

# North Yorkshire Council

## Transport, Economy, Environment and Enterprise Overview and Scrutiny

22 October 2025

### Climate Change Delivery Pathway Performance Report

#### Report of the Corporate Director - Environment

<b>1.0 PURPOSE OF REPORT</b>
1.1 To provide a progress report on the implementation of the Climate Change Delivery Pathway.

## 2.0 SUMMARY

2.1 The report provides an update on the delivery of the Climate Change Strategy through the Delivery Pathway. This report also provides the annual territorial emissions for 2023 and NYC Operational Emissions data for 2024/5.

2.2 Every Directorate is contributing to the delivery of the Climate Change Strategy both within the operational activity and supporting the wider community to reduce greenhouse emissions and to support nature to thrive. Greater transparency of data including access to external energy data and from the service convergence process in LGR has improved the ability to develop interventions. Progress on the 'climate adaptation' has been made through a regional collaborative partnership. Whilst there is a lot still to achieve, NYC has made substantial progress in both delivering projects and setting the foundation for scaling up future initiatives.

## 3.0 BACKGROUND

3.1 Executive approved the North Yorkshire Council Climate Change Strategy in July 2023 in response to the declared climate emergency. The Climate Change Delivery Pathway (CCDP) sets out how the Strategy will be delivered and was approved by Executive on 20 August 2024. The 'Governance' section outlines that progress on delivering the Strategy will be reported annually to Executive and biannually to Transport Economy, Environment and Enterprise Overview and Scrutiny committee (TEEEOSC), evidence of which will be based on the CCDP. Progress was last reported to the TEEEOOSC on 24 April 2025.

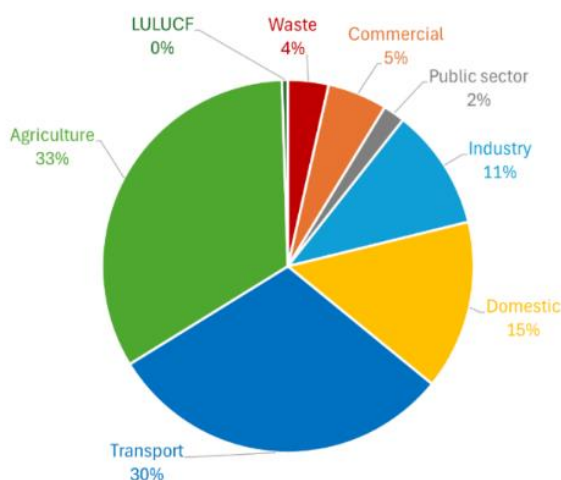
## 4.0 THE CLIMATE CHANGE STRATEGY DELIVERY PATHWAY

4.1 Progress was previously reported utilising an excel spreadsheet. Feedback of the efficacy of this indicated that an alternative process should be utilised. Officers have been supported by the Transformation team to develop a performance platform 'in house' and this process commenced in June 2025.

- 4.1.1 In Q3 and Q4 of 2025/26, the Climate Change team will further collaborate with the Data and Insight Team to develop a Power BI data analytics and visualisation tool for tracking progress on the Climate Change Strategy delivery pathways. The tool will create comprehensive data driven dashboards which will interface with council systems to pull data automatically and regularly on scope 1, 2, and 3 emissions from activities like fleet use, staff travel, and energy consumption. Where possible, other Key Performance Indicators (KPIs) will be included based on data availability and quality. The Power BI dashboard approach provides the flexibility to incorporate additional datasets as new KPIs, improved quality of data and new council systems are developed in future. Qualitative data submissions from internal and external contributors will also be automated and uploaded to the dashboards. This will support easier monitoring of RAG status and progress against delivery pathway action plans.
- 4.1.2 This is a key step for the council to improve transparency, measurement, and management of CCDP activity and trajectory. The tool will significantly enhance monitoring and reporting frequency, accuracy, and accessibility, allowing aggregation of directorate-level data to a corporate view. Through visual and customisable reports, it will also enable a clearer presentation of trends and trajectories. Streamlining data collection processes will also reduce outdated manual processes and deliver beneficial efficiencies in Officer time for the Climate Change team.
- 4.1.3 As this is not yet developed the report takes a narrative form outlining key progress areas outlined in the five themes of the Climate Change Strategy and Delivery Pathway: governance, mitigation, adaptation, supporting nature and North Yorkshire Council (NYC) net zero ambitions.

