

- Meeting:** Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee
- Members:** Councillors Philip Barrett, John Cattanach, Mark Crane, Melanie Davis (Vice-Chair), Caroline Goodrick, Hannah Gostlow, Paul Haslam, David Ireton, David Jeffels, Steve Mason, Subash Sharma, David Staveley (Chair), Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass
- Date:** Thursday, 1st February, 2024
- Time:** 10.00 am
- Venue:** Brierley Room, County Hall, Northallerton, DL7 8AD

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

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

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

AGENDA

- 1. Apologies for Absence**
- 2. Minutes of the Meeting held on 18 January 2024** (To Follow)
- 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, Principal Democratic Services and Scrutiny Officer (*contact details below*) no later than midday on Monday 29 January 2024. Each speaker should limit themselves to 3 minutes on any item.

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

or e-mail william.baines@northyorks.gov.uk

Website: www.northyorks.gov.uk

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. Rural Connectivity (Pages 3 - 6)
Report deferred from the 19 October 2023 meeting.

6. Update on the Development of the New Local Transport Plan (Pages 7 - 52)

7. Climate Change Delivery Pathway (Pages 53 - 76)

Lunch Break

8. Bus Services in North Yorkshire (Pages 77 - 86)

9. Work Programme (Pages 87 - 90)
Purpose of the report: To ask Members to consider, amend and add to the Committee's work programme.

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

11. Date of Next Meeting
Wednesday 10 April 2024, 10am start at County Hall, Northallerton.

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, Principal Democratic Services & 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, 24 January 2024

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

1 February 2024

Rural Connectivity

Report of the Transformation Director Robert Ling and NYnet Alastair Taylor

1.0 PURPOSE OF REPORT

1.1 The report sets out to update the progress of digital connectivity across North Yorkshire

2.0 BACKGROUND

2.1 North Yorkshire Council and its predecessors have been working with the UK Government to address the lack of digital connectivity across rural areas. BDUK (Building Digital UK) the delivery arm for the Department of Science, Innovation, and Technology has the overall mandate for the delivery of national targets.

3.0 CONNECTIVITY UPDATE

3.1 NYnet the North Yorkshire owned telecoms company has delivered four phases of Superfast North Yorkshire contracts in conjunction with BDUK. In 2009 superfast coverage across North Yorkshire was at approx. 41%, Phase 1 was awarded in 2011/12 to BT with a contract value of £26.5m, further contracts were let to BT in 2015 and 2017 totalling circa £28m which saw coverage climb to 94% by 2020. To tackle the final 10% a wireless contract has been awarded to Quickline in 2020 with an expected increase in coverage to 94% by 2024.

3.2 North Yorkshire Council offers a free WIFI service in 21 market towns across the geography, the service which started in 2021 with support from a Government grant to combat the impact of COVID. Currently the service across North Yorkshire attracts around 70k users per week, making use of both the free Wi-Fi but also access to Govroam for public sector workers and Eduroam for those in education.

3.3 Whilst the Superfast Programme was delegated to Local Bodies with overall supervision by BDUK, the new Project Gigabit is run directly by BDUK with consultation and involvement from the local body. The UK has been split into multiple lots for Project Gigabit. These have been decided based on BT exchanges and other technological reasons and therefore there are instances where small numbers of premises will be in a different lots. The majority of North Yorkshire's premises are in Lots 8 and 31. Lot 8 is primarily West Yorkshire however it includes Selby District and Skipton. This was designed as they are both better built from West Yorkshire and will likely lead to a better outcome for these two areas. Lot 31 is the rest of North Yorkshire. The number of premises in each lot is detailed below:

Lot	Total No Premises	Value
8 – West Yorkshire and York	29,000	£61m
31 – North Yorkshire	33,619	£76m

Both lots are currently out for procurement at the ITT stage. Lot 8 is expected to award by the end of the year with Lot 31 in early 2024. There is commercial interest in both lots and therefore there is a good chance of them being awarded. Superfast North Yorkshire expects there to be approximately 11,000 premises which will not be covered by the end of Phase 4. These will be included in Lot 31. Whilst some of these will be classified as 'Very Hard to Reach' we would expect this number to be no more than 3,000 therefore the majority should be upgraded as part of Project Gigabit.

3.4 North Yorkshire has attracted a significant number of Alternative Network Operators (Altnets). This has been made possible through a combination of marketing the County directly to Altnets as well as the use of NYnet assets to reduce the cost of entry. NYnet works with Altnets to provide backhaul capacity across North Yorkshire to transit the internet from rural locations within North Yorkshire back to major internet hubs in Darlington and Leeds. Through the use of NYnet's network Altnets are able to access high-capacity links at the same price they would in built up areas reducing the cost of doing business in rural areas. In addition, NYnet allows Altnets to use its dark fibre and duct network to lower the cost of digging whilst reducing the inconvenience to residents. A good example of this was in Stokesley where the Altnet used NYnet's fibre to reach Great Ayton instead of undertaking 4km of roadworks.

In addition to Openreach the following Altnets have or are building network in North Yorkshire:

Provider	Areas Covered/Being Deployed
Zzoomm	Northallerton, Thirsk, Sowerby, Easingwold, Tadcaster, Sherburn-in-Elmet, South Milford, Stokesley, Great Ayton
Swish	Bedale, Sherburn-in-Elmet, South Milford, Colburn, Leyburn, Boroughbridge, Knaresborough
City Fibre	Harrogate, Knaresborough, Ripon
Voneus	North of Malton between Hovingham and Swinton. Bedale, Villages around and including Masham
Gigaclear	Selby
KCOM	Selby

3.5 The Department for Science, Innovation and Technology (DSIT) has launched trials and a consultation around Very Hard to Reach premises. These are the 0.4% of premises across the UK that are likely to not be covered by Project Gigabit. Unfortunately, it is highly likely that these 0.4% will be premises that currently do not have Superfast broadband either. It is also likely that North Yorkshire will have a disproportionate amount of VTHR premises (above the average of 0.4%) due to its geography. The solution for these premises will therefore be of the utmost importance. DSIT currently has 4 alpha trials using Low Earth Orbit Satellite (either Oneweb or Starlink). One of these is a Starlink solution at Rievaulx Abbey. NYnet also has two Starlink trials of its own at North York Moors visitors' centres which have delivered fantastic results. DSIT have recently released a consultation around the VTHR programme, NYC will be submitting a response. Initial indications have suggested there will likely be a multitude of solutions for these premises, these could be:

- Low Earth Orbit (LEO) satellite schemes offering vouchers to pay for the hardware cost
- Programmes to share LEO satellites between multiple premises
- The use of Fixed Wireless Access to achieve speeds of over 100Mbps (but below gigabit)
- Targeted voucher-based interventions

The indication is that whilst it is understood that these premises will not receive gigabit broadband, the intent is for them to receive a minimum of 100Mbps rather than the current (unfunded) 10Mbps USO.

- 3.6 Public Phone Boxes are being removed across the country by BT if they meet certain conditions as set out by OFCOM. Public Phone boxes can be removed from the community should the area have good mobile coverage from the four major telecoms providers (Vodafone, EE, Three, O2) and they have made less than 52 calls in a twelve-month period. A consultation period is conducted for each identified phone box via the planning service, North Yorkshire currently has 30 phone boxes under consultation.
- 3.7 The Shared Rural Network (SRN) is a project developed by the UK's four mobile network operators (MNOs) with support from the government. The programme aims to make 4G mobile broadband available to 95% of the UK, improving 4G coverage in the areas that need it most and addressing the digital divide. The SRN is a deal with EE, O2, Three and Vodafone investing in a network of new and existing phone masts, overseen by a jointly owned company called Digital Mobile Spectrum Limited. It will provide guaranteed coverage to 280,000 premises and 16,000km of roads. The SRN is expected to increase coverage in some areas by more than a third, with the biggest coverage improvements in rural parts of Scotland, Northern Ireland, and Wales. It will also improve geographic coverage to 79% of Areas of Natural Beauty and 74% of National Parks. North Yorkshire will benefit from this Government initiative where we would expect coverage to rise from 70% currently to just over 90%, however due to the nature of the areas requiring masts, progress is slower than anticipated due to the challenges of planning in National Parks and ANOBs.

4.0 ALTERNATIVE OPTIONS CONSIDERED

4.1 N/A

5.0 FINANCIAL IMPLICATIONS

5.1 N/A

6.0 LEGAL IMPLICATIONS

6.1 N/A

7.0 EQUALITIES IMPLICATIONS

7.1 N/A

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 N/A

9.0 REASONS FOR RECOMMENDATIONS

9.1 Information paper to update members as to the progress of digital connectivity

10.0 RECOMMENDATION

i) Councillors to note progress

Robert Ling
Director of Transformation
County Hall

Northallerton

Report Author – Robert Ling Director of Transformation & Alastair Taylor CEO NYnet
Presenter of Report – Robert Ling Director of Transformation & Alastair Taylor CEO NYnet

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

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee

01 February 2024

Update on the Development of the New Local Transport Plan

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds.

1.0 PURPOSE OF THE REPORT

- 1.1 To update the Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee on progress on developing a new Local Transport Plan

2.0 SUMMARY

- 2.1 This report provides an update on the development of the new Local Transport Plan and sets out the headline findings from the Let's Talk Transport public engagement.

3.0 BACKGROUND

- 3.1 In 2022, the Department for Transport (DfT) announced that they expected all local transport authorities to have in place a fit-for-purpose, and up-to-date Local Transport Plan (LTP), which sets out a strategic vision and case for investment in transport in their area. The DfT reported that the previously relaxed requirements for 5 yearly updates to LTPs had led to a reduced understanding of the strategic requirements for transport both nationally and locally, and therefore, all local transport authorities should ensure they had a suitable LTP in place by the end of the current parliamentary period (late 2024). This report provides an update on progress so far on the development of a new LTP for North Yorkshire, particularly with regards to the findings of the Let's Talk Transport public engagement.

4.0 LTP PROGRESS UPDATE

- 4.1 Since 2022, transport planning officers have been working towards developing a new LTP, initially recommending several options for updating the plan and ultimately being instructed to undertake a full redevelopment of the existing LTP (adopted in 2016). Since then, officers have been working on undertaking the data gathering and evidence required.
- 4.2 Whilst official guidance from the DfT has yet to be published, officers have been working on developing the LTP to the best of their knowledge, based on the limited advice coming out of government, and insight from within the transport planning sector.
- 4.3 In view of the imminent formation of a Mayoral Combined Authority for North Yorkshire and York, officers are working closely with counterparts at City of York Council, to ensure consistency of approach and to work towards the formulation of a joint strategic transport prospectus, to be ready in draft format for the incoming Mayor. Delays to the publication of the guidance have meant that the time available to write the full LTP in advance of the

mayoral elections is insufficient, but development of a headline strategic transport prospectus will be achievable and is making good progress.

- 4.4 To ensure that the views of people living and working in North Yorkshire are taken into consideration in developing the new LTP, in summer last year (2023), with support from the corporate communications unit, a full public engagement was undertaken using the 'Let's Talk Transport' branding on the Commonplace online platform. This engagement took the form of an online survey, where people could give their views on transport and travel in the county, using both a series of stated preference questions and free text boxes. In addition to the online survey, officers attended numerous public events and meetings, to raise awareness of the engagement, and help people to complete surveys, either online, or on a paper survey form. Paper surveys were issued to libraries and council offices and were also made available at public meeting places. Almost 5,000 people participated in the public engagement, making it the highest level of response of all the 'Let's Talk' activities so far.
- 4.5 Subsequent to the public engagement, a stakeholder questionnaire, which asked broadly the same questions, but in manner more suited to organisations, was issued to over 700 groups, including parish councils, businesses, charities, and interest groups. 100 responses were received to this. Officers are now in the process of meeting with a number of stakeholders who have advised that they would like to have a further discussion to discuss their ideas and views. Officers are also contacting some of the organisations who did not respond, but from whom we would like to hear comments. By the end of January, officers will have held an hour-long discussion session with around 30 stakeholder organisations.
- 4.6 In August a new LTP governance structure was approved and put into place, allowing for regular LTP Board update meetings for officers (North Yorkshire Council, City of York Council, and partners such as the National Park Authorities), and an agreed approvals process through the Environment Executive Members and Corporate Director meeting. In addition to this, the role of existing North Yorkshire council committees, including this committee have been built into the engagement and approvals structure for the new LTP.
- 4.7 Two rounds of elected member briefings have been delivered on an Area, Constituency Committee basis, with informal online discussions being held with each ACC. Similarly, staff engagement sessions have been held (one in person, one virtual), and a further staff update briefing session was run in December.
- 4.8 Our framework consultants WSP have been commissioned to develop the North Yorkshire (and York) databook, and also a two-stage Quantifiable Carbon Reduction Plan (QCR). The databook will provide a variety of relevant datasets for the county, including demographic, economic and transport information. Those commissions are underway, with outputs being passed to officers as they become available. A more detailed report on the QCR plan will be brought to this committee in due course.

5.0 PUBLIC ENGAGEMENT HEADLINE RESULTS AND FEEDBACK REPORT

- 5.1 Appended to this report at Appendix A is a report prepared jointly by the Transport Planning and Corporate Communications team setting out the headline results of the Let's Talk Transport campaign, and also the stakeholder engagement.
- 5.2 The report sets out the key headlines of the engagement which are namely that;
- There are low levels of satisfaction with the current transport system in North Yorkshire

- Availability and reliability of travel, affordability, road safety and impact of transport on climate changes are of most concern
- Measures to encourage more use of public transport and more walking and cycling, and traffic and highway infrastructure are seen as being most effective in tackling transport issues
- There are differences in results for individual Area Constituency Committee areas, and also by a number of different criteria, such as age, gender, type of community and whether or not the person responding has a disability.

5.3 People's changing travel patterns, both in the past, and potential changes in the future are explored, as are people's levels of support for investment in different types of intervention.

5.4 Whilst it is clear that there are variations in the data based on a number of different characteristics, there are some clear trends in terms of satisfaction with the transport network in the county. In particular, one of the themes that has become apparent is the 'lack of transport choice' for some people responding to the engagement.

5.5 Whilst the headline results provide a very broad level of detail, there is a great deal more information provided in the appended report, and further to that, the consultation appendix developed by WSP on our behalf. The consultation appendix, plus further bespoke data analysis, is available from the Transport Planning team on request.

6.0 NEXT STEPS

6.1 Officers will continue to develop the LTP in line with the actions set out above. In addition to this, officers will in the spring begin work on policy and strategy formulation based on the findings from the engagement thus far, the evidence gathered, and the findings of the Quantifiable Carbon Reduction Plan.

6.2 Officers are also working to develop a draft strategic transport prospectus, setting out high level aims and objectives, ready for the election of the new Combined Authority Mayor in May 2024.

7.0 CONTRIBUTION TO COUNCIL PRIORITIES

7.1 The Local Transport Plan is a statutory requirement, and part of the Council's policy framework.

8.0 ALTERNATIVE OPTIONS CONSIDERED

8.1 The Council, as local transport and highway authority for North Yorkshire, is required to have an up-to-date Local Transport Plan in place, and Government in 2022 requested that all authorities ensure this be in place by the end of this Parliament. The ongoing development of the new LTP will allow the council to meet that requirement. It will also help to bring the LTP in line with other key strategic plans and policies. Alternative options in terms of developing a new plan were considered at the outset of this process, but it was agreed that development of a new plan was the most appropriate option in the case of our LTP, which was published in 2016.

9.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

9.1 Officers continue to work with partners, both internal and external, to ensure that LTP is aware of, and where appropriate, aligned to other key policy and strategy documents, and programmes.

10.0 FINANCIAL IMPLICATIONS

10.1 Development of the LTP is a core function of the Council and a statutory duty. Where additional funding is required beyond existing budgets, it will be reported through the appropriate channels. In 2022, the DfT granted capacity funding of £178,570 to the council to support development of a new LTP by the end of this parliament. Currently no additional funding is expected to be required. This is being delivered within existing staffing resource with the capacity funding being used to fund consultant support and necessary expenditure such as consultation costs.

11.0 LEGAL IMPLICATIONS

11.1 There are no specific legal implications arising from this report.

12.0 EQUALITIES IMPLICATIONS

12.1 There are no equalities implication arising from this particular report. A full EIA will be undertaken as part of the Local Transport Plan itself. See Appendix B

13.0 CLIMATE CHANGE IMPLICATIONS

13.1 There are no climate change implications arising from this particular report. However, the LTP itself will have a focus on climate change and the environment, including a quantifiable carbon reduction plan, and officers from Transport Planning are liaising with relevant colleagues as part of the development of the new plan. A full strategic environmental impact assessment will also be undertaken as part of the new LTP. See Appendix C

14.0 POLICY IMPLICATIONS

14.1 The Local Transport Plan is a statutory requirement, and part of the Council's policy framework.

15.0 RISK MANAGEMENT IMPLICATIONS

15.1 A full risk register will be developed as part of the new Local Transport Plan.

16.0 REASONS FOR RECOMMENDATIONS

16.1 So that the Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee are aware of the latest progress on the development of the LTP.

17.0 RECOMMENDATION

17.1 That the Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee note the progress report on developing a new Local Transport Plan

APPENDICES:

Appendix A – Let's Talk Transport Feedback report

Appendix B – Equalities impact assessment

Appendix C – Climate Change impact assessment

Barrie Mason

Assistant Director -Highways & Transportation, Parking Services, Street Scene, Parks and Grounds

County Hall
Northallerton
17 January 2024

Report Author – Rebecca Gibson, Senior Transport Planning Officer
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.

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Let's Talk Transport: Survey Findings



Foreword

This report outlines the findings of the Let's Talk Transport survey, which took place from May to July 2023. This was the first stage of asking for input from North Yorkshire residents, to help inform the new Local Transport Plan (LTP).

We have a vision to build on North Yorkshire's natural assets, strong local economy and resilient communities, to improve the way local services are delivered and support a good quality of life for all. We are the geographically largest council in the country, with a mix of rural, urban and coastal communities, all of which have common challenges but also competing and differing needs.

Therefore, a strong community voice is essential. Let's Talk North Yorkshire, which launched in autumn 2022, is our continuing commitment to listen and engage with you, hearing your views on key strategic decisions and empowering your voice.

We asked for your input as part of Let's Talk to help inform the new LTP. This will be a key policy for North Yorkshire Council, which requires a thorough and extensive understanding of the issues, and ongoing engagement and consultation with councillors, stakeholders and the public before it can be put forward for adoption by the council.

