and ambitious environmental targets to drive faster and more effective behaviour change, enabling the UK to meet its objectives around net zero carbon, climate change adaptation and nature recovery.
- 3.9 As noted in the motion text, the Climate and Nature Bill is said to be backed by "372 local authorities, 250 cross-party MPs and Peers, alongside the support of eminent 1250 scientists". According to the Zero Hour campaign group website, notable supporters of the Climate and Nature Bill from North Yorkshire include Tom Gordon, Liberal Democrat MP for Harrogate and Knaresborough and David Skaith, Mayor for York and North Yorkshire. In recent months, Calderdale Council, South Cambridgeshire District Council and South Gloucestershire Council have all pledged support for the Bill. It should be noted that some statements of support relate to previous iterations of Private Members Bills on this topic, with the Climate and Nature Bill (March 2024), the Climate and Ecology Bill (2020, 2022 and 2023) all falling at various stages of the parliamentary process. However, the contents of the previous Bills are expected to remain substantially the same as the current one tabled when it is published.
- 3.10 If the Bill is passed into law, the Government is expected to be required to publish within 12 months a strategy to achieve the agreed objectives. Until such time that the strategy is drafted however, we do not know what impacts the proposed Climate and Nature Bill will have at a local level or what it will achieve in practice (i.e. how actions will be implemented,

enforced and monitored; when changes will take effect; what the costs will be; if this changes the physical and/or financial risk for the council).

- 3.11 North Yorkshire County Council declared a Climate Emergency in July 2022, which rolled over to the new North Yorkshire Council in April 2023. Following this, in July 2023 the Council agreed a new Climate Change Strategy 2023-2030, setting out the ambitions to reduce greenhouse gas emissions, preparing for the changing climate and supporting nature to thrive. The key aims of the strategy include working with partners to achieve the ambition to reach Net Zero by 2030 and to be the first carbon negative region by 2040, in doing so encouraging residents, businesses and visitors to take climate responsible actions. Progress with the strategy is monitored within the Council through the Climate Change Delivery Pathway and reported to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee twice a year.
- 3.12 In summary, given the information available, the principles of the Climate and Nature Bill (set out at section 3.3) and the obligations it would put on national government seem to align with the operational and behavioural changes that the Council has committed to in our Climate Change Strategy and the underlying Climate Change Delivery Pathway. On the other hand, until the Private Members' Bill has passed through the parliamentary process into law, and the underlying strategy and implications of this on local authorities such as North Yorkshire Council are known, pledging support may be too premature at this stage.
- 3.13 Following the full text publication and if the Bill passes its second reading stage on 24 January 2025, it will move into Committee Stage and continue its legislative journey through the Commons and into the House of Lords. There may be appetite for members to recommend back to Full Council that the motion be revisited at a later point in the parliamentary process when more detail is known.

4.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 4.1 This falls under the 'Place and Environment' ambition of the Council Plan 2024-2028.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 None at this stage. This report is in response to the motion text submitted.

6.0 FINANCIAL IMPLICATIONS

- 6.1 No financial implications are associated with the Council supporting or rejecting the motion. It is not possible at this stage for the Council to clearly understand the financial implications of the Bill as proposed, and therefore there is some unquantifiable financial risk in the absence of clarity of how any additional burdens would be funded. Once more information is known, reports will be brought forward at the relevant time setting out any detailed financial implications.

7.0 LEGAL IMPLICATIONS

- 7.1 No direct legal implications have been identified with the Council stating its support or rejecting the motion and writing to the Members of Parliament for North Yorkshire in regard to the Private Members' Bill.

8.0 EQUALITIES IMPLICATIONS

- 8.1 Taking quicker and more effective climate action could better support residents adversely affected by climate and environmental quality issues and reduce inequalities between groups of people.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 The main purpose of the Climate and Nature Bill is to drive faster and more effective environmental improvements. Supporting the motion will not have direct environmental implications but could add weight and show sector support for the changes proposed within the Bill, particularly given the leadership position of the Council to influence residents, businesses and visitors across the county.

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 To enable a response to be reported back to Full Council at its meeting on 26 February 2025.

11.0 RECOMMENDATION

11.1

Members are asked to consider the information contained within the report and agree a way forward to report back to Full Council at its meeting on 26 February 2025.

APPENDICES:

Appendix A – Copy of Motion Received

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
15 January 2025

Report Author – Will Baines - Senior Scrutiny Officer
Presenter of Report – Shaun Berry - Head of Sustainability & Environment
Will Baines - Scrutiny Team - Democratic Services

Motion Text: Support for the Climate and Nature Bill

Proposer: Cllr Steve Mason

Seconder: Cllr Bryn Griffiths,

North Yorkshire Council notes that:

The Climate and Nature Bill is backed by 372 local authorities, 250 cross-party MPs and Peers, alongside the support of eminent 1250 scientists and has passed 1st reading in the house.

The Bill requires the UK Government to develop and deliver a new environmental strategy, which would include:

1. Delivering a joined-up environmental plan.
2. Reducing emissions in line with our 1.5°C commitment.
3. Not only halting, but also reversing the decline in nature, setting nature measurably on the path to recovery by 2030.
4. Taking responsibility for our overseas emissions and ecological footprint.
5. Prioritising nature in decision-making and ending fossil fuel production and imports as rapidly as possible.
6. Ensuring that no-one is left behind, by providing retraining for people currently working in fossil fuel industries.
7. Giving people a say in finding a fair way forward through an independent and temporary Climate & Nature Assembly,

This council therefore resolves to:

1. Support in principle the Climate and Nature Bill.
2. Write to all North Yorkshire Members of Parliament asking them to support this bill.
3. Inform residents, and local press/media of this decision.