**4.2 GOVERNANCE AND PERFORMANCE**

- 4.2.1 The World Meteorological Organization ‘State of the Global Climate 2024’ report indicated that 2024 was the warmest year on record at 1.55°C (+/- 0.13) warmer than the preindustrial average and the global mean sea level reached a record high. In 2023, record values for atmospheric greenhouse gas concentrations were recorded.
- 4.2.2 The Department Energy Security and Net Zero (DESNZ) figures have been released which give the 2023/24 ‘territorial emissions’ for North Yorkshire. There has been a general decline in annual terrestrial CO<sub>2</sub>e emissions between 2005 and 2023 in North Yorkshire – from 8,061 to 5,604 ktCO<sub>2</sub>e (a 30.8% decrease). Emissions decreased by 2.17% from 2022-2023, a reduction of 125 ktCO<sub>2</sub>e. As indicated on the chart below, emissions from agricultural sector remain the highest in NY, followed by transport and ‘domestic’ which largely relates to heating of homes.



- 4.2.3 The 2024 'Carbon Disclosure Project' results were announced, and NYC achieved a grade B. The 2025 submission has been made. The campaign group Climate Emergency UK has published their 2025 Climate Action Scorecards which places the North Yorkshire Council in the middle of their league table of single-tier authorities with a score of 42% which is slightly higher score than the average. NYC scored particularly highly in the 'collaboration and engagement' category.
- 4.2.4 The York and North Yorkshire Combined Authority (YNYCA) Routemap to Carbon Negative is being reviewed and updated following a review of the 'carbon abatement pathways' evidence document. It is currently going through a development process and officers and the climate change champion for NYC attend the 'task and finish' group meetings to support this. It is anticipated that an overarching framework will be agreed in November 2025 and a consultation draft published in the new year.
- 4.2.5 The LGA greenhouse gas accounting outcome for NYC operational emissions in 2024/25 is reported in section 8 below.
- 4.2.6 Funding has been secured for a number of projects and these are outlined in the report.

## **5.0 MITIGATION**

### **5.1 The Built Environment**

- 5.1.1 NYC housing programmes continue to deliver retrofit across North Yorkshire. The Social Housing Decarbonisation Fund 2.2 project has been mobilised and delivered in the former District areas of Harrogate, Richmond and Selby.
- Retrofit assessments on 146 out of the 150 homes allocated to the scheme and have assessed eligibility over the scheme on 317 homes, to which those that have dropped out will be allocated to the next batch of funding SHF Wave 3.
  - 87 installations have been completed to date and the remaining total of 150 by 31 Mar 26.
  - 85 of the properties within this programme are void properties, leaving around 65 properties receiving measures that are currently occupied.
  - Properties that have been upgraded have seen the benefit of having identified energy measures, such as:
    - Loft and cavity wall insulation.
    - New windows and doors
    - Solar PV Installations
    - Smart electric heating and Aqua efficient battery water heating, giving homes more space and easier control over heating demand.
    - Air Source heating systems
    - Full building fabric repairs to improve the property's performance and combat damp and mould.
- 5.1.2 Social Housing Decarbonisation Fund wave 3 grant acceptance of £21,934,186 was completed in June 2025. The project is set to improve 1664 homes, targeting the worst performing homes, upgrading energy measures in a similar way to SHDF Wave 2.2. The first 130 properties have been assessed to date.
- 5.1.3 The private sector housing HUG2 programme finished on target with 679 measures being installed to 329 properties. 53% of the measures were Solar PV and Air Source Heat Pumps. 63% of properties achieved a post installation EPC of A-C, 14% of which were improved from F-G rating. Overall, the scheme achieved a saving of around 989 tCO<sub>2</sub>e, just over 3 tCO<sub>2</sub>e per property and it is estimated that each retrofit intervention saves £777 from energy bill per household, per annum.