It is a long-term plan, which will outline the transport policies and proposals necessary to improve transport connectivity and choice. The plan will demonstrate very clearly how those transport proposals will make a significant contribution to meeting carbon net zero ambitions. It will also help underpin the Strategic Transport Plan that will be the responsibility of the new York and North Yorkshire mayor.

To help inform the first draft of the LTP, we wanted to learn about your experiences of travelling in North Yorkshire - how you travel now and how you might like to travel in the future.

This report outlines what you told us as part of this initial conversation:

- There are low levels of satisfaction with the current transport system in North Yorkshire
- Availability and reliability of travel, affordability, road safety and impact of transport on climate changes are of most concern
- Measures to encourage more use of public transport and more walking and cycling, and traffic and highway infrastructure are seen as being most effective in tackling transport issues
- There are important differences in results and feedback across the county.

This feedback will help shape the first draft of the strategic transport plan, which will then be shared for residents to have another chance to give feedback as part of a formal consultation.

4,817 people took part in the Let's Talk Transport survey. We are grateful to everyone who completed an online or paper survey or got in touch in another way.

We are committed to continuing the conversation and we hope you will keep on sharing your views via our digital engagement platform, which you can subscribe to [here](#). In return, we are committed to listening, and to doing everything we can to advocate for North Yorkshire, delivering the best possible opportunities for people and communities.



Cllr Carl Les OBE
Leader,
North Yorkshire Council



Cllr Keane Duncan
Executive member for highways
and transport
North Yorkshire Council

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Let's Talk Transport

1.0 Key findings

Overall

- A total of 4,817 responses were received to the Let's Talk Transport engagement survey. The number of responses means we can be confident that the survey results reflect the views of people in North Yorkshire.
- Responses were received from people who live and work within all areas across North Yorkshire, although people from Selby & Ainsty are underrepresented in the responses.
- Older people are also overrepresented and younger people underrepresented in the responses.
- The results obtained from the survey and summarised in this report will be used to help the council to develop its Local Transport Plan and direct interventions for future improvements to transport provision.

Getting around in North Yorkshire

The survey responses show the most common ways of getting around are:

- walking (80% say they walk daily or several times a week)
- diesel or petrol car (68% use this daily or several times a week)
- bus, including park and ride (18% daily or several times a week)
- electric /hybrid car or van (15% daily or several times a week)
- cycling (13% daily or several times a week).

Changes to travel habits

- Many people report no change in their current travel habits, compared to three years ago. However, the survey suggests one of the biggest changes has been a shift to home-based activities. Nearly half the responses are from people saying they now work from home (49%) and now use home delivery rather than travelling to the shops (48%).
- Many people do not expect their travel habits to change much over the next three years, although use of public transport (34%) and cycling (32%) are the two travel habits most expected to increase. Use of the car is the habit most expected to decrease (22%).

Satisfaction with transport system in North Yorkshire

- The responses show low levels of satisfaction with the transport system, with 59% feeling that the system does not meet their needs very well or at all well. Some 16% of responses say the system meets their needs very or quite well.
- People from the more urban areas (large town or city) are more likely to rate the transport system as meeting their needs very or quite well (20%), while those from the most rural areas (isolated house or small group of houses) are less likely to rate the system as meeting their needs very or quite well (12%).

Transport concerns

More than half the responses received identified the following as being always or often a concern:

- Availability and reliability of travel (77% of responses)
- Affordability of travel (62%)
- Road safety (60%)
- Impact of transport on climate change (56%).

Effectiveness of measures to tackle transport issues

When asked how effective potential measures aimed at addressing transport challenges in North Yorkshire would be, more than half of the responses rated the following measures as very effective or somewhat effective:

- Measures to increase more use of public transport (62%)
- Traffic and highway infrastructure improvements (60%)
- Measures to encourage more walking and cycling (57%).

Discouraging car use was the measure considered least likely to be effective (30%).

Using the survey results to develop the Local Transport Plan (LTP)

- The LTP sets out strategy, policy and investment plans for transport across the county. It is part of the Council's Policy Framework, requiring thorough and extensive understanding of the issues, policy formulation and ongoing engagement and consultation with councillors, stakeholders and the public before adoption by full Council.
- The results of the engagement activities have given some clear indications of what residents and stakeholders would like the council to focus on for the new LTP in North Yorkshire. These will be used in future planning and setting the vision and objectives of the new LTP to meet the transport needs of communities across the county.
- This work includes further analysis of the engagement results and formulation of possible policy approaches, including a review of the previous LTP and development of a draft Strategic Transport Plan, jointly with City of York Council.

2.0 Introduction

North Yorkshire Council (NYC) carried out an engagement exercise called 'Let's Talk Transport' during the summer of 2023.

The engagement comprised of a survey to be completed by the public, which was intended to help develop the new Local Transport Plan (LTP) for the county, by understanding travel patterns, planned changes to travel behaviour and views on the effectiveness of interventions proposed to tackle transport issues in North Yorkshire. NYC is being supported by WSP to analyse responses to the survey received.

In addition to the questionnaire, a series of events were undertaken, involving face to face engagement, giving the opportunity for queries to be raised and answered in person.

Let's Talk Transport forms part of the council's wider 'Let's Talk North Yorkshire' engagement campaign, with the aim of gathering insight and data to support informed decision making and setting local strategy for the county.

In total, **4,817 responses** were received to the main Let's Talk Transport survey. The results obtained, and summarised in this report, will be used to help NYC in setting its Local Transport Plan and directing interventions for future improvements to transport provision.

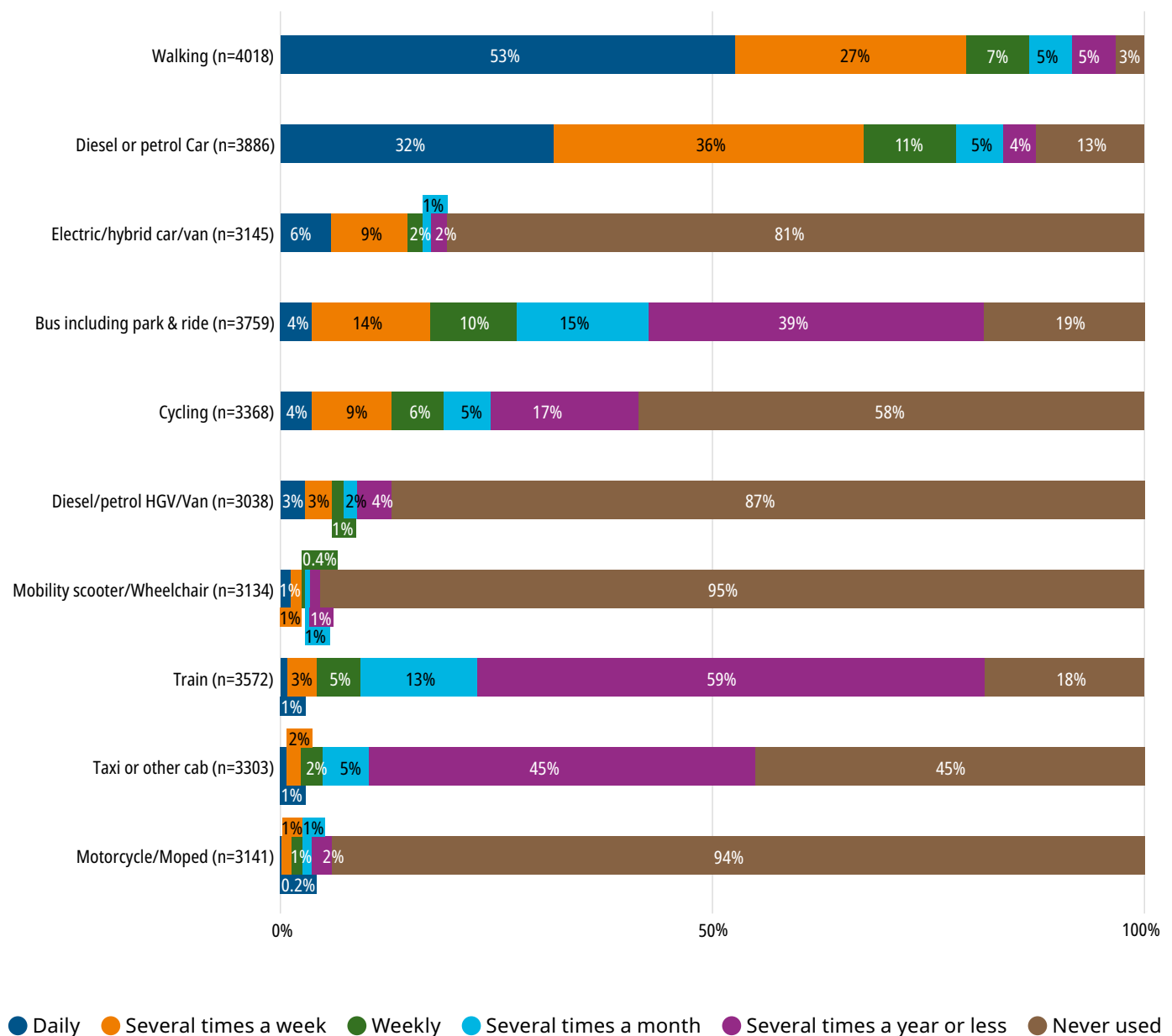
3.0 Summary of results

3.1 Getting around North Yorkshire

People were asked how they used various modes of transport for their journeys within North Yorkshire. The results are shown in figure 1, with people able to answer for as many or as few of these modes as they wished.

The results indicate that a considerable proportion of respondents walk daily, or at least several times per week. This is the most frequently used mode, followed by travelling by diesel or petrol car – with almost a third doing so daily.

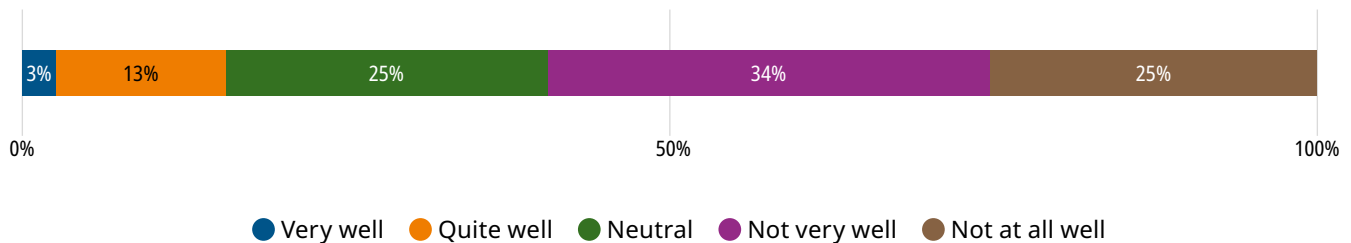
Figure 1: How often do you use the following ways of getting around in North Yorkshire?



3.2 How well do you feel the transport system in North Yorkshire meets your needs?

The results in figure 2 show that 59% of people are not satisfied with the transport system in North Yorkshire while 16% feel it works well and 25% gave a neutral response.

Figure 2: How well do you feel the transport system in North Yorkshire meets your needs? (n=3441)



3.2.1 Area Constituency Committee (ACC)

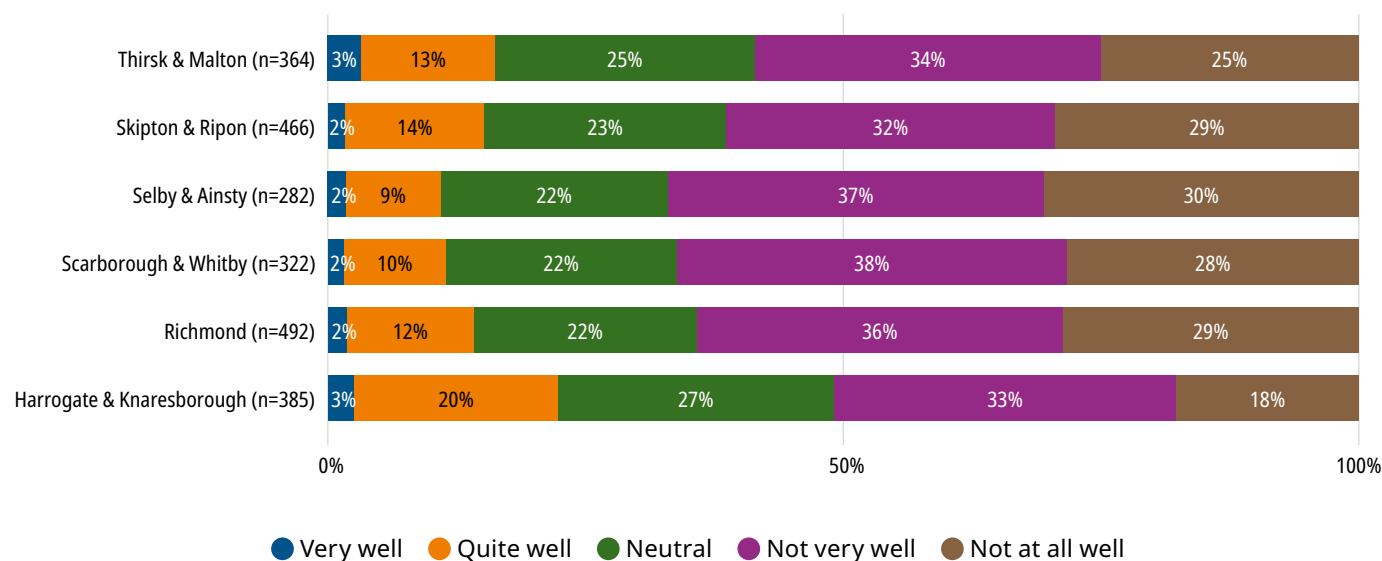
In order to give local citizens a greater say in Council affairs, 6 Area Constituency Committees have been created. These cover the same areas as the 6 electoral constituencies for North Yorkshire MPs. They maintain an overview of the effectiveness of the public services provided to their local community by the Council and other agencies and to advocate the interests of their community in relation to those services. They involve Councillors for each particular area and meetings are held in public.

The results show a similar pattern when analysed by ACC, with an overall majority of responses from all ACC areas feeling that the transport system does not meet their needs well.

The Harrogate & Knaresborough ACC has the lowest proportion of responses that feel the system does not meet their needs (51%) and the highest proportion that feel the system meets their needs very or quite well (23%).

The Selby & Ainsty ACC has the highest proportion of responses that feel the system does not meet their needs (67%) and the lowest proportion who feel it does meet their needs (11%).

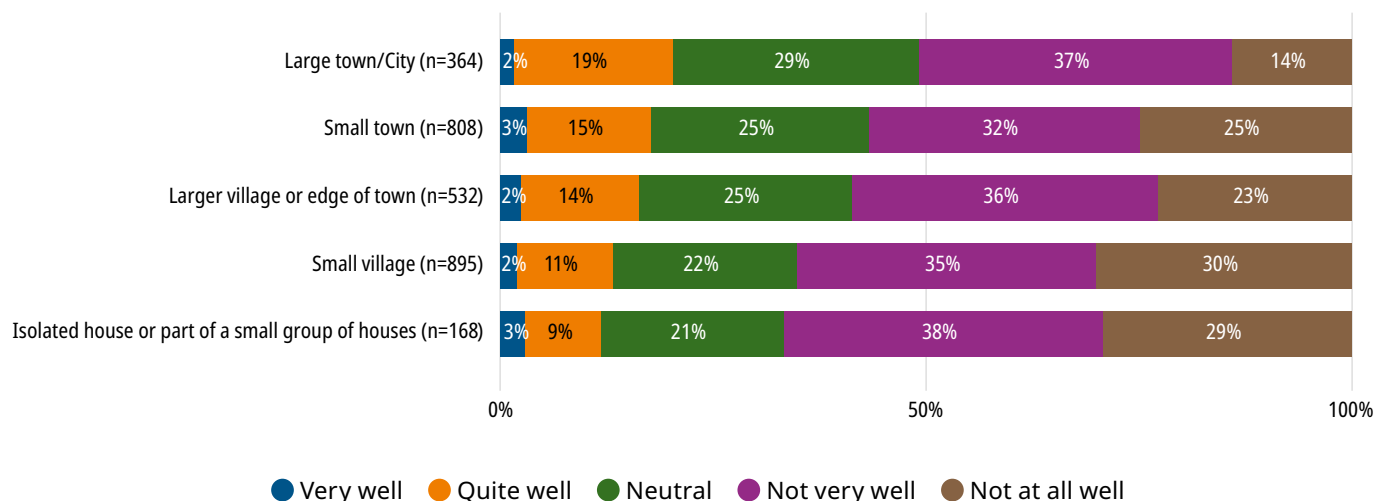
Figure 3: How well do you feel the transport system in North Yorkshire meets your needs by ACC



3.2.2 Area type

Responses were analysed according to the character of the area where the respondent lives. For all types of areas, a majority of responses say that the transport system does not meet their needs very well or not at all well. However, responses from people from large town/city or small town environments are more likely to consider that the transport system meets their needs (21% well overall in large town/city and 18% well overall in small towns). Those in isolated areas are the least likely to say that the system meets their needs (12% well overall, while a combined 67% say not well overall).

Figure 4: How well do you feel the transport system in North Yorkshire meets your needs by area type

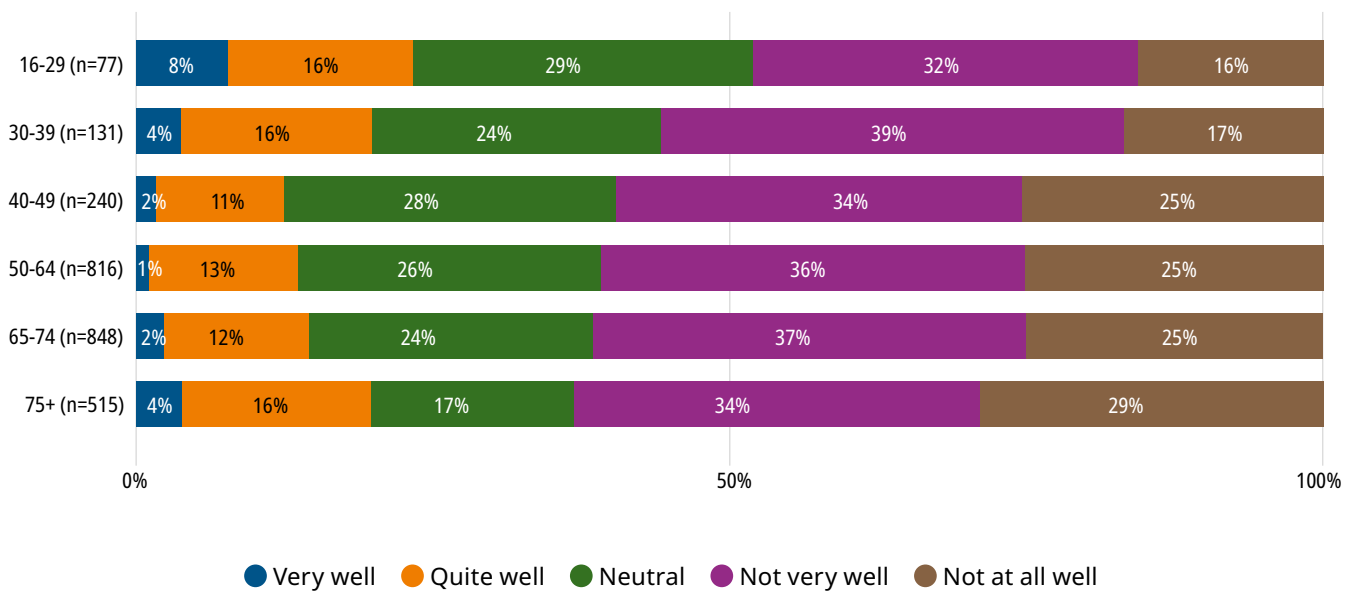


3.2.3 Age

The results suggest those in younger age groups are less likely to say the transport system does not meet their needs, with the proportion increasing slightly towards the older age groups.