Direct relevance to the UN SDGs of the motion

1. Climate Action (SDG 13):
2. Life Below Water and Life on Land (SDGs 14 & 15):
3. Responsible Consumption and Production (SDG 12):
4. Decent Work and Economic Growth (SDG 8):
5. Partnerships for the Goals (SDG 17):
6. Reduced Inequalities (SDG 10):

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North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

30 January 2025

Progress on Issues Raised by the Committee

1.0 PURPOSE OF REPORT

1.1 To advise Members of:

- (i) progress on issues which the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee has raised at previous meetings; and
- (ii) any other matters that have arisen since the last meeting and which relate to the remit of the Committee.

2.0 BACKGROUND

- 2.1 This 'Progress on Issues Raised' report has been introduced to the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee following the use of similar reports to the North Yorkshire Police, Fire and Crime Panel and the Scrutiny of Health Committee.
- 2.2 Going forwards, it will list previous resolutions and/or when it requested further information to be submitted to future meetings. As a starting point, the table below provides a list of issues which were identified at the previous committee meeting on 17 October 2024 and provides an update on whether these have been resolved, or if not what progress has been made to allow committee members to track outcomes in a transparent way.
- 2.3 The Committee is asked to consider whether any further follow-up is required at this stage.

	Date	Minute number and subject (if applicable)	Committee resolution or issue raised	Comment / date required	Status
1	17 October 2024	12 - Public Participation	The Chair committed to write to the Executive Member for Highways & Transport / Corporate Director for Environment expressing frustration with the continued delay in delivering a solution for Jackson's Lane, Scarborough	ASAP	Completed

	Date	Minute number and subject (if applicable)	Committee resolution or issue raised	Comment / date required	Status
2	17 October 2024	13 - NY Highways Performance and Progress	Send information as a reminder on resilience and emergency/out of hours contacts to all Councillors	ASAP	Completed
3	17 October 2024	13 - NY Highways Performance and Progress	Various queries for further information / clarification and investigate potential reports on highways issues	ASAP	Either in progress or completed
4	17 October 2024	Review of Future Household Waste Collection Options	In considering this item, concerns around i) the financial modelling, ii) the future planning policy and iii) learning from other local authorities when deciding the household waste collection scheme to be adopted in the future were raised.	Executive Meeting – 21 January 2025	A breakdown of the main points raised were included as part of the report (Section 5.8 here) for consideration at the Executive meeting.
5	17 October 2024	17 – Work Programme	Organise a private briefing for committee members on Allerton Waste Recovery Park	By next meeting	Briefing held in January 2025

3.0 FINANCIAL IMPLICATIONS

3.1 There are no significant financial implications arising from this report.

4.0 LEGAL IMPLICATIONS

4.1 There are no significant legal implications arising from this report.

5.0 EQUALITIES IMPLICATIONS

5.1 There are no significant equalities implications arising from this report.

6.0 CLIMATE CHANGE IMPLICATIONS

6.1 There are no significant climate change implications arising from this report.

7.0 RECOMMENDATIONS

- 7.1 It is recommended that the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee:
- (a) notes the report;
 - (b) considers whether any of the points highlighted in this report require further follow-up.

APPENDICES: None

BACKGROUND DOCUMENTS: None.

Barry Khan
Assistant Chief Executive, Legal and Democratic Services
County Hall
Northallerton
21 January 2025

Report Author: Will Baines, Senior Scrutiny Officer.

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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 24 April 2025 10am	Review of NYC response to January 2025 Wintry Weather	An overarching review of the response across North Yorkshire to the recent wintry weather - Barrie Mason
	Scrutiny of Climate Change Strategy (2/2)	Bi-annual TEEE O&S scrutiny of the Climate Change Strategy – Jos Holmes, Climate Change Strategy Manager
	<i>National Highways (TBC)</i>	<i>Report on major project delivery and route and maintenance activity from National Highways</i>
	North Yorkshire and York Local Nature Recovery Strategy	NY&Y Local Nature Recovery Strategy 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
	Tree and Woodland Policy	To consider the full draft of the Tree and Woodland Policy - Helen Arnold, Tree & Woodlands Manager and Jon Clubb, Head of Parks and Grounds.
	Development of Parking Strategy Principles	To consider the parking principles which are aligned with the Council Plan and rebalancing of the Council's car parking tariffs and car park operating times - Steve Brown, Head of Parking Services
	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.
	Economic Growth Strategy Progress	12 month review of the Economic Growth Strategy – Mark Kibblewhite, Principal Economic Development Officer

FRIDAY 11 July 2025 10am	<i>Air Quality Management Areas – Annual Status Report 2024/25 (TBC)</i>	
Wednesday 22 October 2025 10am	<i>Tourism Destination Management Plan annual review (TBC)</i>	
Wednesday 28 January 2026 10am		
Wednesday 29 April 2026 10am		
Items to be allocated	Assets / Property Maintenance (falls under Corp & Part O&S Committee)	
	Public Rights of Way (<i>considered at last TEEE O&S Mid-Cycle briefing</i>)	
	Public Conveniences	
	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	
	Highways Verge Management	
	Speed Management Strategy	
	Litter bins	
	Allerton Waste Recovery Park Annual Report	
Vertical Farming and Development of Land at Allerton Waste Recovery Park		