- 5.1.4 Through the Warm Homes Local Grant scheme NYC has been awarded £5.9 million to support approximately 248 properties over a three-year period. (There is potential to secure additional funding based on strong performance.) A substantial waiting list from previous schemes, combined with ongoing referrals via the government portal, has provided a strong foundation for initial customer engagement. A new contractor framework is in place, ready to begin installations. Eligible customers are being passed over every week to our delivery partner to carry out surveys and arrange installation, with a number now awaiting quotations for work.
- 5.1.5 The Craven Empty Homes project has now been completed and 3 ‘open days’ held for local people to see the improvements made to the properties in Skipton, Bentham, and Horton In Ribblesdale.
- 5.1.6 The YNYCA has approved the Retrofit Strategy draft for public consultation on 26<sup>th</sup> September. This provides the overall strategic direction for Retrofit in the region with a long-term goal that ‘York and North Yorkshire’s Buildings are Fit for Now and for the Future for All’. The vision highlights key themes from the co-design including that retrofit must be bespoke to the region (York and North Yorkshire), every person should feel the benefits of retrofit (for all), that the Strategy should cover domestic and non-domestic property (buildings), and climate change mitigation and adaptation (now and for the future). The consultation period will be for 8 weeks.
- 5.1.7 NYC is delivering the £1.5 million SPF funded Business Sustainability Programme for York and North Yorkshire on behalf of the YNYCA. This is an extension of the previous SPF programme which supported decarbonisation of businesses throughout North Yorkshire.
- 5.1.8 YNYCA have commissioned skills bootcamps skills Bootcamps delivered by a consortium of colleges are being held for Heat Recovery and Transfer Technologies and Electrical Engineering courses through the UKSPF ‘emerging net zero and wider green technologies programme.’

## 5.2 **Transport**

- 5.2.1 Increase walking and cycling.
- i North Yorkshire Council submitted our Capability Ratings 2025 in early September. The capability ratings, ranging from Level 0 to Level 4 (with Level 4 being the highest), play a critical role in determining funding allocations. Councils with higher ratings are eligible to access more funding. The 2025 Capability Ratings will be used to underpin 4-year authority active travel allocations following SR25, and these will be provided as part of wider integrated and consolidated local transport settlements up to 2029/30. We are currently a level 1 rated authority and have collated significant evidence alongside this year’s submission to attempt to increase our rating to level 2.
  - ii. Since the April 2025 update, North Yorkshire Council (NYC) have completed the Thirsk and Whitby Local Cycling and Walking Infrastructure Plans (LCWIPs). This now means NYC have finalised and published ten LCWIPs covering all population centres above 10,000. As a direct outcome of this work, over 80 priority corridors across the county have been identified by NYC for future development. Subject to funding availability, these corridors are set to progress into the design phase, strategically positioning them for future delivery opportunities. For example, design work is now complete on the Brayton to Selby (Selby) and Darlington Road (Richmond) LCWIP corridors. Designs are nearing completion on the Bilton to Hornbeam corridor (Harrogate), the A59 missing link (Harrogate).

- iii. Following NYC's submission to Active Travel England's assurance process in March 2025 as part of Active Travel Fund tranche 5 (£369,709), NYC have now been notified that all schemes submitted have been approved. These include:
  - Introduction of a signalised pedestrian phase at the A661 Wetherby Road/Railway Road junction, Harrogate
  - Parallel Crossing on Bilton Lane, Harrogate
  - School Crossing Patrol site in East Ayton
  - School street schemes

NYC have until March 2027 to complete delivery and work is underway to progress the schemes through the design processes and relevant consultations.
- iv. Following receipt of an allocation of £1,256,601 from the Consolidated Active Travel Fund (CATF) - split £872,999 Capital and £383,602 Revenue – officers are currently reviewing and sifting the pipeline/longlist of schemes ready for submission to Active Travel England's assurance process by the end of November 2025. The focus of the fund includes new construction schemes, essential maintenance, scheme development and behaviour change activities. Revenue funding needs to be delivered by the end of September 2026 whilst construction schemes will need to be complete by end of March 2028.
- v. Following a successful funding bid to the YNYCA Devolution Deal Net Zero Fund (DDNZF) last year, North Yorkshire Council have now completed delivery of 2km of improvements to the canal towpath from Kildwick to the North Yorkshire boundary (Cowling Swing bridge). West Yorkshire Combined Authority received separate funding for the remaining 1km of the route from the North Yorkshire boundary to Silsden. Delivery of the full 3km scheme has been completed collaboratively as one scheme, by one contractor to maximise efficiency and unlock economies of scale. The scheme provides a traffic-free rural route linking settlements as an alternative to hostile road conditions (A629 and Skipton Road – both have no footway and 60mph). This 3km section has long been called 'the missing link', as the 3km of improvements now create 47km of continuous tow path, suitable for walking, wheeling and cycling, between Skipton and Leeds. The 2km towpath improvements include:
  - Smooth, durable, all-weather 'self bind' towpath surface
  - Better access for people with mobility difficulties and for pushchair users
  - Widening the towpath (where possible) to assist towpath use, while retaining grass verges, native plants and trees to support wildlife habitats
  - Historic canal mileposts have been refurbished and reset.
  - New signage and benches
  - Ensuring all access barriers are accessible.