In all groups except the 16-29 age group, there is a majority of people that feel the transport system does not meet their needs. The most positive group are those between 16-29 years of age, who have the largest proportion of respondents that feel the transport system meets their needs (8% said very well and 16% said quite well).

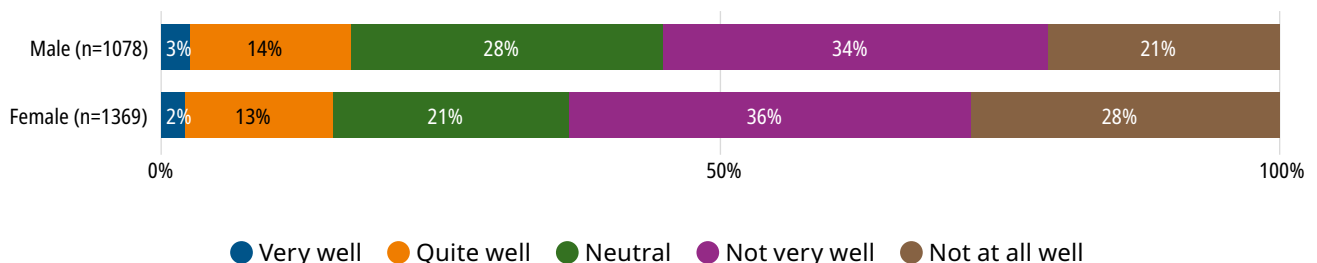
Figure 5: How well do you feel the transport system in North Yorkshire meets your needs by age group



3.2.4 Gender

Female respondents are more likely to consider that the transport system in North Yorkshire does not meet their needs (64%), compared with male respondents (55%).

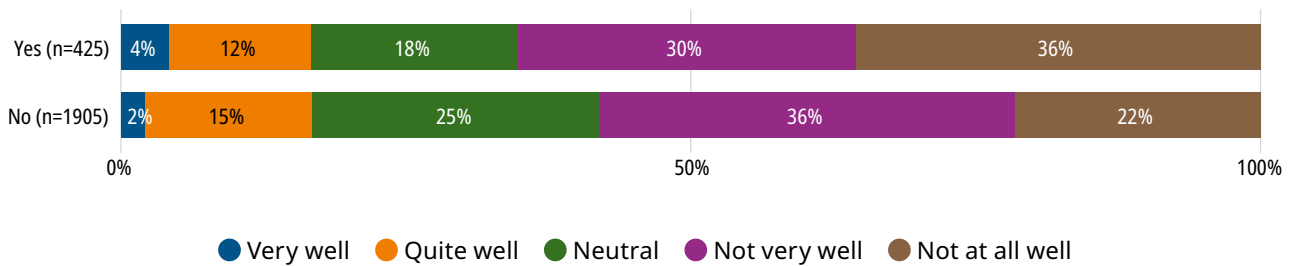
Figure 6 - How well do you feel the transport system in North Yorkshire meets your needs by gender



3.2.5 Disability

Responses from people considering themselves to be disabled or to have a long-term, limiting condition suggest they are more likely to report that the transport system serves them not at all well or not very well (66% in total), compared to from those without a disability (58%).

Figure 7 – How well do you feel the transport system in North Yorkshire meets your needs by disability

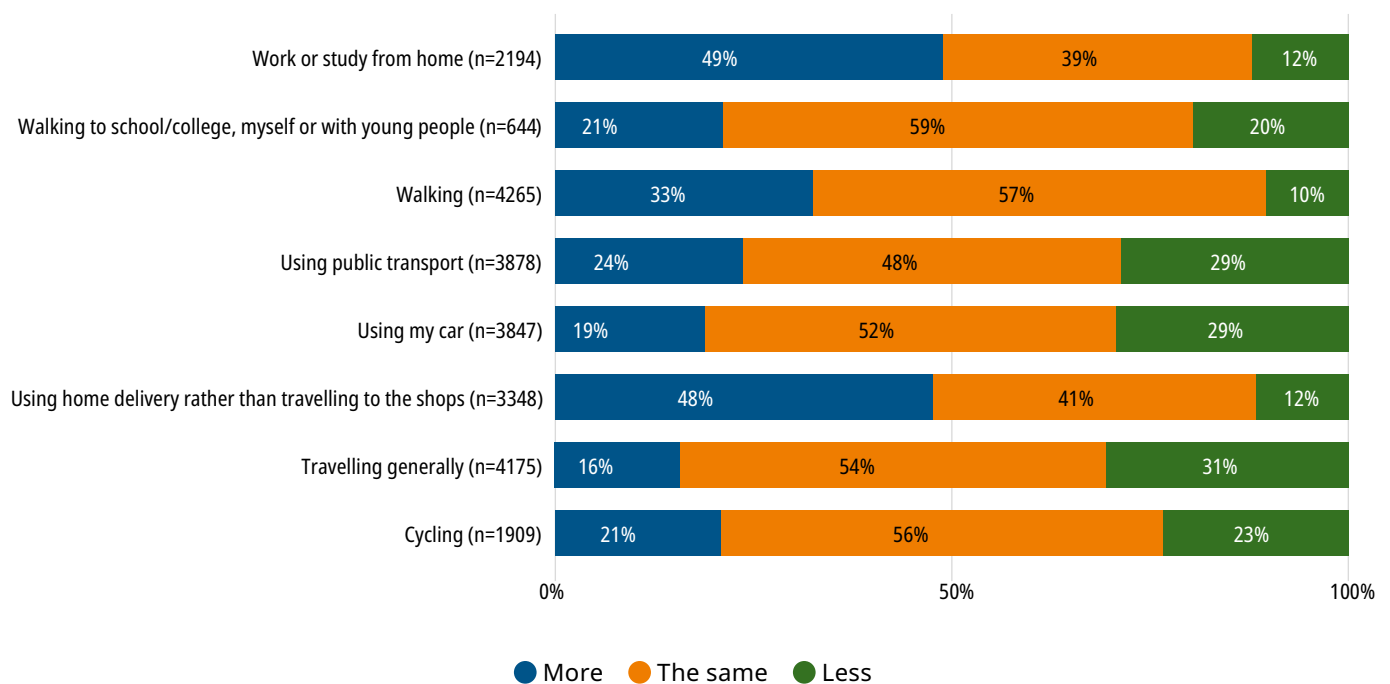


3.3 Changes to travel behaviour

People were asked about how their travel habits compare with three years ago and given an open-ended text question to give more detail about the changes they have made.

Many people say their travel habits are the same, although there has been a shift towards more home-based activities. Almost half of respondents say they now work or study from home (49%) or use home delivery rather than travelling to the shops (48%) more than they did three years ago. This may be explained by the changes to working and shopping patterns that resulted from the restrictions put in place during the Covid pandemic, leading to behavioural shifts in wider society.

Figure 8: How do your current travel habits compare to three years ago?



Respondents were given an opportunity to explain more about the changes they had made, including the reasons behind those changes. The table below presents the most common themes for these comments.

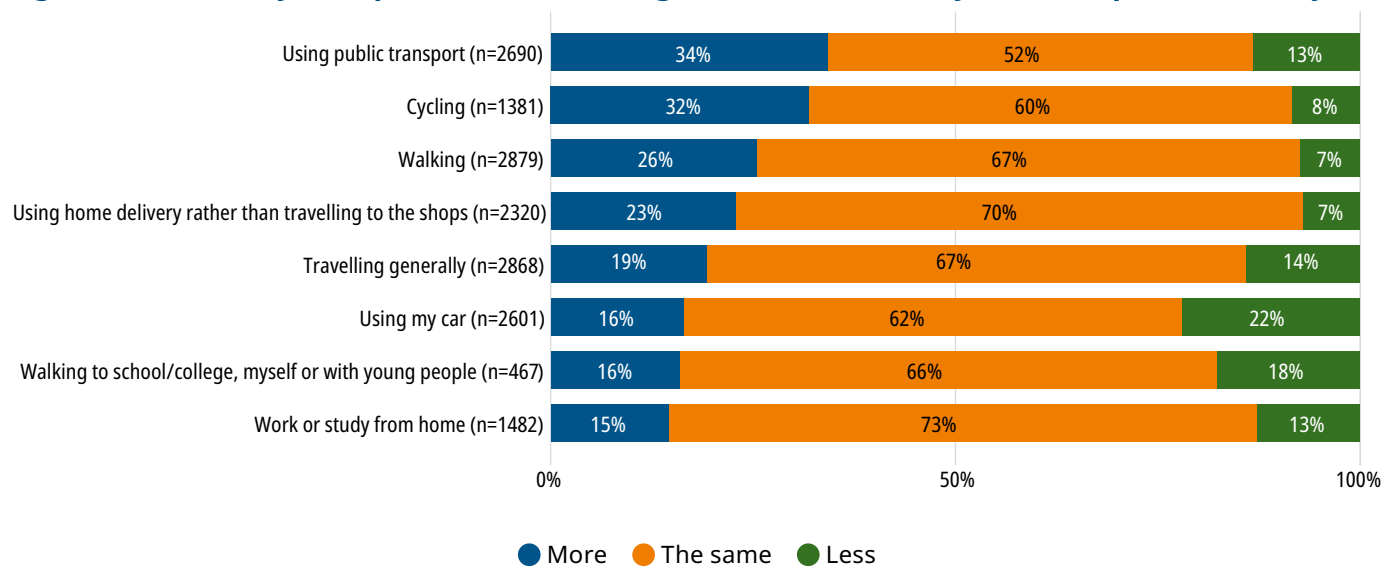
Figure 9: Most common theme for comments about why changes have been made

Theme	Count of comments
Now working from home / remote working	283
Retired from work	265
I haven't made any changes / no difference	194
Walking more (generally)	176
Lack of bus service / poor availability / sparse network	174
Using public transport more (generally)	164
Now hybrid working	162
Mobility impaired / mobility issue / health issues preventing travel	154
Need to drive due to no alternative	152
Bus services are poor / unreliable	148
Driving less (generally)	144
Train services are poor / unreliable	134
Shopping online more / Using home delivery	113
Recently moved home	98
Buses aren't frequent enough	91
Bus service has been reduced / removed	87
Changed behaviour due to Covid	86
Less socialising / going out less	76
Localised transport issue	70
Cycling more (generally)	69

People were asked how they expect their travel habits to change over the next three years. The results in figure 10 show that many people do not expect their travel habits to change, with over half of responses in all categories stating that they feel these will remain the same. Use of public

transport (34% and cycling (32%) are the two travel habits that are most expected to increase in the next three years, while use of the car is the habit expected to see the greatest decrease (22%).

Figure 10: How do you expect habits to change in the next three years, compared to today?

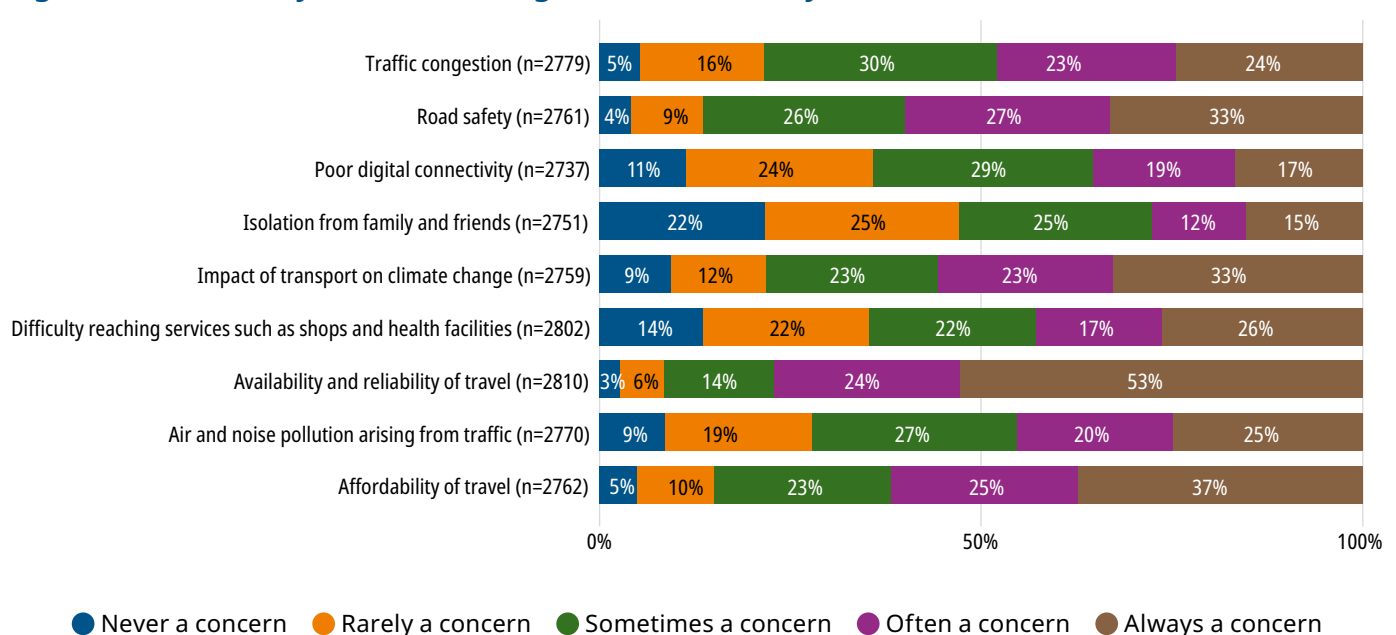


3.4. Transport concerns in North Yorkshire

When asked about their travel-related concerns, more than half the responses received identified the following as being always or often a concern:

- Availability and reliability of travel (77% of responses)
- Affordability of travel (62%)
- Road safety (60%)
- Impact of transport on climate change (56%).

Figure 11: How many of the following are a concern to you in North Yorkshire?



The table below shows the most common themes for comments on the main concerns among respondents and the reasons for expected changes to travel behaviour in the next three years.

Figure 12: Comments in relation to explaining answers on concerns or expected changes to travel habits

Theme	Count of comments
Lack of bus service / poor availability / sparse network	199
Bus services are poor / unreliable	181
Roads in area are congested / traffic problems	155
Train services are poor / unreliable	152
Concerned about the environment / climate change	142
I have no choice but to drive	136
Concerned about lack of access to healthcare / medical services	128
Buses aren't frequent enough	126
Concerned about isolation of elderly / older people	106
Concerned about isolation of those living in rural areas / countryside	101
Reduction / removal of bus service	81
Localised issue with bus provision	80
Concerned about poor driver behaviour (e.g. speeding, safe overtaking of cyclists)	79
I plan to use public transport more if provision is improved	78
Doesn't feel safe to walk / cycle	75
Trains are too expensive / high fares	74
Localised issue with roads / traffic	74
Criticism of transport in North Yorkshire (e.g. unreliable, disconnected)	68
Buses finish too early	67
Lack of train service / poor availability	65

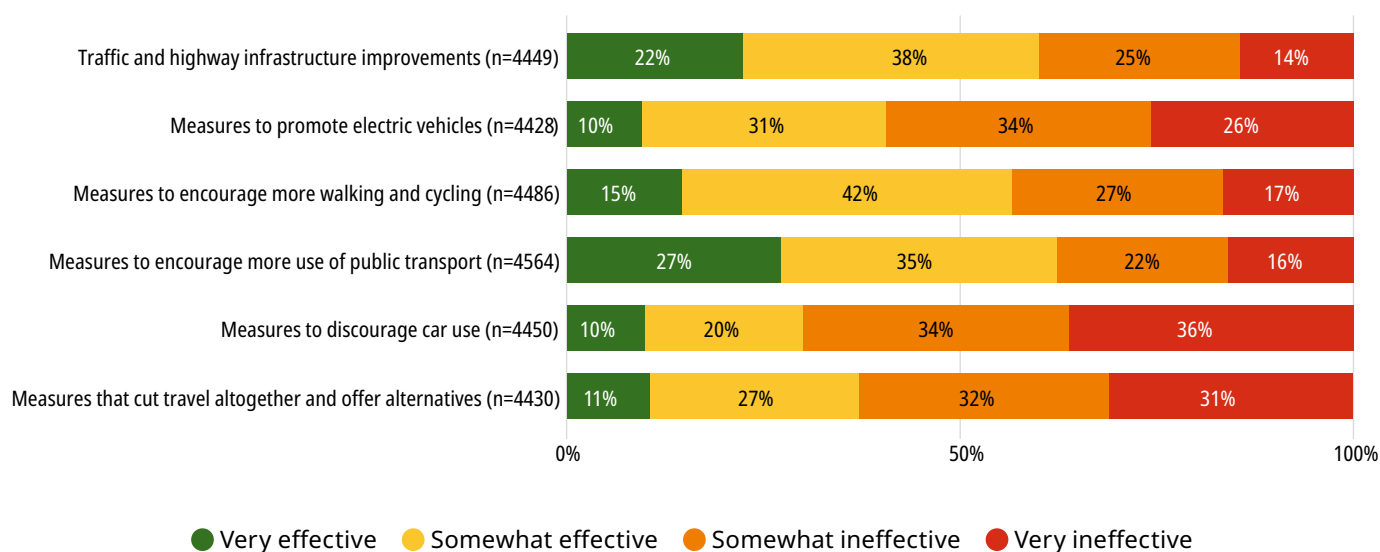
3.5 Views on the effectiveness of potential measures in tackling transport issues

When asked how effective potential measures aimed at addressing transport challenges in North Yorkshire would be, more than half of the responses rated the following measures as very effective or somewhat effective:

- Measures to increase more use of public transport (62%)
- Traffic and highway infrastructure improvements (60%)
- Measures to encourage more walking and cycling (57%).