The route was officially opened on 16th July by David Skaith, Mayor of York and North Yorkshire, alongside Tracy Brabin, Mayor of West Yorkshire. Analysis of a pedestrian and cycle count sensor on the route shows encouraging early signs just two months after the improvements were completed. Data compared to last year shows 309 (64%) additional pedestrian and cycle trips per day, 210 (52%) increase in average pedestrian trips per day and 99 (129%) increase in average cycle trips per day.

- vi. The Victoria Avenue pedestrian improvement scheme (Harrogate) has also been completed. Improvements included replacing existing uncontrolled crossings at both the eastern and western extents of the road with signalised pedestrian crossings (including early release signals for cyclists). Buff tactiles added to all side road/uncontrolled crossing points and the existing zebra crossing has been improved with guard railing removed. Street lighting along both footways and a new bus stop are also welcome improvements on this key strategic route into town.

- vii. The Transforming Cities Fund Canal Towpath improvements (Skipton) are also now virtually complete. This includes the re-surfacing of 1.1km of existing public footpath between Skipton railway station, Craven Auction Mart and College Campus, trimming back vegetation, signage improvements, benches, and connections to Craven leisure centre.
- viii. The Road Safety and Active Travel team have successfully applied for Bikeability funding to continue the programme in 25/26 to subsidise training in school children. Up to 4,170 places will be provided using the £229,350 grant. In 2024/25 3,109 places were taken up.

#### 5.2.2 Increase access to alternative fuels.

- i. The procurement and evaluation process for the Local Electric Vehicle Infrastructure scheme was completed in early summer. However, due to additional financial standing checks and checks from the Office for Zero Emission Vehicles (OZEV) the contract with the nominated charge point operator is still yet to be signed. The EV Infrastructure Team is in the final stages of contract negotiations and are aiming for approval in October, with project initialisation and rollout following on soon after. Running concurrently to this officer have launched an option for the public to suggest appropriate locations for on street charging points in their locality and also invited people to take part in a cross pavement charging trial to test options for EV owners without access to a private driveway.
- ii. The DDNZF-funded Outline Business Case for the generation and use of green hydrogen as a transport fuel, principally for the waste collection and disposal fleet, has concluded. It has led to a proposal to the new YNYCA Energy Generation Accelerator Programme (EGAP) for a technical study to bring forward renewable energy on the Seamer Carr closed landfill site.

#### 5.2.3 Low carbon travel choices

- i. The DDNZF Decarbonising Community Transport programme for Community Transport Operators has concluded. The £551,850 fund has supported 12 organisations which has enabled 14 EVs and 10 E mopeds to support client groups to make low carbon journeys whilst increasing social enterprise resilience.
- ii. Following the announcement of a further year of BSIP grant funding by Department for Transport, YNYCA has set out a single 2025/26 Bus Grant Delivery Plan based on the existing NYC and City of York (CYC) Plans, detailing revenue and capital local bus projects to be delivered next year. BSIP4 grant funding will be provided to NYC and CYC to deliver these schemes. Since the establishment of the YNYCA, officers from NYC, CYC and YNYCA have worked together to ensure our BSIP plans align and that passengers will see a joined-up approach on bus fares and bus services.
- iii. The £1 young person fare cap supported 540,000 journeys from sept 24 to March 25 and this will run until 31 March 2026 and then be reviewed. There has been a Refurbishment of Ripon Bus Station and ongoing bus service enhancements supporting both urban and rural routes.
- iv. The Council supports the 'liftshare' system for the wider North Yorkshire community alongside its staff resource. The Public scheme has 1783 members and an estimated annual 52 tCO2e is saved.

5.2.4 Local Transport-Plan the York and North Yorkshire Combined Authority are in the process of tendering for a consultant to provide support for the development of the York and North Yorkshire Local Transport Plan (YNYLTP). The tender should be awarded in early October and a timetable for the development of the YNYLTP will be produced at that time. Officers from NYC will be involved in the tender evaluation process and the subsequent development of the YNYLTP. Guidance on 'quantifying carbon' in the LTP has recently been released by Department for Transport.