Discouraging car use was the measure considered least likely to be effective (30%).

Figure 13: How effective do you think the following will be in tackling transport issues in North Yorkshire?



There are some differences in the results for individual ACCs, and these include the following examples :

- Measures to discourage car use are particularly considered ineffective by those from Selby & Ainsty (77%). People from Selby & Ainsty are also less likely to rate as effective measures to promote electric vehicles (36%) and to cut travel altogether and offer alternatives (32%).
- In Thirsk & Malton, around two-thirds of responses considered that encouraging use of public transport would be an effective measure (66%). People in this area are also very supportive of the effectiveness of measures to encourage more walking and cycling (64%).
- In Richmond, nearly two-thirds of responses considered traffic and highway infrastructure improvements as effective (64%).
- People in Harrogate & Knaresborough are most likely to rate as effective measures to discourage car use (34%) and to promote electric vehicles (45%).

There are also other differences in the views of different groups. These include:

- Rural respondents are less likely to consider measures to discourage car use effective when compared to those from urban areas.
- Younger respondents appear to be more likely to feel that measures to promote electric vehicles would be effective in tackling transport issues. The same is evident for measures that cut travel altogether and offer alternatives.
- Traffic and highway infrastructure improvements have widespread support as an effective method to tackle transport issues in North Yorkshire, with there being some evidence that this is stronger among younger people.
- Measures to encourage more use of public transport are particularly considered effective among young people, likewise with measures to encourage walking and cycling.

3.6 Further comments

People were asked if there was anything else they wished to say about their experience of travel in North Yorkshire, and the table below summarises the most common themes from these further comments.

Figure 14: Most common comment themes for further comments on experience of travel in North Yorkshire

Theme	Count of comments
Concerned about lack of alternative to car use (generally)	233
Bus services are poor / unreliable	222
Buses aren't frequent enough	194
Lack of bus service / poor availability / sparse network	191
Criticism of transport in North Yorkshire (e.g. unreliable, disconnected)	182
Concerned about lack of connectivity to rural areas	181
Criticism of road conditions (e.g. maintenance / surface condition etc.)	165
Localised issue with road network (including road needing upgrade)	147
Train services are poor / unreliable	132
Criticism of NYC / UK government / Public Transport Operators / Police	118
Localised issue with bus provision	93
Buses finish too early	93
Criticism of existing cycling facilities	79
Trains are too expensive / high fares / need lower fares	76
Suggest hard measures to improve cyclist safety (e.g. segregation, dedicated lanes, new infrastructure)	74
Public transport services are poor / unreliable	73
Lack of EV charging infrastructure	68
Lack of train service / poor availability	66
Concerned about lack of access to essential services (e.g. medical / education etc.)	64
Bus service has been removed / no more service	63

4.0 Next steps

The results of the engagement activities have made some clear indications of what residents and stakeholders would like the focus of the new LTP to be. These will be used in future planning and setting the vision and objectives of the new LTP to meet the transport needs of communities across the county.

Appendix 1 - Let's Talk Transport's Survey response characteristics

This section of the report provides details of the demographic information collected from people responding to the survey. This information has been used to determine the extent to which the sample is representative of the wider North Yorkshire population and to analyse the views of different demographic groups.

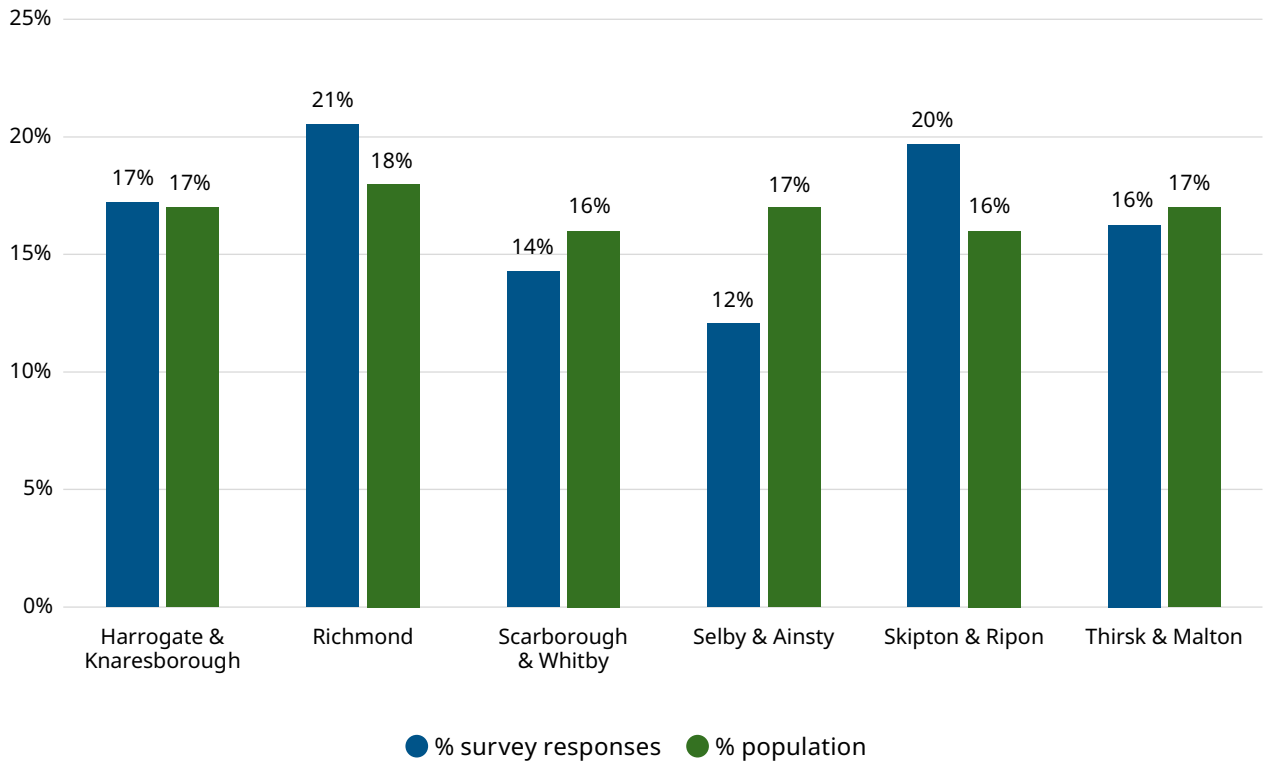
1.1 Geographical area – Area Constituency Committee (ACC)

People were asked for their postcodes in the survey, and this information was used to identify the Area Constituency Committee (ACC) in which they live.



The chart below compares the distribution of responses with the breakdown of population (age 16+) by ACC across North Yorkshire.

Figure 17: Survey responses and population by ACC



The proportions of responses from Harrogate & Knaresborough, Scarborough & Whitby, and Thirsk & Malton are broadly in line with their respective populations. Selby & Ainsty is underrepresented while Richmond and Skipton & Ripon are overrepresented in the survey responses.

There were also 167 responses from people living outside North Yorkshire (usually in places bordering the county).

The location of a further 1,469 responses is not known because this information was not provided or was incomplete.

Figure 18: Responses by ACC

Area Constituency Committee	Responses	% sample
Harrogate & Knaresborough	547	17%
Richmond	653	21%
Scarborough & Whitby	454	14%
Selby & Ainsty	384	12%
Skipton & Ripon	626	20%
Thirsk & Malton	517	16%
Total	3181	100%
Outside North Yorkshire*	167	
Total response	3348	
No response	1469	

People were also asked to describe the type of area they live. Most responses were received from people living in a small village (32%) or a small town (29%).

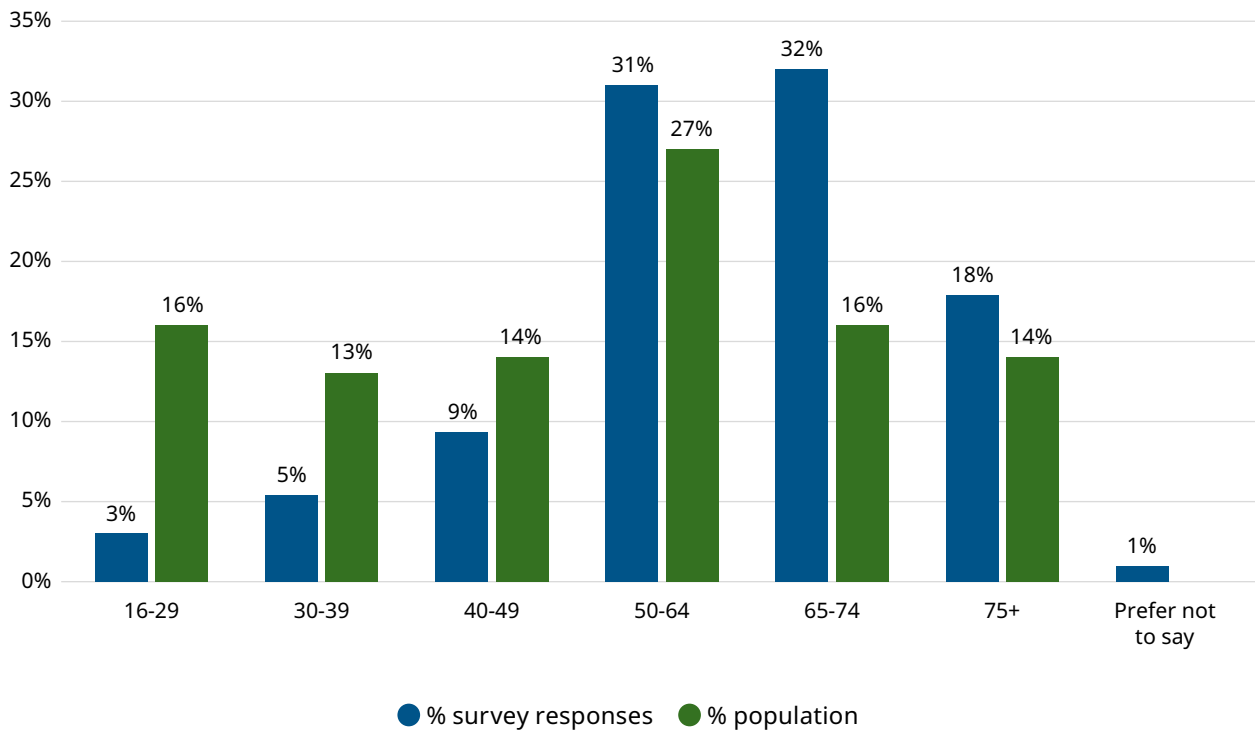
Figure 19: Responses by type of area

How would you describe the area you live in?	Responses	% sample
Large town/city	447	13%
Small town	970	29%
Larger village or edge of town	635	19%
Small village	1073	32%
Isolated house or part of a small group of houses	198	6%
Total response	3323	100%
No response	1494	

1.2 Age group

The chart below compares the distribution of responses with the breakdown of population (age 16+) by age group across North Yorkshire

Figure 20: Survey responses and population by age group



People in the 50 to 64 and 65 to 74 years age groups make up the highest proportions of responses (31% and 32% respectively), and these are higher than the population of North Yorkshire for these age groupings (27% and 16% respectively.) The 16 to 29, 30 to 39, 40 to 49 years age groups are underrepresented, despite efforts to target younger age groups in the campaign. Again, a significant number of people (1,247) did not provide details of their age.

Figure 21 Responses by age group

What is your age group?	Responses	% sample
16-29	122	3%
30-39	193	5%
40-49	334	9%
50-64	1107	31%
65-74	1142	32%
75+	638	18%
Prefer not to say	34	1%
Total response	3570	100%
No response	1247	

1.3 Gender

There are more responses from people identifying as female (56%) than male (42%), with 2% preferring not to say and a small number (10) describing themselves in another way. Information on gender was not provided for 1,465 responses.

ONS (Office for National Statistics) 2021 Census data shows 51% of the total population (all ages) in North Yorkshire are female and 49% are male.

Figure 22 Responses by gender

Are you? (Gender)	Responses	% sample
Female	1873	56%
Male	1409	42%
I describe myself in another way	10	<1%
Prefer not to say	60	2%
Total response	3352	100%
No response	1465	

1.4 Disability

The data available on disability and long-term limiting health conditions suggests that the survey sample is also broadly representative of the wider North Yorkshire population.

Some 18% (565 people) consider themselves to be a disabled person or have a long-term limiting condition.

Figure 23: Responses by disability

Do you consider yourself to be a disabled person or to have a long-term, limiting condition?	Responses	% sample
Yes	565	18%
No	2433	79%
Prefer not to say	94	3%
Total response	3092	100%
No response	1725	

ONS data shows 18% of the North Yorkshire population are disabled under the Equality Act (with nearly 7% saying their day-to-day activities are limited a lot and nearly 11% saying they are limited a little).

1.5 Ethnicity

The data available on ethnic group suggests that the sample is representative of the wider North Yorkshire population. Based on a total of 3,046 responses to this question, some 98% of these responses (2,996) were from people saying their ethnic group is White (all groups).

The survey sample included responses from people saying their ethnic group is: Asian/Asian British (0.2%), Mixed or Multiple ethnic groups (1%), Other ethnic group (1%) and Black/African/ Caribbean/ Black British (0.1%), Arabic (0.1%) and Gypsy/Traveller (0.1%).

The 2021 Census data shows the population of North Yorkshire is 96.7% White, 1.4% Asian/Asian British, 1.1% Mixed or Multiple ethnic groups, 0.5% other ethnic group, and 0.4% Black/Black British, Caribbean or African.

Appendix 2 – Let’s Talk Transport tables of results

The data tables below show the overall survey results for each response option in the Let’s Talk Transport Survey.

Q. How often do you use the following ways of getting around North Yorkshire? (Responses)

	Daily	Several times a week	Weekly	Several times a month	Several times a year or less	Never used	Responses
Walking	2116	1074	291	199	206	132	4018
Diesel or petrol car	1230	1394	417	211	148	486	3886
Electric/hybrid car/van	183	278	58	30	59	2537	3145
Bus including park & ride	136	516	377	575	1456	699	3759
Cycling	121	314	203	181	579	1970	3368
Diesel/petrol HGV/van	88	93	43	46	120	2648	3038
Mobility scooter/wheelchair	39	38	11	18	39	2989	3134
Train	30	121	182	480	2101	658	3572
Taxi or other cab	23	56	82	177	1477	1488	3303
Motorcycle/moped	6	34	41	33	72	2955	3141

Q. How often do you use the following ways of getting around North Yorkshire? (%)

	Daily	Several times a week	Weekly	Several times a month	Several times a year or less	Never used
Walking	53%	27%	7%	5%	5%	3%
Diesel or petrol car	32%	36%	11%	5%	4%	13%
Electric/hybrid car/van	6%	9%	2%	1%	2%	81%
Bus including park & ride	4%	14%	10%	15%	39%	19%
Cycling	4%	9%	6%	5%	17%	58%
Diesel/petrol HGV/van	3%	3%	1%	2%	4%	87%
Mobility scooter/wheelchair	1%	1%	0.4%	1%	1%	95%
Train	1%	3%	5%	13%	59%	18%
Taxi or other cab	1%	2%	2%	5%	45%	45%
Motorcycle/moped	<1%	1%	1%	1%	2%	94%

Q. How well do you feel the transport system in North Yorkshire meets your needs?

	Responses	%
Very well	91	3%
Quite well	450	13%
Neutral	855	25%
Not very well	1176	34%
Not at all well	869	25%
Total responses	3441	
No response	1376	

Q. How do your current travel habits compare to three years ago? (Responses)

	More	The same	Less	Responses
Cycling	401	1063	445	1909
Travelling generally	659	2239	1277	4175
Using home delivery rather than travelling to the shops	1597	1360	391	3348
Using my car	730	1990	1127	3847
Using public transport	923	1843	1112	3878
Walking	1389	2433	443	4265
Walking to school/college, myself or with young people	136	382	126	644
Work or study from home	1074	854	266	2194

Excludes 'not applicable to me' responses

Q. How do your current travel habits compare to three years ago? %

	More	The same	Less
Cycling	21%	56%	23%
Travelling generally	16%	54%	31%
Using home delivery rather than travelling to the shops	48%	41%	12%
Using my car	19%	52%	29%
Using public transport	24%	48%	29%
Walking	33%	57%	10%
Walking to school/college, myself or with young people	21%	59%	20%
Work or study from home	49%	39%	12%

Excludes 'not applicable to me' responses

Q. How do you expect habits to change in the next three years, compared to today?**Responses**

	More	The same	Less	Responses
Cycling	427	1603	571	2601
Travelling generally	556	1908	404	2868
Using home delivery rather than travelling to the shops	75	310	82	467
Using my car	923	1412	355	2690
Using public transport	442	823	116	1381
Walking	735	1933	211	2879
Walking to school/college, myself or with young people	532	1625	163	2320
Work or study from home	216	1078	188	1482

Excludes 'not applicable to me' responses

Q. How do you expect habits to change in the next three years, compared to today? %

	More	The same	Less
Cycling	15%	73%	13%
Travelling generally	16%	66%	18%
Using home delivery rather than travelling to the shops	16%	62%	22%
Using my car	19%	67%	14%
Using public transport	23%	70%	7%
Walking	26%	67%	7%
Walking to school/college, myself or with young people	32%	60%	8%
Work or study from home	34%	52%	13%

Excludes 'not applicable to me' responses

How many of the following are a concern to you in North Yorkshire? (responses)

	Never a concern	Rarely a concern	Sometimes a concern	Often a concern	Always a concern	Responses
Affordability of travel	139	278	639	678	1028	2762
Air and noise pollution arising from traffic	239	536	741	566	688	2770
Availability and reliability of travel	78	160	407	683	1482	2810
Difficulty reaching services such as shops and health facilities	384	607	611	466	734	2802
Impact of transport on climate change	262	341	622	632	902	2759
Isolation from family and friends	599	699	695	339	419	2751
Poor digital connectivity	313	668	791	507	458	2737
Road safety	117	261	728	742	913	2761
Traffic congestion	149	453	847	651	679	2779

How many of the following are a concern to you in North Yorkshire? (%)

	Never a concern	Rarely a concern	Sometimes a concern	Often a concern	Always a concern
Affordability of travel	5%	10%	23%	25%	37%
Air and noise pollution arising from traffic	9%	19%	27%	20%	25%
Availability and reliability of travel	3%	6%	14%	24%	53%
Difficulty reaching services such as shops and health facilities	14%	22%	22%	17%	26%
Impact of transport on climate change	9%	12%	23%	23%	33%
Isolation from family and friends	22%	25%	25%	12%	15%
Poor digital connectivity	11%	24%	29%	19%	17%
Road safety	4%	9%	26%	27%	33%
Traffic congestion	5%	16%	30%	23%	24%

How effective do you think the following will be in tackling transport issues in North Yorkshire? (responses)

	Very effective	Somewhat effective	Somewhat ineffective	Very ineffective	Responses
Measures that cut travel altogether and offer alternatives	471	1175	1410	1374	4430
Measures to discourage car use	442	898	1500	1610	4450
Measures to encourage more use of public transport	1243	1600	994	727	4564
Measures to encourage more walking and cycling	657	1883	1201	745	4486
Measures to promote electric vehicles	421	1379	1488	1140	4428
Traffic and highway infrastructure improvements	995	1678	1132	644	4449

How effective do you think the following will be in tackling transport issues in North Yorkshire? (%)

	Very effective	Somewhat effective	Somewhat ineffective	Very ineffective
Measures that cut travel altogether and offer alternatives (n=4430)	11%	27%	32%	31%
Measures to discourage car use (n=4450)	10%	20%	34%	36%
Measures to encourage more use of public transport (n=4564)	27%	35%	22%	16%
Measures to encourage more walking and cycling (n=4486)	15%	42%	27%	17%
Measures to promote electric vehicles (n=4428)	10%	31%	34%	26%
Traffic and highway infrastructure improvements (n=4449)	22%	38%	25%	14%

Contact us

Online: <https://www.northyorks.gov.uk/contactus>

If you would like an alternative version of this document, please call 0300 131 2 131 and say 'Let's Talk' when prompted.

North Yorkshire Council, County Hall, Northallerton, North Yorkshire, DL7 8AD

You can request this information in another language or format at <https://www.northyorks.gov.uk/accessibility>

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	ENVIRONMENT		
Service area	Network Strategy		
Proposal being screened	REPORT TO TRANSPORT, ECONOMY, ENVIRONMENT AND ENTERPRISE OVERVIEW & SCRUTINY COMMITTEE: NEW LOCAL TRANSPORT PLAN UPDATE.		
Officer(s) carrying out screening	Rebecca Gibson		
What are you proposing to do?	The report updates TEE O&S on progress on developing the new Local Transport Plan.		
Why are you proposing this? What are the desired outcomes?	We are in the process of re-writing our Local Transport Plan, to meet the government's requirements of having a new, or revised, LTP in place by the end of this parliament. We have undertaken public and stakeholder engagement and now would like to publish the results of that engagement.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes, rewriting the LTP is a significant piece of work, which will require staff and consultant support. However, it is also one of the key tasks of the Transport Planning team.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	No	Yes	
Age	x		
Disability	x		
Sex	x		
Race	x		
Sexual orientation	x		
Gender reassignment	x		
Religion or belief	x		
Pregnancy or maternity	x		
Marriage or civil partnership	x		
NYCC additional characteristics			
People in rural areas	x		
People on a low income	x		
Carer (unpaid family or friend)	x		

Appendix B

<p>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.</p>	<p>The proposal to develop a new LTP is specifically focussed on ensuring an equitable plan, and the engagement undertaken thus far aims to ensure that as many views as possible are taken into account.</p>			
<p>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>It is unlikely to do so, under the current legislative framework.</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>X</p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>This screening relates to a report on progress, and a full EIA will be undertaken as part of the development of the full LTP.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>23/01/24</p>			



Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	REPORT TO TRANSPORT, ECONOMY, ENVIRONMENT AND ENTERPRISE OVERVIEW & SCRUTINY COMMITTEE: NEW LOCAL TRANSPORT PLAN UPDATE.
Brief description of proposal	The report updates the TEE O&S on progress on developing the new Local Transport Plan.
Directorate	Environment
Service area	Network Strategy
Lead officer	Louise Anne Neale
Names and roles of other people involved in carrying out the impact assessment	Rebecca Gibson, Senior Transport Planning Officer
Date impact assessment started	17.01.24

Options appraisal

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

This report provides an update on the development of the new LTP and the findings of the engagement undertaken so far.

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

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

The report provides an update on the development of the new LTP and the findings of the engagement undertaken so far. The LTP is a statutory plan, and development of the plan is covered by existing budgets.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	x			<p>One of the requirements of the new LTP process is to develop a quantitative carbon reduction plan, which sits alongside the LTP. In addition, one of the government's three policy objectives for the LTP is to reduce the impact of transport on the environment.</p>		
	Emissions from construction	x			<p>As above</p>		
	Emissions from running of buildings		x		<p>As above</p>		
	Other		n/a				

Appendix C

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	x			As above		
<p>Reduce water consumption</p>	x			As above		
<p>Minimise pollution (including air, land, water, light and noise)</p>	x			As above		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	x			As above		
<p>Enhance conservation and wildlife</p>	x			As above		

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

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

As part of developing the new LTP, we will prepare a quantitative carbon reduction plan – this will be a key theme of the development of the plan and will set out how we intend to meet our obligations with regards to decarbonisation of the transport network. Further details on how we are approach this are yet to be published by the DfT, but a further report will be brought when that information becomes available.

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

There are limited findings from this CCIA because the assessment is of a report which is predominantly setting out progress to date and approaches towards developing a new LTP. Further work on the LTP is likely to be of greater relevance.

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Sign off section

This climate change impact assessment was completed by:

Name	Rebecca Gibson
Job title	Senior Transport Planning Officer - Projects
Service area	Network Strategy
Directorate	Highways and Transportation
Signature	Rebecca E. Gibson.
Completion date	17.01.24

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 23/01/24

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview and Scrutiny

01 February 2024

Climate Change Delivery Pathway

Report of the Corporate Director Environment

1.0 PURPOSE OF REPORT

1.1 To brief Members and seek feedback on the draft Climate Change Delivery Pathway

2.0 BACKGROUND

- 2.1 Executive approved the North Yorkshire Council Climate Change Strategy and endorsed the York and North Yorkshire Route map to Carbon Negative in July 2023. Executive also signed the Yorkshire and Humber Climate Action Pledge which is a commitment to act on climate and nature.
- 2.2 The North Yorkshire Council Climate Change Strategy outlined a number of activities which will be delivered over the next 7 years to 2030 to support the Council's ambitions. The Climate Change Delivery Pathway (CCDP) sets out these actions in the short and medium term.

3.0 THE CLIMATE CHANGE DELIVERY PATHWAY

- 3.1 The CCDP is included in Appendix A and sets out the proposed actions against 4 sections of the Strategy:
- i. Governance
 - ii. Mitigation
 - iii. Adaptation – to be developed.
 - iv. Supporting Nature
- 3.1.2 It outlines the key short-term – to March 2025 – tasks and indicates the medium-term (to 2030) actions which need to be undertaken to deliver the Strategy. Proposed metrics in the form of outcomes and outputs are included. A key Governance task is the development of the pathway or trajectory to achieve the Council's ambition to be net zero by 2030 (in Governance section b(iii)) which will enable Members to ascertain progress.
- 3.2 The tasks and actions are assigned to lead Directorates. The development of the Directorate Action Plans (Governance section 2(a)) will support the identification of project sponsors for each task to ensure they are embedded, and ownership is taken. The newly restructure Climate Change Team includes 4 Climate Change Business Partners to provide advice and support to the Directorates to enable this approach. The format of the CCDP may therefore be amended to reflect this ownership via Directorates. The intention is to host the CCDP on a performance management and monitoring platform, rather than spreadsheet as presented with this report. This format is being further explored as the structure and metrics of the Pathway are determined.
- 3.3 Each task and activity listed either already has approval to proceed or will require a business plan to both proceed through the decision-making process to approval and to

ensure that it is effectively planned and delivered. This is indicated in the 'resource implication' column.

- 3.4 The CCDP will be monitored and reviewed by the Beyond Carbon Board. The Board includes a representative from each Directorate and is chaired by the Assistant Director Environmental Services and Climate Change. Progress will be monitored through the achievement of qualitative outcomes and key performance indicator outputs, indicated in the CCDP document. The restructured Climate Change team includes a Strategy Manager post to ensure this is resourced effectively.
- 3.5 The CCDP is a dynamic document. It will be constantly updated and reviewed to ensure that new opportunities presented by future political, economic, technical, and social changes are embraced. It is recognised that at the time of writing, the first draft of the CCDP has some gaps and these will be reviewed prior to final versions being developed.
- 3.6 Following the review by this committee, a community-based workshop will be undertaken to further engage our residents in developing the actions to be undertaken. It will then be reviewed by Management Board.
- 3.7 Progress on delivering the Strategy will be reported annually to Executive, evidence of which will be based on the CCDP.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 Consultation with the Beyond Carbon Board regarding the structure has been undertaken.
- 4.2 Engagement is planned with community environmental group representatives as part of the development process (3.6 above.)

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 The Strategy delivers the following specific Council Plan ambitions:
- **Place and Environment**
 - A clean, environmentally sustainable and attractive place to live, work and visit
 - A well connected and planned place with good transport links and digital connectivity
 - Communities are supported and work together to improve their local area
 - Good quality, affordable and sustainable housing that meets the needs of our communities
 - **Economy**
 - Economically sustainable growth that enables people and places to prosper
 - Culture, heritage, arts and sustainable tourism all play their part in the economic growth of the county
 - **Health and Wellbeing**
 - People are supported to have a good quality of life and enjoy active and healthy lifestyles
 - Reduced variations in health through tackling the root causes of inequality
 - **People**
 - In times of hardship, support is provided to those that need it most
 - **Organisation**
 - A carbon neutral council

6.0 ALTERNATIVE OPTIONS CONSIDERED

6.1 Various activities to deliver the Strategy have been considered through the development process and the draft CCDP reflects the most effective task and actions.

7.0 FINANCIAL IMPLICATIONS

7.1 The financial implications of each element of the action plan will need to be considered in detail as it is developed and this consideration will need to take into account the Council's many statutory and critical responsibilities and the Council's financial circumstances, following financial approval processes.

7.2 A budget of £1 million was made available to NYCC from the 2021/22 budget as one-off revenue funding and is disbursed through the Beyond Carbon Board of which £342,441 carried over to NYC and District Councils also made budgetary provision for implementing climate change action plans for specific geographic locations.

8.0 LEGAL IMPLICATIONS

8.1 There are now a number of Acts which seek to deal with the implications of Climate Change. These include the Climate Change Act 2008, which sets out a range of measures to deal with climate change including emission reduction targets which the UK must comply with, and which also introduced a system of carbon budgeting in order to achieve this. Furthermore, the Planning and Compulsory Purchase Act 2004 Section 19 (1A) which requires local planning authorities to have policies in their Local Plans to secure that development and land use contribute to the mitigation of and adaptation to climate change. In addition, the Environment Act 2021 also contains further targets to protect the environment, conserve and enhance biodiversity and to tackle the impacts of climate change. Regard has been given to all relevant legislation when preparing the strategy.

9.0 EQUALITIES IMPLICATIONS

9.1 Throughout the CCDP, the opportunities to support an equal transition to a low carbon economy are highlighted, including the development of community-owned assets and upskilling in low carbon technologies. A review of geographical distribution of activities will also be undertaken. An Equalities Impact Assessment screening assessment. Appendix B indicates a full EIA is not required.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 The report outlines the climate change interventions that are required to secure our local and global future and meet locally derived ambitions and nationally required targets. The issues identified in the report have direct relevance to the activities we take to reduce greenhouse gas emissions, to prepare for climate change and to support nature to thrive. A full Climate Change Impact Assessment is in Appendix C.

11.0 REASONS FOR RECOMMENDATIONS

11.1 The draft CCDP will be used to performance manage the delivery of the North Yorkshire Council Climate Change Strategy, the Council's operational decarbonisation activity and to further support residents, communities and businesses to take climate responsible actions to tackle the climate emergency and to monitor the delivery of the Strategy.

12.0 RECOMMENDATION

12.1 That Members note the draft Climate Change Delivery Pathway and provide feedback on the structure and content.

APPENDICES:

Appendix A – Draft Climate Change Delivery Pathway: Governance, Mitigation & Supporting Nature

Appendix B – Equalities impact assessment screening

Appendix C – Climate Change impact assessment

Karl Battersby,
Corporate Director Environment
County Hall
Northallerton
08.January 2024

Report Author: Jos Holmes, Climate Change Strategy Manager

Presenter of Report: Jos Holmes, Climate Change Strategy Manager

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

Appendix A

North Yorkshire Climate Change Strategy Delivery Pathway: Governance

	Key: Delivered or led by NYC / Delivered in partnership	Short term to 2025 Action	Outcome	Anticipated Output	Lead Directorate	Resource Implication	Medium Term actions 2025-2030
1	Performance						
a	North Yorkshire – DESNZ annual reporting	Sectoral emissions data	comparative datasets to track countywide performance	Annual Q2 Performance Report	Environment	Officer time	Monitor and report progress and adjust strategy
b	NYC Operational Seek to become operationally net zero by 2030						
i	Annual LGA reporting, moving to quarterly if possible	Coordinate datasets from property and fleet	nationally comparative datasets to track NYC performance	Annual Q2 Performance data in tCO2e	Environment	Officer time	Six monthly reporting to quarterly reporting
ii	Scope 3 procurement emissions external valuation every 3 years?	Procure review for 2024 and revisit procurement strategy to support low carbon procurement	Methodology for measuring procurement emissions	Performance data in tCO2e by 30.06.24	Resources	Climate Change Business Partner support Anticipated Beyond Carbon budget circa	Review 2027 and 2030
iii	Pathway to net zero – when are we likely to reach on current trajectory	Develop pathway methodology to track progress	Trajectory prediction and performance	Projected timeline to net zero by 30.06.24	Environment	Officer time	Monitor and report progress and adjust strategy
2	Governance and Communication						
a	Directorate Action Plans in place	Develop Directorate action plans	Highlighting actions required to achieve operational net zero at Directorate scale. CCDP actions assigned to Directorates	7 Directorate Action Plans initial draft by 31.03.24	Beyond Carbon Board	Officer time including Climate Change Business Partner support	Monitor and report progress and adjust strategy
b	NYC TEEE Overview and Scrutiny bi annual	Review Strategy delivery	Recommendation to Executive	CCDP report Twice annually	Environment	Officer and Member time	Review Strategy delivery
c	Executive annual	Review Strategy delivery	Review progress	CCDP report annually	Environment	Officer and Member time	Refresh Strategy 2026 /29
d	Operational / wrap around groups	Establish groups and meet 3 times p.a	Coordination of cross Directorate issues	Action plans by 30.06.24	All	Climate Change Business Partner support	Review 2026/29
e	Communications / engagement	Develop communications and engagement plan	Improved engagement with residents / businesses and communities and regional partners	6 engagement activities p.a and 12 newsletters Partnerships engagement plan developed by 30.06.24 (public, private and voluntary)	Environment	Officer time	Refresh engagement plan
f	Funding bid for / secured	Monitor funding bids	Track bid progress and external funding opportunities	Report funding secured quarterly	Environment	Officer time	
g	Embed climate change into every service and into policy and decision-making process so that taking climate responsible actions becomes 'business as usual'						
i	Climate Change Impact Assessments	Reresh to reflect Climate Change Strategy	Improved connection of reports to Strategy	No. CCIAs completed	Environment	Officer time	Refresh to reflect Strategy
ii	Directorate / Service level plans by March 2024	Directorate action plans into Service Plans	To include climate actions in service planning	CCDP report annually	Beyond Carbon Board	Officer time	Review and update

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iii	Property Decarbonisation Strategy by March 2024	Develop Property Decarbonisation Strategy	To agree approach to assets decarbonisation	Draft plan by 31.03.24 Metrics to include: No. properties with decarbonisation plan No. properties retrofitted anticipated tCO2e reduced	Resources	Officer time and Beyond Carbon fund for property audits	Review and update
iv	Fleet Decarbonisation Strategy by March 2024	Develop Fleet Decarbonisation Strategy NYC staff travel policy review	To agree approach to fleet decarbonisation	Draft plan by 31.03.24 Metrics to include: No. low carbon fleet as % Staff travel reduction anticipated tCO2e reduced	Environment	Officer time	Review and update
v	Procurement - Encourage our suppliers to take climate responsible actions.	Review Procurement Strategy following scope 3 assessment	To agree approach to scope 3 emissions reduction	No. procurement exercises with low carbon qualification	Resources	Officer time	Review and update
vi	Climate change awareness training all officers and members	Refresh Learning Zone module to reflect LGR and Strategy	Relevant module for all staff	No. completions	HR and Business Support	Climate Change Business Partner support	Review and update

North Yorkshire Climate Change Strategy Delivery Pathway: Mitigation - reducing our impact on the climate by decreasing greenhouse gas emissions

Key: Delivered or led by NYC / **Delivered in**

	Short term actions to 2025	Outcome	Anticipated / Actual Output	Lead Directorate	Resource Implication	2030	
a.	The Built Environment						
i	Retrofit commercial, community and residential properties and assets using a 'fabric first' approach.						
		Private sector retrofit	Sustainable Warmth and Home Upgrade Grant 2 Programme of private sector housing retrofits	X. No retrofitted homes tCO2e saved	Health and Adult Services and Community Development	£x Sustainable Warmth and HUG2 External funding secured	continue retrofit programmes subject to continued Government support
		Social Housing Sector Decarbonisation	Social Housing Retrofit Action plan developed by 31.12.24 Programme of social housing retrofits	150 retrofitted homes tCO2 saved	Community Development	£SHDF x External funding bid for £ Internal resource	continue programme subject to continued Government support
		Local Energy Advice Demonstrator	Domestic energy efficiency advice delivered across NY	XX no. interventions	Community Development	£x external funding secured	advice programme based on national learning from LEAD programme
		Warm and Well Programme	Domestic energy efficiency advice delivered across NY	XX no. interventions	Health and Adult Services	£x external funding secured	Continue advice re retrofit to reduce fuel poverty
		Decarbonisation Community and Business sustainability grants	Audits and grants for decarbonisation projects across NY	50 further anticipated community and business decarbonisation audits 40 properties retrofitted tCO2e saved	Environment	Officer time £x External funding secured	Continue programme subject to continued Government Support
Page 59		Landlords energy efficiency advice	Advice and enforcement programme to improve domestic energy efficiency in the private rental sector	No. advisory actions No. enforcement actions	Community Development	Officer time and Beyond Carbon resource to scale up activity £10,000	Continued programme
		Housing Stock Analysis	Study to identify housing energy performance in NY	Data across NY	Y&NY LEP	£x External funding secured	Repeat to target future programmes
		Craven Empty Homes project	Pilot to purchase and retrofit empty homes	3 'show homes' retrofitted	Community Development	£x External funding secured	lessons learnt for retrofitting housing stock
		Develop a retrofit plan for 'hard to treat' properties	Enabling retrofit in protected landscapes and historic buildings across NY	30.06.24 Hard to Treat analysis of stone homes and victorian terraces Study of multiple person properties (flats type)	Community Development	Officer time Beyond Carbon funding	Continue to develop approach to retrofit
		Develop Housing retrofit supply chain study	Secure economic multiplier of retrofit investment locally	Retrofit supply chain action plan (by LEP) No. skills development courses	Community Development	£x external funding secured	Monitor local supply chain and skills development pathways
		Leisure Services Decarbonisation Programme	Programme of decarbonisation of leisure facilities	18 Decarbonisation audits 7 facility retrofits tCO2e saved kwh renewable energy generation	Community Development	£x Beyond Carbon funding (audits) £x External funding bid for	subject to continued Government Support and / or financial business case development
		Develop a programme of property retrofits	Decarbonise NYC property portfolio	Decarbonisation Scheme applications No. properties retrofitted tCO2e saved kwh renewable energy generation	Resources	Officer time £x External funding bid for £ Internal resource	Continue programme subject to continued Government Support and / or financial business case development