5.2.5 Air Quality-This is closely related to climate change as the emissions recorded contribute to greenhouse gas emissions. The traffic related nitrogen dioxide emissions in areas of concern are monitored through Air Quality Management Zone (AQMZ) status. NYC has revoked 4 of the 'original' 8 as the emissions have reduced and a further zone at Wetherby Road in Harrogate will also shortly be revoked. This leaves Selby and Knaresborough with an AQMZ and in Staithes the AQMZ is related to particulate matter from domestic solid fuel burning.

### 5.3 Waste and Circular Economy

5.3.1 Following public consultation in summer 2024, the Council has agreed to implement a countywide recycling service that meets the requirements of Simpler Recycling.

5.3.2 Officers are now preparing a new Waste Strategy which will include a public consultation exercise.

5.3.3 Good progress has been made on harmonising waste collection policy and practice to improve recycling rates and reduction in residual waste. Harmonised working practices will be complete in 2025 by aligning crews to a 4-day working week, minimising Bank Holiday disruption and facilitating collective working. The Malton locality successfully implemented the new Simpler Recycling collection service, and a waste collection guidance document was agreed by the Council which sets out how consistent waste services will be provided to residents. Outturn results on how this has impacted on recycling rates and fleet mileage will be included in future reports.

5.3.4 Food Waste is a theme in the draft NYC Food for the Future in North Yorkshire programme. This is outlined in section 5.5.3 below.

### 5.4 Renewable Energy Transition

5.4.1 The Strategic Energy Partnership team, through the Local Net Zero Accelerator (LNZA) Programme has been working to understand the opportunities posed by the unique characteristics, needs and requirements of our region and how we best develop a partnership approach that will enable the acceleration the development of net zero development and delivery. This includes liaison with other organisations on the LNZA Programme to learn and gain feedback on approaches to net zero development. In September the first external facing market engagement event was held with the aim of gathering valuable insights and ideas from the market, to shape the offering and develop a model tailored to the needs of our region. The LNZA funding has also been used to support the YNYCA EGAP and NYC has developed proposals to bring forward renewable energy projects both across the Corporate Estate and in the community.

5.4.2 The Dalton Industrial Estate decarbonisation project led to involvement of this site in the Project VOLT initiative. This seeks to model the potential of creating a 'microgrid' which would balance the supply and demand of energy required to support existing and future growth at the site and to maximise the potential for renewable energy. It is due to conclude in November 2025.

5.4.3 YNYCA have commissioned skills bootcamps delivered by a consortium of colleges are being held for Hydrogen Energy Technologies and Wind Turbine Technician and Engineers through the UKSPF 'emerging net zero and wider green technologies programme.'

5.4.4 A bid to the YNYCA Carbon Neutral Challenge Fund capital programme was submitted to continue to support community climate action, including community energy. The outcome of this is awaited.

5.4.5 A bid to the YNYCA Mayoral Renewables Fund is outlined in section 8.2.

## 5.5 **Agricultural Emissions**

5.5.1 Through the UK Shared Prosperity Fund, YNYCA in consultation with Grow Yorkshire has allocated £480k of capital funding for grants enabling farms to undertake energy efficiencies or install renewable energy to lower emissions and cut energy costs. This is being delivered under the wider Business Sustainability Programme (5.1.7 above) 40 farms are being provided with free whole-farm carbon (GHG emission) audits and soil sampling also through UKSPF. The audits will allow farms to identify key sources of emissions and consider opportunities to improve efficient resource use.

5.5.2 The Farm Study, commissioned by the Mayor of York and North Yorkshire and YNYCA, highlighted the likely increased impact of climate change on profitability for farming within the region. It noted that in worst case scenarios the sector could lose over £300m annually as a result of climate-induced extreme weather.

5.5.3 Food Waste and food production decarbonisation are themes in the draft NYC Food for the Future in North Yorkshire Framework for Action. This is due to be published in autumn 2025. It includes actions to deliver the Climate Change Strategy in;

- i. developing a circular food economy (with a focus on reducing food waste and supporting regenerative farming),
- ii. celebrating and supporting the local food economy (reducing supply chains and encouraging local growing and buying initiatives)
- iii. producing food with nature (regenerative farming and public awareness of food sustainability).

5.6 Storing Carbon - A proposal has been made to EGAP to support a feasibility study into the potential for 'biochar' to store carbon from waste organic material in North Yorkshire.