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		Develop a community energy programme	Supporting locally based retroft programmes	study Pickering Geothermal Well study Support for community energy efficiency projects	Environment	Officer time £External funding bid for £External funding secured	To support implementation, share the learning and replicate
ii	Ensure new buildings are designed to be 'climate responsible'	Support 'Future Buildings' Standards	Ensure new buildings are energy efficient, have low carbon heating and are climate resilient	Lobby Govt for Future Building Standards adoption	Resources	Officer time	Future Building Standards in place
		NYC new build programme	Ensure new buildings are energy efficient, have low carbon heating and are climate resilient	No. Energy efficiency of NYC new build properties	Resources	£xExternal funding bid for £x External funding secured £X internal funding	businesses to gain skills and win contracts to develop low carbon buildings, including 'biobased' construction.
b	Travel and Transport						
i	Reducing the need to travel by improving access to digital services and ensuring services are provided close to people's homes, workplaces and businesses	Digital Services Plan	NYNET programme update		Resources		
			NY 'Place making' infrastructure	To secure settlements and developments close to homes and within neighbourhoods	Community Development	Officer time £X external funding	subject to continued Government Support and / or financial business case
			NY Local Plan	To secure settlements and developments close to homes and within neighbourhoods	Community Development	Officer time	Continue plan development
ii	Increase walking and cycling opportunities	Improve cycling and walking infrastructure	Local Transport Plan Programme of cycling and walking implementation plans Improved access to bicycles	Carbon Reduction No. CWIP, No. KM CWIP delivered Bike recycling programme	Environment	£xExternal funding bid for £x External funding secured £X internal funding	Continue programme subject to continued Government Support and / or financial business case
		Encourage cycling and walking	Local Transport Plan Quantifiable Carbon Reduction Targets Behavioural analysis and Active Travel campaign Promote cycle to school	No. Campaigns No. bikeability courses	Environment, Health and Adult Services	Officer time £ funding requirement	LTP implementation Continue programme subject to continued Government Support and / or financial business case development
iii	Enable and support people to choose multi person travel options	Support public transport development an modal shift Consolidate and expand 'Car Share' Schemes, internal and external	Local Transport Plan Increased use of NYC supported public transport Public transport infrastructure improvements (place making) Increased membership of joint car use schemes (car clubs), investigate options for expanding scope, encourage take up of car share opportuntiiies Continuation of North Yorkshire Lift Share programme	Local Transport Plan Quantifiable Carbon Reduction No.Public transport infrastructure improvements No. journeys on NYC supported public transport Harrogate car share scheme: No. miles saved No. community shared mobility schemes tCO2e saved	Environment	Officer time £ External funding bid for £External funding secured £ Internal	LTP implementation Continue programme subject to continued Government Support and / or financial business case development

iv	Increase access to 'alternative fuels' for personal and commercial vehicles	Develop a programme of NYC fleet decarbonisation	Fleet decarbonisation strategy by 31.03.24, Feasibility study on production and use of green hydrogen for HGV fleet, property decarbonisation plan including EV upgrades by 31.03.24	KM converted to EV, KM converted to green hydrogen, KM converted to alternative fuels. tCO2e saved 7.3tCO2e reduction	Environment	Officer time. £ DDNZF secured for Community Transport EV Project, Green energy park (green hydrogen assesement), EV Hyperhub at P&R sites	Continue programme subject to continued Government Support and / or financial business case development
		Support community and business conversion to low carbon fuels	Enabling low carbon fleet options: NYC EVCP Strategy roll out Feasibility study on production and use of green hydrogen for HGV fleet. SPF Decarbonisation programme for communities and businesses Regional Hydrogen supply and demand study by NE&YNZH	KM converted to EV, KM converted to green hydrogen, KM converted to alternative fuels. tCO2e saved	Environment	Officer time £ DDNZF secured for Community Transport EV Project, Green energy park (green hydrogen assesement), LEVI EVCP funding	Continue programme subject to continued Government Support and / or financial business case development
		sacrifice scheme (internal NYC staff)	Increase take up of ULEVs salay sacrifice scheme	No. EVs through the programme	HR and business support	Officer time	Continue programme
v	are supported by the Local Plan making process and Neighbourhood Plan place making and Local Transport Plan and promote sustainable travel options to residents, businesses and in the	Local Transport Plan by 31.03.25	Development of the plan including quantifiable carbon reduction targets	Local Transport Plan quantifiable carbon reduction. tCO2esaved	Environment	Officer time	LTP Implementation Local Plan development
vi	Ensure that North Yorkshire has the skills required to support low carbon travel options	NYC Economic Growth Strategy	Supporting skills for a low carbon economy	Skills analysis for low carbon transport sector Careers advice for low carbon transport No. skills sessions provided	Community Development / MCA	£DDNZF Green Hydrogen feasibility study includes skills analysis £xExternal funding bid for £x External funding secured	Skills requirement and development monitoring
c	Waste and Circular Economy						
i	Take a waste hierarchy approach	Single Use Plastics policy	NYC Waste Management Plan		Environment		
		Behaviour change analysis and campaign	North Yorkshire Rotters	No. sessions completed	Environment	Officer time £internal	
ii	Investigate the options to decarbonise the waste collection and disposal systems in North Yorkshire including at Allerton	Develop the options for decarbonisation	Options analysis and business case development by 31.03.25	To identify potential future investment opportunities	Environment	Officer time £ DDNZF AWRP and Seamer Carr £internal budget	Business case development to implementation
iii	Support delivery of the York and North Yorkshire Circular	Regional Economic Strategy	Partnership approaches with MCA	Taking a regional approach to circular economy oppourtunities	Community Development	Officer time £Beyond Carbon budget	Implementation
		Support communities and businesses to adopt circular economy	Procurement strategy refresh Economic Developmet Strategy SPF business and community grant programme.	No. circular economy actions	Environment	Officer time £DDNZF decarbonistion grant programme	monitor circular economy strategy implementation
d	Renewable Energy Transition						

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i	Plan for renewable energy generation	Local Area Energy Planning	Ensuring sound long term investment and maximising opportunities	LEAP for NY produced 'Bristol City LEAP' plan replication	Environment	Officer time £Xexternal funding secured	LAEP implementation vehicle
ii	Lobby for improved electrical grid capacity	NPG stakeholder panel and Gvt consultation responses Local project development	Improving grid capacity to enable offtake and renewable energy delivery	X No. grid improvements		Officer time £ Innovate UK Dalton Industrial Estate bid	Lessons learnt to scale up for other industrial sites
iii	Increase renewable and low carbon energy capacity at differing scales	Programme of renewable energy development and utilisation	Increase in renewable energy generation and storage SPF Business and Community decarbonisation grants programme Feasibility study into harbour based renewable energy and AWRP green energy production Support for schools sector to generation and utilise renewable energy	kwh renewable energy generation No. projects supported Feasibility study completed NYC energy useage	Environment / Resources	Officer time £ DDNZF Shore Power and AWRP/ Seamer Carr £SPF decarbonisation grant programme	Continue programme subject to continued Government Support and / or financial business case development
		NYC Electricity contract	proportion renewable energy	tC2e saved			for renewal
		District Heat Network and Geothermal Energy Opportunities	Feasibility studies and business case development	No. projects developed	Environment	Officer time £ DDNZF Potto District Heating £SPF decarbonisation grant programme	District Heat Network and Geothermal Energy Opportunities
iv	Support innovation in energy storage including battery storage and green hydrogen production	Energy from waste, such as Anaerobic Digestion opportunities	Feasibility studies and business case development	No. projects developed	Environment		Energy from waste, such as Anaerobic Digestion opportunities
		Green Hydrogen Opportunities	Regional green hydrogen supply and demand study by NE&YNZH Green hydrogen feasibility study at AWRP and Seamer Carr	Studies leading to business cases by 31.03.25	Environment Directorate	Officer time £ DDNZF AWRP/ Seamer Carr £SPF decarbonisation grant programme	Business case development and implementation
		Green skills training programme for careers leaders	Programme of skills development sessions	No. skills sessions. Careers advice programme	MCA	£SPF	subject to continued Government Support and / or financial business case
e	Agricultural emissions						
i	calculate and reduce their emissions and increase the carbon storage capacity of their land through partnerships such as protected landscapes and Grow	NYC Farm Estate	Study to review the potential contribution to NYC Climate Change Strategy from the farm estate	Report leading to policy development	Resources	Officer time £Beyond Carbon funding secured	Business case development and implementation
		SPF Farm Sustainability Programme	16 farm audits in the pilot programme	No. Farm decarbonisation audits	MCA	£SPFexternal funding secured	40 farms enabled to full programme
		Protected Landscapes farm programme	Grant programme and advice for sustainable farming practices	No. grants tCO2e saved	Environment	Officer time £xExternal funding secured	Continue programme subject to continued Government Support
ii	Increase supporting / innovation efficiency of food production through low carbon technologies	Regional Economic Strategy - agritech	Regional policy to support low carbon food production	Policy development	MCA	Officer time	Strategy review
		NYC Procurement	Provision of metrics for food procurement	Strategy refresh	Resources	Officer time	Ongoing monitoring

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iii	Support local food supply chain initiatives such as reducing food miles, and improved quality to encourage sustainable diets.	North Yorkshire Food Strategy	North Yorkshire Food Strategy developed by 30.06.23 Incorporates 'ground to fork' food chain activities.	Strategy in place	Health and Adult Services	Officer time	Strategy review and implementation
		North Yorkshire Food Strategy - food production	Policy development to innovate throughout food supply chain at local and regional scales	Policy development	Health and Adult Services	Officer time	Strategy review and implementation
f	Capturing and storing carbon						
i	techniques to store carbon in the landscape such as regenerative agriculture, tree, hedgerow and soil management.	Protected Landscapes farm programme	Grant programme and advice for sustainable farming practices	No. grants tCO2e saved	Environment	Officer time £xExternal funding secured	Continue programme subject to continued Government Support
		NYC Farmed Estate	Woodland Accelerator - increased tree planting on public land	150ha to 2025	Environment	£xexternal funding secured	Continue programme subject to continued Government Support
		Low carbon skills development programme	Arboriculture skills development	No. skills sessions	MCA	£SPFexternal funding secured	subject to continued Government Support
ii	capacity, through the number of trees and hedgerows planted and protected and ensure North Yorkshire has the skilled workforce to manage the increased treescape. There is also potential to develop kelp forests in the marine	Increased tree planting on public land	Woodland Accelerator programme Increased tree planting on public open space	No Ha planted No. trees planted tCO2e sequestered	Environment	£xexternal funding secured	Continue programme subject to continued Government Support
		Protected Landscapes farm programme	Grant programme and advice for sustainable farming practices	No. grants tCO2e saved	Environment	Officer time £xExternal funding secured	Continue programme subject to continued Government Support
		Yorkshire Coast Marine Partnership	Study to review potential of kelp to sequester carbon by 31.03.23	Policy development	East Riding Yorkshire Council	Officer time £ DDNZF secured	Review Yorkshire Coast Marine Partnership programme
iii	such as peatlands and mature trees, including carbon storage of 'fallen timber'	NYMNPA Peat restoration project	Prgramme of peat restoration to protect methane emissions	Ha peatland restoration	Yorkshire Peat Partnership	NYMNPA	Review Yorkshire Peat Partnerhip programme
iv	develop large scale carbon capture technology and projects around the Humber estuary and at our Energy from Waste plant	Investigate options to capture car	Options analysis and business	Business case development	Environment	Officer time £DDNZF external funding secured	Business case implementation

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North Yorkshire Climate Change Strategy Delivery Pathway: Supporting Nature to Thrive

Key: Delivered or led by NYC / **Delivered in partnership**

		Short term actions to 2025	Outcome	Anticipated Output	Lead Directorate	Resource Implication	Medium Term 2025-2030
a	Work in partnerships						
i	Build the evidence base locally to prioritise areas (geographic and habitat) or urgent action to protect and restore nature sites. and improve air and water quality and light pollution.	Local Investment in Natural Capital (LINC)	See below (di)	See below (di)	Environment	See below (di)	See below (di)
		Local Nature Recovery Strategy (LNRS)	See below (ci)	See below (ci)	Environment	See below (ci)	See below (ci)
ii	Support community-based groups to improve biodiversity of their local areas through both monitoring and physical improvements	Living Leven Project		Water quality and natural flood defence improvements	NYC in partnership with Environment Agency and Tees Rivers Trust		of addressing water quality issues and
Page 65		Long Preston Flood Plain Project	Create and restore 10 hectares of habitat, focusing on wildlife corridors. This includes 16 separate schemes that will regenerate riparian woodlands and hedgerows, protect wetlands and tributaries, and provide natural flood management. Plant landscape trees to combat ash dieback. Connect 8,000 people to nature in the area, including under-represented communities, through improved access and interpretation, volunteering and events. Engage over 26 farmers in the project, highlighting how sustainable agriculture can contribute to effective environmental management.	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.	Yorkshire Dales Millennium Trust, Ribble Rivers Trust & others	From 2021 Green Recovery Challenge Fund	Long term aim of addressing water quality issues and reducing flood risk
		River Skell Project	Reducing the amount of sediment and pollution entering the watercourse	Reduce silt build up and subsequent flooding. Improvements to ecological water quality and improve peoples access to nature. Project to be completed end of 2024.	Nidderdale National Landscape and The National Trust	£1.4m from The National Lottery Heritage Fund & £230k from ERDF). Scheme to cost approx. £2.5m	Long term aim of addressing water quality issues and reducing flood risk
		Foss Catchment Project	Research includes; Walkover surveys, fencing installed, storage pond for runoff and drainage in farm settings.	Improving water quality as well as mitigating flood risk throughout the Foss catchment and improving habitat for the River Foss wildlife.	NYC in partnership with Environment Agency and Yorkshire Wildlife Trust		Environment Agency funding for 3 years from 2023. Continue work to improve water quality and mitigate flood risk
		Verge Management	Identify areas where relaxed mowing regime can be implemented. Involve Parish/Town Councils and community groups	Increased biodiversity and cost savings	Environment		Continue if beneficial

		Create guidance note on supporting nature on NYC tenated land	Guidance establishing beneficial practice and assistance with national funding (SFI)	Improved biodiversity and abundance of wildlife throughout North Yorkshire	Resources	Officer time	Improved biodiversity and abundance of wildlife throughout North Yorkshire
iii	Encourage landowners to adopt more nature-friendly						
b	Prioritise nature-based solutions						
		Ousewem (Flood and Coastal Resilience Innovation Programme)	Natural flood management using nature based solutions		Led by York City Council		
		White Rose Forest	Focus on supporting projects that maximise community benefit within two strategic planting programmes: Landscapes for Water and Green Streets.	Landscape for Water: 2500 ha of new tree canopy in priority river catchments - Green Streets: 1000 ha of new tree canopy in urban areas and along major transport routes by 2025.			
		Ryevitalise (Howardian Hills)	Projects focus on water environment, water quality, water level management and reconnecting people	Improved water quality due to connection with local farmland and community engagement. Improve hydrological connectivity	Ryevitalise Landscape Partnership, National Lottery Heritage Fund, North York Moors National Park. NYC are a project partner. Funding until 2025		
c	Implement Statutory Requirements						
Page 66	i	North Yorkshire and York Local Nature Recovery	LNRS for North Yorkshire & York	Map valuable existing areas for nature - agree priorities for nature's recovery - map specific proposals for creating and improving habitat for nature and wider environmental goals. Finalised report by March 2025	Strategy will work to restore, create and connect habitats across England. They will aid in directing new funding streams and link with BNG. Mapping tool & framework	Environment	Develop policy/implementation using LNRS output
		Biodiversity Net Gain (BNG)	BNG policy adopted Jan '24. Embedded in Local Plan policy workstream BNG monitoring and reporting BNG Strategic Significance Mapping Extended Biodiversity Duty	(Planning services compliant with new BNG legislation from Jan 2024) Establish systems for monitoring and auditing BNG delivery through the planning system Develop SS mapping used by Harrogate Borough Council across North Yorkshire Begin recording BNG delivery outcomes (summary of habitat types/area)	BNG monitoring and reporting software / system Agree policies and objectives based on findings	Community Development	Develop appropriate learning Review and audit delivery of BNG sites over first few years Include BNG outcomes in Biodiversity Report by 01/01/26
	ii	Local Plan	Develop Local Plan	Embed BNG & LNRS within the Local Plan	Support nature	Community Development	Adopt Local Plan (2028)
		Green (& Blue) Infrastructure Strategy	Policy Document	Informs/is informed by Local Plan	Community Development		Deliverance of Blue & Green Infrastructure Strategy
d	Support nature through economic growth						