## 6.0 **ADAPTATION**

6.1 NYC officers are continuing work with the YNYCA, City of York and protected landscapes to undertake a comprehensive Climate Risk and Vulnerability assessment. In November, the recommendations to address key risks will be developed through the 'Rapid Adaptation Pathways' process. It is anticipated that the final report will be available in January 2026.

6.2 NYC and City of York have partnered with YNYCA on their bid to the EU 'Pathways to Resilience' fund to further support local authority capacity and community-based approach to climate adaptation and resilience.

6.3 The Harbours and Coastal Infrastructure team successfully bid for £90,000 to produce a Coastal Adaptation Plan for Flat Cliffs in the Filey and Cayton Bay Coastal Strategy.

## 7.0 **SUPPORTING NATURE**

7.1 The Local Nature Recovery Strategy consultation progress has been recently reported to this committee on 04 September 2025.

7.2 The Tree and Woodland Policy is in development and will be completed by December 2025. It will cover asset management; ash die back response and the Council's approach to tree planting on public land. It is anticipated that this a tree planting strategy will be developed to increase canopy cover and opportunity mapping.

7.3 White Rose Forest (WRF) have enabled the following planting in North Yorkshire:

Planting Season	Woodland Planted (Ha)	Additional Pipeline (Ha)	Standards Planted	Tree numbers	Volunteers engaged
20/21	161			256,960	
21/22	54			57,495	
22/23	198			171,221	284
23/24	655		89	563,113	337
24/25	323		151	650,717	668
25/26	32	485			
<b>TOTAL</b>	<b>1423</b>	<b>485</b>	<b>240</b>	<b>1,699,506</b>	<b>1,289</b>

7.3.1 This was supported through a range of funding programmes. WRF expect to deliver around 200ha of woodland creation in North Yorkshire in 2025/26 although this is somewhat dependent upon Government funding announcements for community forest funding in the autumn statement. The WRF Community Forum was launched in June and saw strong representation from the voluntary, community and social enterprise (VCSE) sector with over 30 attendees from 23 different organisations.

7.4 The National Landscapes administered by NYC are delivering the 'Farming in Protected Landscapes' programme. Continued funding has been confirmed in 2025/6. An example of the types of recent nature conservation work is from the Nidderdale National Landscape:

- 35 ha of species-rich grassland restoration and 10 ha of species-rich grassland enhancement.
- Creation of 17 new wetland sites, including 52 new ponds and 6 pond restorations.
- 18 ha of new native woodland creation.
- Grant funding to partner organisation the Yorkshire Dales Rivers Trust to enable them to deliver invasive species control of Himalayan Balsam in the River Nidd catchment.

7.5 Local Investment in Natural Capital (LINC)

7.5.1 Since the last update, the programme focus has been on

- Designing investment structures and market infrastructure.
- Engaging stakeholders across demand, supply and capital.
- Commissioning targeted consultancy to support programme design.
- Supporting knowledge exchange through sector forums and events.

7.5.2 As part of its commitment to engagement and knowledge sharing, LINC convened a series of targeted dialogues between project owners, buyers and commercial investors. These sessions created space for early-stage exchange, helping to surface regional investment opportunities and build mutual understanding across supply, demand and capital. While not yet a formalised forum, these convenings represent a first-of-a-kind effort in the region and lay the groundwork for a future platform to support ongoing engagement and learning.

7.5.3 The programme is now transitioning to the York and North Yorkshire Combined Authority, which has received further funding to continue this work. This transition marks a shift from exploratory groundwork to formalised programme delivery, building on the foundations laid by LINC and continuing the region's ambition to lead in nature-based investment. Over the next seven months (end date 31 March 2026), the YNYCA will lead the development of:

- A Technical Feasibility Facility to support project investment readiness.
- A Buyers Club to convene aligned demand.
- A series of Demonstration Projects to provide proof of concept

7.5.4 YNYCA have commissioned skills bootcamps delivered by a consortium of colleges are being held Land Based, Forestry and Arboriculture through the UKSPF 'emerging net zero and wider green technologies programme.'

## 8.0 NORTH YORKSHIRE COUNCIL NET ZERO PROGRESS

8.1 The emissions from NYC operational activity have been calculated utilising the LGA Carbon Accounting toolkit. NYC's total emissions for FY2024/25 were 30,751 tCO<sub>2</sub>e. This is an increase of 6% from FY23/24, equating to an additional 1,745 tCO<sub>2</sub>e. Table 3 shows how NYC's emissions are broken down into scopes, with scope 1 emissions (from heating and fleet) making up almost half of total emissions.