Appendix A

i	Natural Capital Investment Plan	LINC Programme	Build capacity and knowledge within region on green finance, land holders, investment preferences and priorities. Develop local ecosystem markets and investmet vehicles that support green finance. Produce investment plan/portfolio of nature recovery projects.	Attract private investment in natural capital projects	Environment with MCA and City of York.,	£999,832 - Defra funded	Blended finance approach post 2025. Plan to attract future funding from bodies such as Defra
ii	Identify and meet skills gaps	Green-natural environment Skills Bootcamps	Learning on Arboriculture, forestry and pesticide operations	Introduce new workforce into forestry	NYC - Craven College	Indicative budget £1	Potential to expand Skills Bootcamps into Climate Change areas
iii	Sustainable tourism						
e	Sustainable land use and green spaces - improved greenspace management on NYC land and support others to do likewise on their land						
e	Tree planting at scale						
		Establish tree planting targets (50 ha 2025 season & 100 ha 2026 season)	Set achievable targets for woodland creation	Effective tree planting across North Yorkshire	Environment		Continued tree planting
Page 67		Identify suitable tree planting land	Map desirable areas for tree planting to take place. Focus is on flood catchments & urban areas	Ensuring right tree is planted in the right place to enable support to nature within urban environments and assist with mitigation of floods	Environment		Plant in areas assessed
		Develop community tree planting enagement with White Rose Forest - school engagement	Involve communities in tree planting activity	Develop strong network of community volunteers to look after planting sites	Environment		Use network to assist with goals
		Ash die-back - NYC Highways system			Environment		
g	New opportunities in the marine environment						

Appendix A

		North East Strategic Coastal Monitoring Programme	<ul style="list-style-type: none"> • Beach profile surveying; • Beach topographic surveying; • Cliff-top position surveying; • Bathymetric surveying; • Sea bed characterisation and habitat mapping; • Wave and tide data collection (Wave buoys & tide gauges); • Aerial photography (both vertical and oblique); • LiDAR surveys; • Terrestrial Ecological Habitat mapping; • Walk-over visual inspections of manmade defences and natural cliff and dune features; • Website updates; • Data management; • Data analysis and reporting. 	Understand coastal erosion and the effects of climate change on the landscape. Buoy network monitors storminess and sea level rise and tide gauges measure level rise. Assists producing coastal strategies (reviewed every 10 years).	Highways and Transportation	Fully funded until 2027 with £4.5m by Environment Agency via Defra grant in Aid.	From 2027 NYC will seek the next phase of funding for coastal monitoring to 2033 and the North East region will likely require an increase surmounting to a budget of around £6 million of grant.
		Great Yorkshire Kelp Forest	Provide regional dataset of kelp extent, distribution, condition and species composition. Also explore value of kelp for carbon sequestration.				Longer term ambitions and recommendations coming from project
Page 68		Concrete Coast	Restore intertidal habitat around 'hard' infrastructure				Secure funding to enable more enhancements to be installed along coastline

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Environmental Services and Climate Change		
Proposal being screened	Draft North Yorkshire Council Climate Change Delivery Pathway		
Officer(s) carrying out screening	Jos Holmes, Climate Change Strategy Manager		
What are you proposing to do?	To seek feedback on the draft Delivery Pathway		
Why are you proposing this? What are the desired outcomes?	To enable monitoring of the Climate Change Strategy Delivery		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
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	No		

Appendix B

with protected characteristics? Please explain why you have reached this conclusion.				
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	No adverse impacts are anticipated.			
Signed (Assistant Director or equivalent)	Michael Leah			
Date	18.12.23			

Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	Draft North Yorkshire Council Climate Change Delivery Pathway
Brief description of proposal	Delivery Pathway to monitor the delivery of the Climate Change Strategy
Directorate	Environment
Service area	Environmental Services and Climate Change
Lead officer	Michael Leah
Names and roles of other people involved in carrying out the impact assessment	Jos Holmes, Climate Change Strategy Manager
Date impact assessment started	18.12.23

Options appraisal

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

It is common practice to develop an action plan to delivery strategic aims. The various activities contained therein reflect the numerous projects and activities which we plan to take.

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

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

At this stage, there will be no impact on Council budgets. The Delivery Pathway activities which already have budgetary approval are included. Projects which do not yet have budgetary approval will require the normal financial approval processes.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X			The Pathway outlines how transport emissions can be reduced		Both operational and resident / business and visitor transport emissions are considered.
	Emissions from construction	X			The Pathway includes reference to new builds, including biobased construction		
	Emissions from running of buildings	X			The Pathway includes reference to reducing the emissions from existing buildings through retrofitting and low carbon heating.		Both operational and resident / business emissions are included.
	Emissions from data storage		X		The Pathway includes reference to improved access to web based information and services to reduce the need to travel. This will result in increased cloud storage. However, the impact of this will be less than the travel emissions it is avoiding.		NYC Operational carbon footprint will include data storage and communications will be developed to reduce this.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other</p>	X			<p>A wide range of mitigation measures are proposed.</p>		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	X			<p>The Pathway features a waste decarbonisation and circular economy section</p>		
<p>Reduce water consumption</p>		X		<p>Not specifically mentioned.</p>		
<p>Minimise pollution (including air, land, water, light and noise)</p>	X			<p>The pathway activities will result in a decrease in pollution as a co-benefit.</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	X			<p>The pathway refers to this in the Adaptation section.</p>		<p>This section will support both internal operational and wider resident and business resilience.</p>

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Enhance conservation and wildlife</p>	X			<p>The Pathway refers to this in the Supporting Nature section.</p>		<p>This section will support both internal operational and wider resident and business resilience.</p>
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		<p>This is not specifically referenced in the Pathway.</p>		
<p>Other (please state below)</p>						

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

The Delivery Pathway is being mapped against existing monitoring and reporting processes including the UK Climate Emergency Scorecard to ensure that it covers all recommended processes.

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

The draft Pathway identifies the actions that are planned to deliver the Climate Change Strategy to enable monitoring of progress. Although a range of activities are proposed, each will follow the Council decision making protocols in terms of financial commitments. The next step is a community engagement event which will consult community environmental groups on the draft Delivery Pathway.

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Sign off section

This climate change impact assessment was completed by:

Name	Jos Holmes
Job title	Climate Change Strategy Manager
Service area	Environment and Climate Change
Directorate	Environment
Signature	J Holmes
Completion date	18.12.23

Authorised by relevant Assistant Director (signature): Michael Leah

Date:18.12.23

North Yorkshire Council

Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee

01 February 2024

Bus Services in North Yorkshire

Report of the Corporate Director – Environment

1.0 PURPOSE OF REPORT

1.1 To provide the committee with an update on bus services in North Yorkshire.

2.0 SUMMARY

2.1 This report outlines how local bus services have recovered since the Covid19 pandemic, North Yorkshire Council's current approach to supporting bus routes and the national funding being provided by the Department for Transport through grants and the £2 fare cap scheme. It also provides an update on the themes emerging from public engagement on the new Local Transport Plan and the opportunities that the recent Network North "BSIP3" funding announcement could bring to strengthen the local bus network.

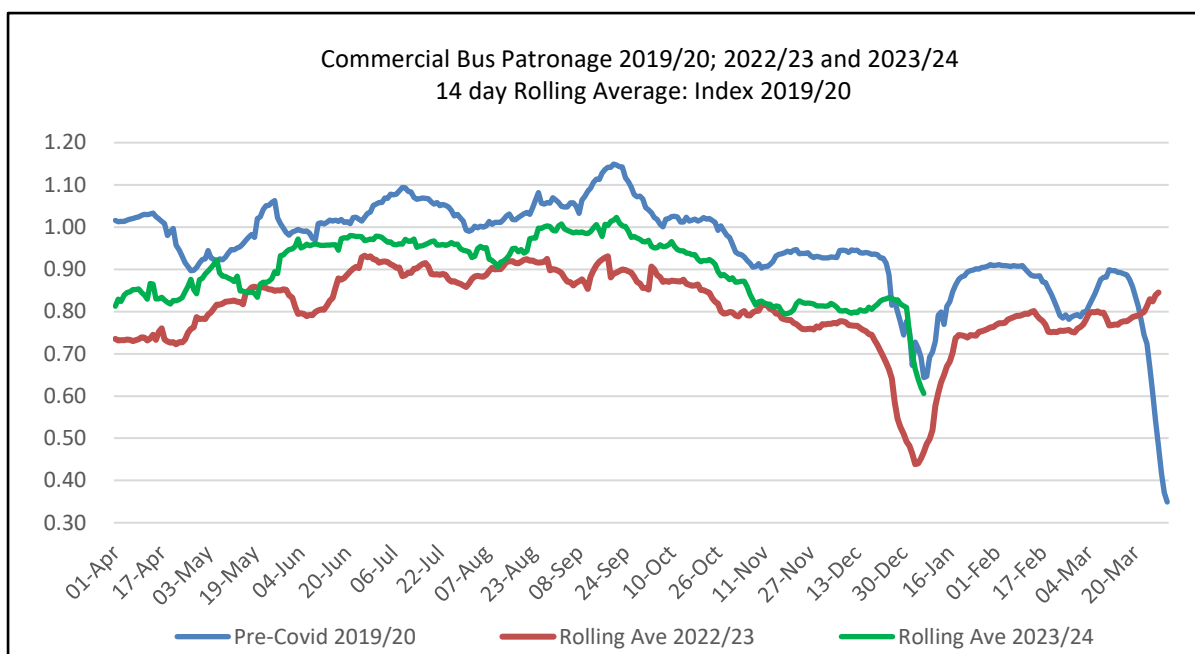
3.0 BACKGROUND

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

3.2 There has also been a significant increase in operating costs (vehicle procurement, maintenance, insurance, staffing, property rental and fuel) along with national difficulties with recruiting bus drivers, engineering staff and sourcing spare parts. As a result of these added pressures, providers are reviewing their services more than ever before, resulting in commercial service level reductions and higher prices for routes operating under contract to the council.

3.3 North Yorkshire Council has maintained its support for local bus routes over recent years, spending over £1.6m each year on bus services. We are also accessing grant funding from central government which is helping to keep the current bus network running. The council is now financially supporting a number of previously commercial bus routes that would otherwise have been withdrawn entirely in the last two years.

Chart 1: commercial and concessionary (ENCTS) bus passengers over the last three years



- 3.4 The current bus network is shown in the attached Appendices. Appendix 1 shows the total network including contracted and commercial routes, Appendix 2 shows just commercial services and Appendix 3 tendered routes only.
- 3.5 Commercial bus routes are focused on the larger urban centres with some also connecting market towns. There are good service levels in the Harrogate and Scarborough areas, plus links to neighbouring towns and cities including York, Leeds, Pontefract and Middlesbrough. Here frequencies of more than two buses per hour are common along with some evening and Sunday timetables.
- 3.6 In rural areas there is no significant commercial network with services generally operating no more than two-hourly and with very limited, or no, evening and weekend services. Here bus services are largely financially supported by the Council, along with local community transport services and only very limited cross-boundary commercial routes. Free pass holders form a much higher proportion of passengers on these services and their slower return to bus travel post pandemic is also reducing viability.
- 3.7 In areas with limited commercial and subsidised provision the Council also works in partnership with communities to establish community-operated, timetabled bus services or local voluntary car schemes. These are mainly in the more rural districts of Craven, Hambleton, Richmondshire and Ryedale. Community transport is typically small-scale, requires some subsidy and is heavily reliant on continued volunteer involvement to operate.

4.0 North Yorkshire Council’s current approach to supporting bus services

- 4.1 The Council supports local bus routes and community transport operations in areas without any commercial provision. The majority of the local bus support budget is used to provide rural services. Our strategy is to ensure as many communities as possible continue to have access to at least one service centre, that bus services give value for money and are focused on meeting the day-to-day transport needs of local communities.
- 4.2 This is aligned to our current Local Transport Plan which sets out the following objectives for public transport:

- to ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently.
- to support the local economy where possible, by maintaining access to the National Rail network and providing public transport links between towns and villages.
- to ensure that the services we subsidise give value for money.

4.3 These objectives are delivered through a mix of arrangements including:

- Commercial rail and bus services
- Supported local bus services
- Financial and practical support to community transport schemes
- Support for community car schemes.
- Support for other schemes such as Wheels to Work.

4.4 When considering the provision of supported Local Bus Services the Council has adopted the following criteria to prioritise our funding:

- not subsidising evening or Sunday services.
- not subsidising 'town services' running within a two-mile radius of market towns.
- not subsidising services catering for children attending a school of choice.
- the maximum frequency specified for a tendered service is one journey every two hours.

4.5 Regular reviews are undertaken of the local bus services in receipt of financial support. As part of the formal review process, key stakeholders such as local members and parish councils are invited to contribute regarding service provision in their area.

5.0 Current network position

5.1 North Yorkshire Council expenditure on tendered bus services, community and demand responsive transport and concessionary travel is forecast to be over £9m for 2023/24. The Council is required to reimburse operators for concessionary journeys made by bus pass holders as part of the statutory national scheme and this alone accounts for over £6m of spend. The remainder supports local bus routes, community transport and park and ride services. £1.6m of this is funded by council revenue budgets with the rest from developer contributions, central government grants and Civil Parking Enforcement (CPE) funding.

5.2 Around a third of bus services have seen timetable reductions since the pandemic or have required additional financial support to maintain services. The Council is also receiving grants from the Department for Transport (DfT) to support previously commercial bus routes that would otherwise already have been withdrawn due to fewer passengers travelling and rising costs. NYCC received £1,389,140 in 2022/23 via the Local Transport Fund with a further £1.4m allocated for both 2023/24 and 2024/25.

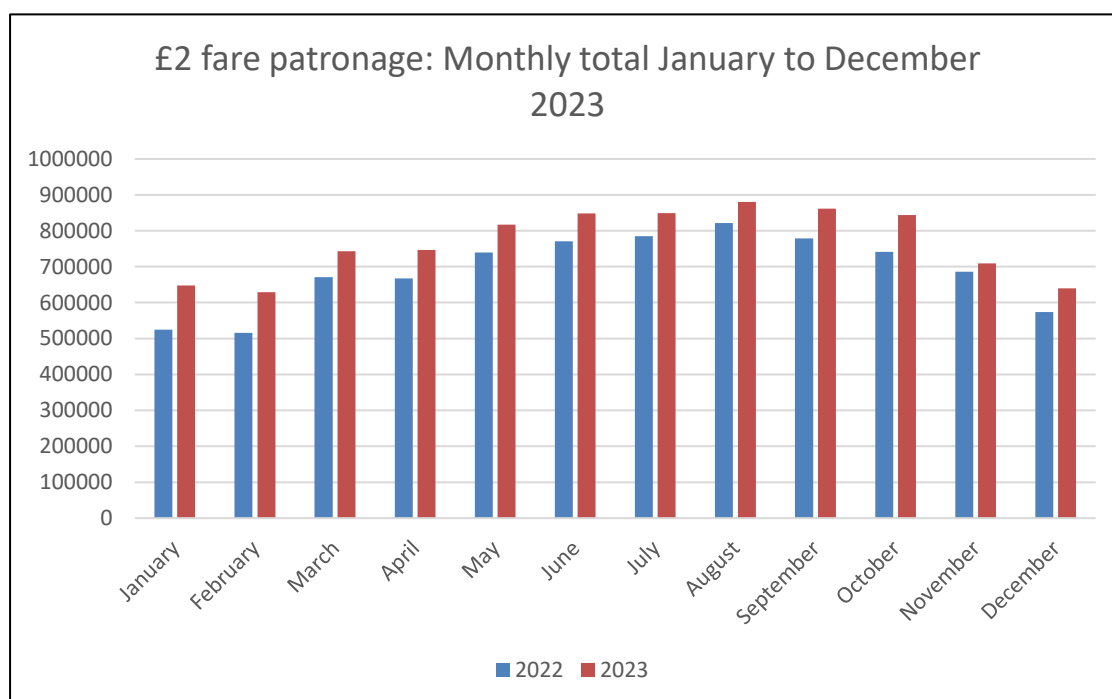
5.3 While higher operating costs and a reduction in the number of trips being made by older passengers continues to put pressure on our rural bus services, we believe through a combination of council funding and these DfT grants we can keep the current network in place until at least 2025/26.

5.4 Travel on Community Transport is at around 70% of pre-covid usage. Some volunteer drivers did not return after the pandemic, and it is an ongoing challenge for all schemes to recruit and retain volunteer drivers. North Yorkshire Council has maintained its support for community transport through journey reimbursement and the provision of grants to extend services and recruit volunteer drivers.

6.0 National £2 fare cap scheme

- 6.1 In January 2023, a national scheme was introduced to lower bus fares and encourage more people to travel by bus. Funded by the Government, the scheme means that a single bus journey on all eligible bus routes run by participating operators will cost no more than £2 (or £4 return). The majority of the local bus operators in North Yorkshire are taking part in the scheme.
- 6.2 The fare scheme was originally due to run for 3 months but was then extended until 30th June 2023 and more recently further extended to December 2024. Feedback from bus companies is mainly positive, in that the scheme is generating more passenger journeys (see chart 2 below) although the level of funding provided is not always enough to provide extra capacity. The fare cap has been a significant factor in Yorkshire Coastliner's decision not to withdraw the Route 840 Leeds to Whitby service. However, it has led to some overloading issues, particularly on tourist routes and at busy times of the year.
- 6.3 The £2 fare cap offers a significant benefit for people using bus services, particularly in the rural and inter-urban routes, where journeys are longer. Overall, there has been an 11% increase in patronage in 2023 compared to 2022, which is encouraging and is due in part to the more attractive £2 fare offer.

Chart 2: Bus Patronage monthly comparison Jan - Dec 2022 & following the £2 fare Jan – Dec 2023



7.0 Local Transport Plan and new Network North “BSIP3” funding.

- 7.1 A new local transport plan is being developed, with a parallel project to draft a new strategic transport prospectus ready for the incoming Combined Authority Mayor in May 2024. These policy documents, produced jointly with City of York Council, will set out a transport vision and strategy plus a delivery plan to achieve the vision, and will need to be approved by both constituent councils and the MCA.

- 7.2 Engagement on transport, to inform both documents, commenced in Summer 2023 with attendance at public events and an online consultation. Subsequent stakeholder engagement has sought to build on this. The engagement projects received almost 5,000 public and 100 stakeholder responses respectively.
- 7.3 A report on the key themes of the engagement to date (see link below) sets out the areas of greatest concern, the interventions with the highest levels of support, and provides insight into how responses differ by both ACC and also demographic characteristics. The engagement also clearly showed that availability and reliability of access to transport, and in particular public transport, is a significant area of concern and dissatisfaction, with a large number of comments through both engagement pieces relating in particular to bus travel.
- 7.4 Responses showed that 59% felt the existing system in North Yorkshire did not meet their needs very well or at all well. When asked about what elements were always, or often, a concern, 77% said availability and reliability of travel, and 66% said affordability of travel. Further, when asked about effectiveness of measures to improve transport, the highest polling response was 'measures to increase use of public transport', at 62%. Further analysis of the responses, supplemented by information for the ongoing stakeholder engagement, has shown that having a realistic travel choice, is a key issue for many, with an acceptance that in many areas it's not possible to offer a very wide range of options, but that providing some choice is necessary.
- 7.5 Government recently announced that additional funding for buses called "BSIP3" would be allocated to local authorities in the Midlands and the North following the decision not to proceed with the High Speed 2 rail project. NYC has been given an indicative allocation of £3.5M. This funding is to support delivery of our Bus Service Improvement Plan (BSIP) for interventions that we and local bus operators expect will deliver the best overall outcomes in growing long term patronage and revenues (thus maintaining service levels), whilst maintaining essential social and economic connectivity for local communities.
- 7.6 This is revenue funding and is currently for one year only (2024-25) and so will need to be focused on schemes that can be delivered in a relatively short timescale. Councils and bus companies have to submit proposals to DfT for approval by 28th March before this grant will be confirmed.
- 7.7 Given the priority local residents have given bus services in the recent engagement, this additional funding gives an opportunity to address some of the issues raised. With this in mind, we are focussing on some key areas of delivery:
- Strengthening bus routes through higher frequency and improvements to evening and weekend services
 - Making bus travel more affordable including a particular focus on fares for young people (both for under 16s- and 16–19-year-olds)
 - Improving information and customer experience
 - Providing additional journeys for rural communities
- 7.8 With the establishment of the Mayoral Combined Authority in February 2024 we are working closely with City of York to ensure our BSIP plans align and that passengers will see a joined-up approach on bus fares and services. Future BSIP funding will go direct to the MCA.

8.0 Zero Emission Buses

- 8.1 In 2023, NYCC were successful in a joint bid with the Harrogate Bus Company to the Government's Zero Emission Bus Regional Areas fund (ZEBRA). Harrogate Bus Company already run 8 battery electric buses on four bus routes and this £20M scheme will see their entire Harrogate local bus operation converted to electric vehicles along with upgrades to charging infrastructure in their depot and for 'opportunity charging' at Harrogate bus station.
- 8.2 Between April and June 2024, 20 new single deck and 19 new double deck battery electric buses will be introduced in the Harrogate district area, including the four declared air quality management areas in Ripon, Harrogate, and Knaresborough, and will result in immediate air quality improvements in these locations and an improved customer experience.

9.0 ALTERNATIVE OPTIONS CONSIDERED

- 9.1 N/A, this report is for information

10.0 FINANCIAL IMPLICATIONS

- 10.1 N/A, this report is for information

11.0 LEGAL IMPLICATIONS

- 11.1 N/A, this report is for information

12.0 EQUALITIES IMPLICATIONS

- 12.1 As this report is for information only, there are no direct equalities impacts. This grant will provide additional funding to support local bus services which are often relied on by older, disabled or lower income groups.

13.0 CLIMATE CHANGE IMPLICATIONS

- 13.1 As this report is for information only, there are no direct climate implications. The ZEBRA scheme in Harrogate will have positive climate implications as passenger transport transitions to zero emissions vehicles. The potential for increased frequency of bus services will also support a modal shift away from the car with associated positive climate impacts.

14.0 REASONS FOR RECOMMENDATIONS

- 14.1 N/A, this report is for information

15.0 RECOMMENDATION

- 15.1 The Committee is asked to note the information in this report and comment on the approach being taken.

APPENDICES:

Appendix 1: Map showing whole bus network

Appendix 2: Commercial bus services map

Appendix 3: Tendered bus services map

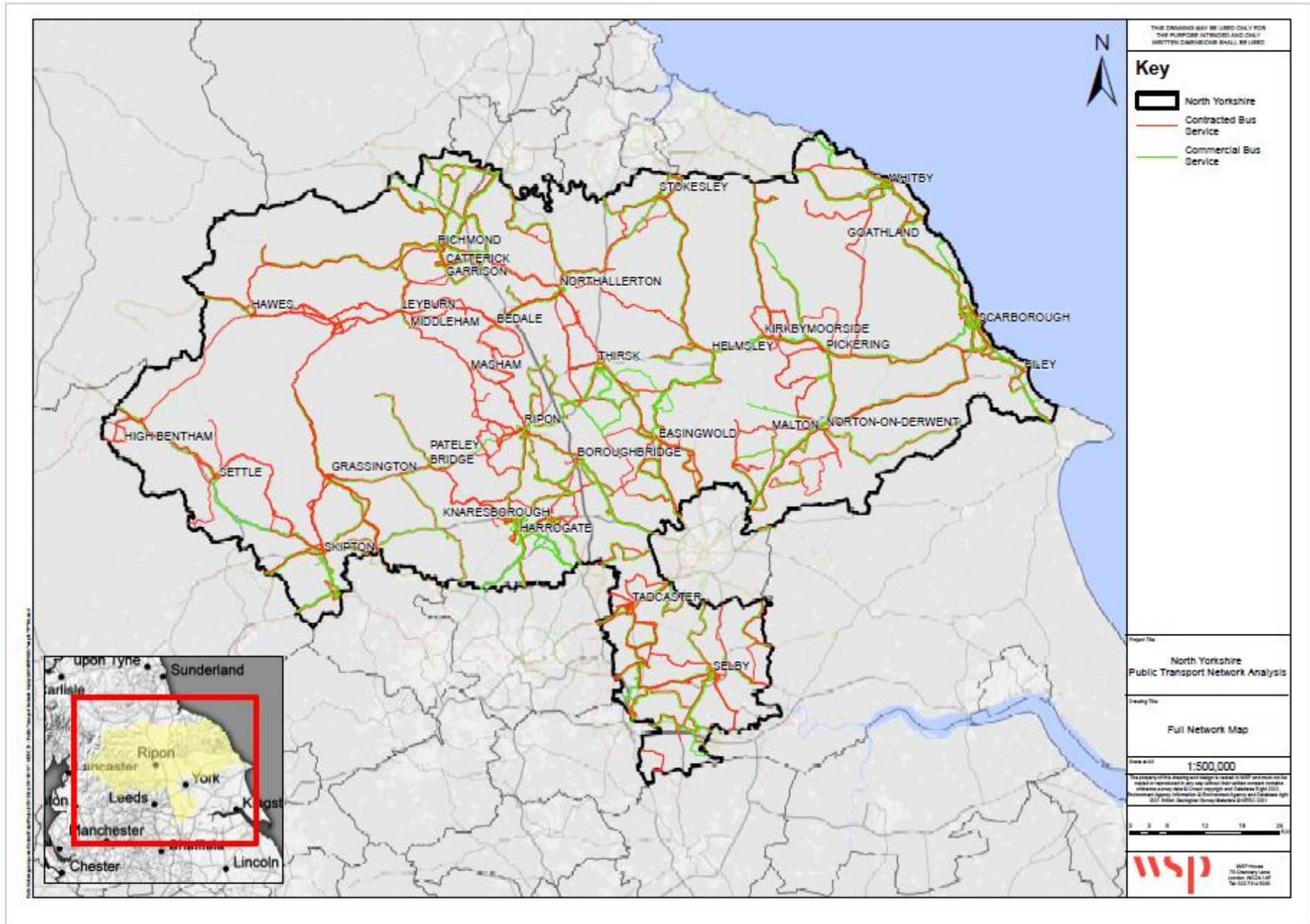
BACKGROUND DOCUMENTS: None.

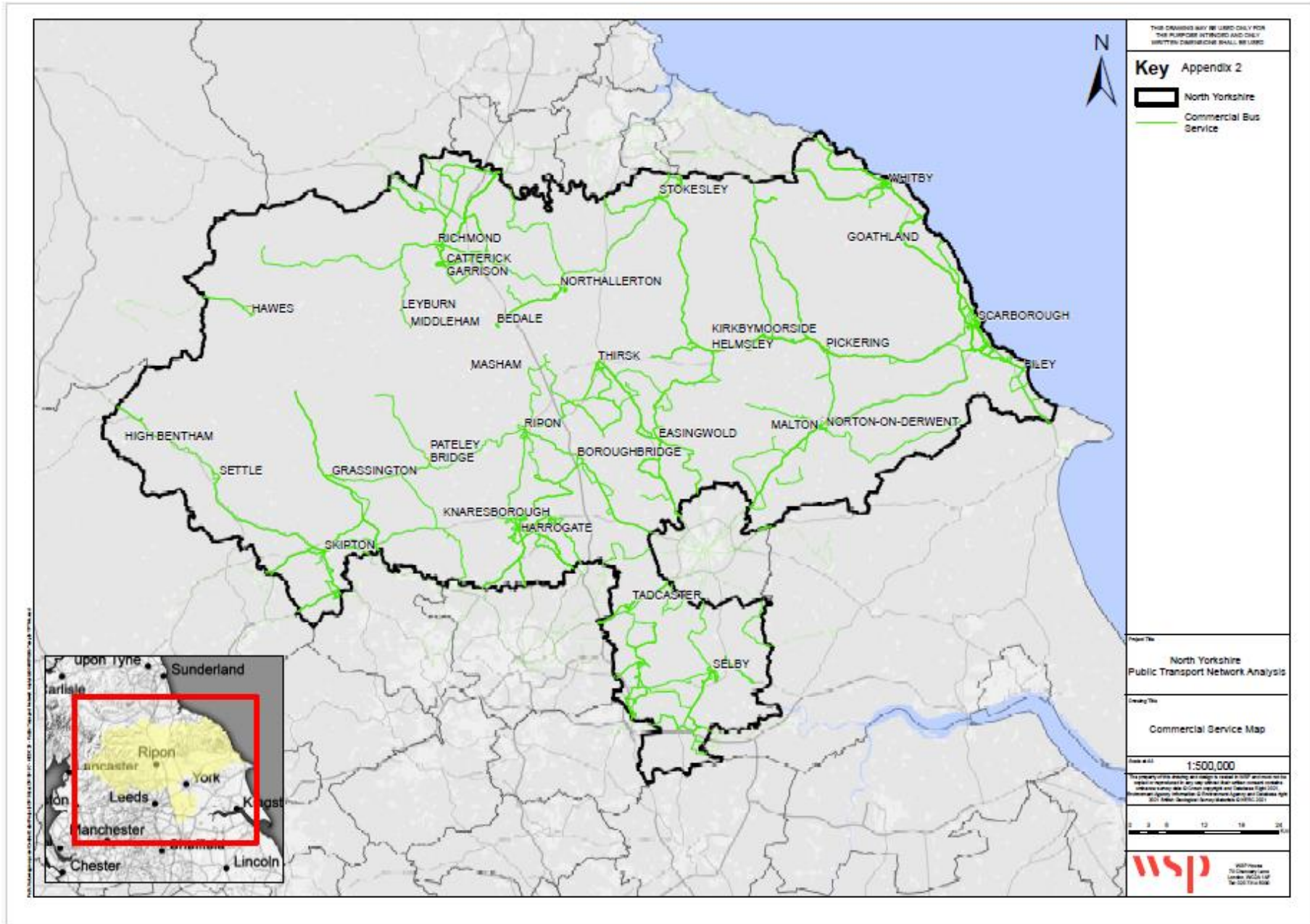
Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
15.01.24

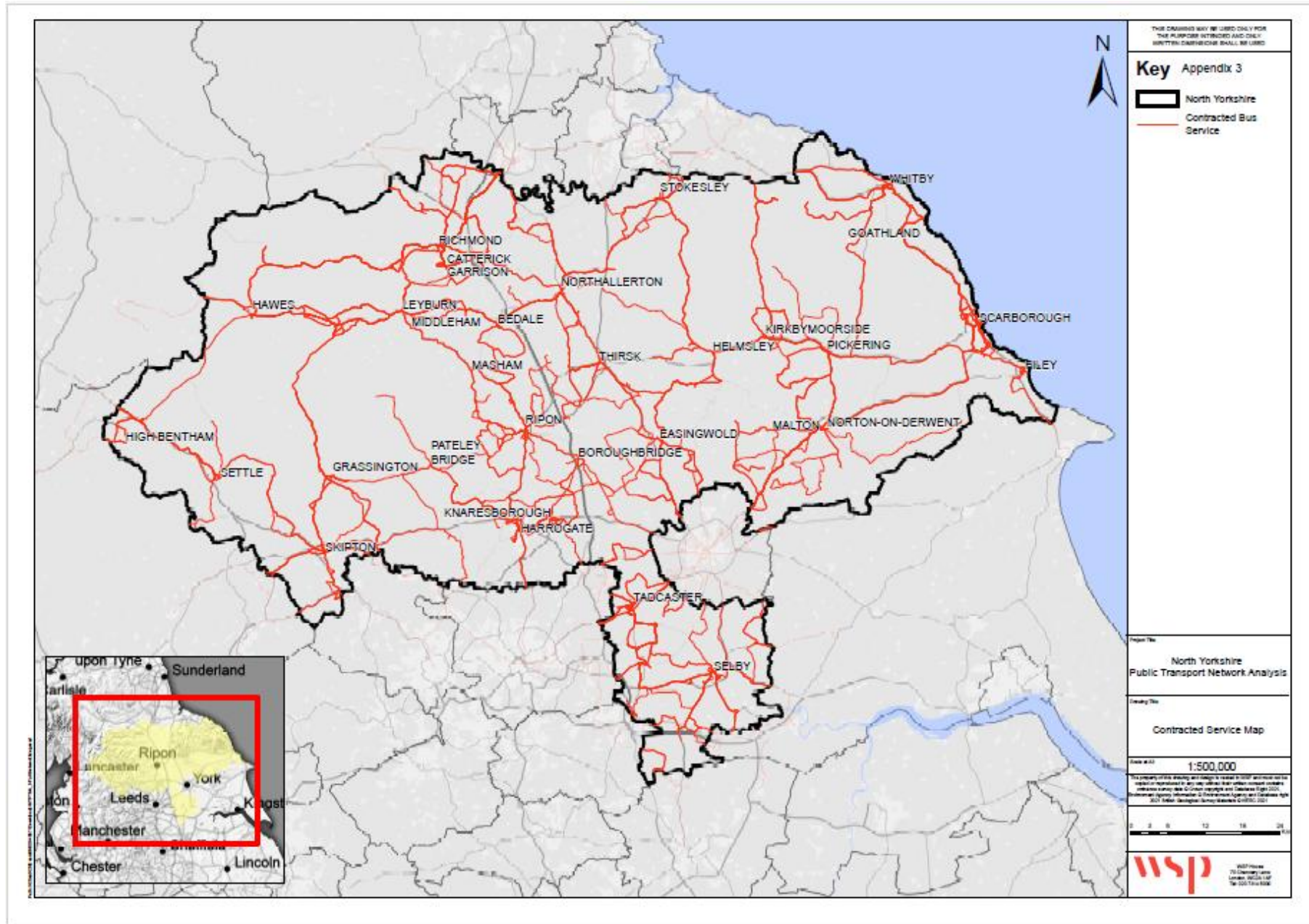
Report Author – Andy Clarke Public & Community Transport Manager

Presenter of Report – Paul Thompson Assistant Director Integrated Passenger Transport

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







NORTH YORKSHIRE COUNCIL

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

Meeting dates

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

Scheduled TEEE O&S Mid-Cycle Briefings (all 10am) - Thursday 22 February 2024, Wednesday 29 May 2024, Wednesday 18 September 2024, Thursday 5 December 2024, Thursday 27 February 2025

Meeting	Subject	Aims/Terms of Reference
Thursday 1 February 2024 (Additional meeting)	Rural Connectivity	To receive an update on the rollout of superfast broadband to North Yorkshire and the initiatives to address rural areas where fibre-based coverage is unavailable – Alastair Taylor, NYnet and Robert Ling, AD Transformation
	Update on the Development of the Local Transport Plan	Consideration of a progress update on the Local Transport Plan, the Council’s key transport policy document – Allan McVeigh, Head of Network Strategy
	Climate Change Delivery Pathway	To consider the draft Climate Change Action Plan for North Yorkshire Council – Jos Holmes, Climate Change Policy Officer
	Bus Services in North Yorkshire	To update members on rural bus services in North Yorkshire – Paul Thompson, Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way & Harbours
	Highways Reinstatements Working Group	Report of the Highways Reinstatements Working Group setting out recommendations arising from the recent meeting.
Wednesday 10 April 2024	North Yorkshire Local Transport Plan	Consideration of the Local Transport Plan for North Yorkshire, the Council’s key transport policy document – Allan McVeigh, Head of Network Strategy

	National Highways – Strategic View (deferred from 18 January 2024 meeting)	To receive a National Highways update on major strategic projects, in particular the A64 Hopgrove scheme and the A66 Transpennine route. Furthermore, a focus on the Value for Money statements around how these are calculated and the factors involved. – Roger Wantling, National Highways Regional Sponsor (Yorks and NE), Development & Sponsorship
	Annual Report of the Member Champion for Climate Change – Cllr Paul Haslam	
	Air Quality	Dr Kevin Carr and Vikki Flowers
	Tree and Woodland Policy	For consideration of a proposed countywide policy for trees and woodland
	Preventing Flooding on Highways – Gully Clearance and Maintenance	Update members on the progress with gully clearance and maintenance – Nigel Smith, Head of Highway Operations (Environment).
	Scrutiny of Climate Change Strategy	Bi-annual TEEE O&S scrutiny of the Climate Change Strategy – Jos Holmes, Climate Change Policy Officer
	Highways Reinstatements Working Group	Report of the Highways Reinstatements Working Group setting out recommendations arising from the recent meeting.
Monday 8 July 2024	Review of Water Quality Motion Action Taken	To review progress against the Water Quality Motion that was approved at the Full Council meeting in November 2023.
Thursday 17 October 2024	North Yorkshire and York Local Nature Recovery Strategy	Consideration of the final publication draft of the Local Nature Recovery Strategy (LNRS)
	Scrutiny of Climate Change Strategy	Bi-annual TEEE O&S scrutiny of the Climate Change Strategy – Jos Holmes, Climate Change Policy Officer
Items suggested for future meetings	DNOs and Off-grid energy	
	Offshore Energy	
	Recycling and Waste collections harmonisation proposals	

	Development of Parking Strategy
	Peat and moorland conservation
	Contaminated Land
	Scrutiny of Climate Change Strategy (Twice a year – October and April)
	National Highways - Major Projects (A64 Update expected Winter 2023 once Value Engineering completed)
	Right to Grow food on Council land
	Public Rights of Way
	Follow up of 20mph speed limit queries raised at 18 January 2024 meeting
	Rail Update on Network North plan projects

Officer suggestions – Enviro Crime Update, Shoreline Management Plan

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