Scope	FY 22/23 (Year 0 Shadow year of NYC)		FY 23/24 (Year 1 of new NYC)		FY 24/25 (Year 2 of new NYC)	
	Emissions (tCO <sub>2</sub> e)	Percentage of total emissions	Emissions (tCO <sub>2</sub> e)	Percentage of total emissions	Emissions (tCO <sub>2</sub> e)	Percentage of total emissions
Scope 1 (heating and fleet)	13,995.47	44.8%	14,676.47	50.6%	14,820.23	48.2%
Scope 2 electricity	6,789.26	21.7%	6,571.64	22.7%	7,611.08	24.8%
<b>Operational emissions</b>	<b>20,784.72</b>	<b>66.5%</b>	<b>21,248.11</b>	<b>73.3%</b>	<b>22,431.31</b>	<b>72.9%</b>
Scope 3 (grey fleet and WTT/TLL)	10,452.84	33.5%	7,758.15	26.7%	8,319.69	27.1%
<b>Total</b>	<b>30,873.29</b>		<b>29,006.26</b>		<b>30,751.00</b>	

8.1.1 As services continue to converge, and new utility contracts are put in place, there is more reliable information on which to base these calculations. In addition, the inclusion of energy heavy services such as leisure provision and the increase in use of the corporate estate in the figures has led to an inevitable increase in reported carbon emissions. There are several activities and operational processes currently underway to ensure that carbon reduction is a priority in Directorate and Service Plans. These are outlined below for Property and Fleet in particular.

### 8.2 Corporate Property Decarbonisation

8.2.1 The Corporate Property Strategy will be presented to Executive in October. This includes a principle to support sustainability and carbon reduction through energy contracts, building use and energy efficiency and supporting renewable energy generation from corporate assets. This is both for new build and existing property.

8.2.2 Decarbonisation audits continue to be produced for a range of corporate property sites. It is important to note that the Government funding associated with decarbonising public sector properties – PDSO - was recently cut at short notice.

8.2.3 Utilising the decarbonisation audit for leisure facilities, NYC was able to successfully bid, at short notice, for the Mayoral Renewable Energy Fund for £311,320. This will fund solar PV (total estimated capacity 407.5kWp) on 3 leisure centres (Whitby Leisure Centre, Thirsk and Sowerby Leisure and Wellbeing Hub, Ripon Leisure and Wellbeing Hub (Jack Laugher Centre), with an estimated carbon saving of 70.11 tCO<sub>2</sub>e saving per annum. The energy generation is expected to save £71,700k per annum in electricity costs. The total payback of the panels is 6.5 years on average. The payback on the financial contribution made by NYC is 3 years. The grant must be claimed by February 2026.

### **8.3 Fleet**

- 8.3.1 The Fleet Decarbonisation project is reaching conclusion. It will identify a programme of fleet replacement options and costs to support decarbonisation. The key barrier is the EVCP required and grid capacity in rural locations.
- 8.3.2 A new telematics contract was initiated in 2024 whereby all vehicles' movements are now recorded. It is anticipated that some of the increase in emissions may be accounted for previous vehicles that were not on the telematics system in previous years. In addition, a new internal Fleet Assurance Board has been created to ensure that business cases for new vehicles requested by services are scrutinised to ensure the requirement represents the best value for the council.

### **8.4 Grey Fleet**

- 8.4.1 The corporate transformation programme is reviewing the issue of grey fleet mileage to ascertain the activities required to decrease both the cost and carbon intensity.
- 8.4.2 The 'lift share' NYC staff group has a current membership of 367 with an estimated annual 62 tCO<sub>2e</sub> saved.
- 8.4.3 Green car scheme has had a change of provider from March 2025, and seeing increased take up since then. However, during 24/25 there was still relatively good levels of use of this scheme with an increase from 189 (Apr 24) to 221 (Mar 25) people with cars. The majority are now electric or hybrid vehicles. As at the end of March 25, 133 vehicles were sub 75mcg CO<sub>2</sub> (ULEV) of which 103 being full electric.
- 8.5 Procurement and Commissioning - The YNYCA CNCF bid to support decarbonisation of public sector procurement across NYC, City of York, Office of Police, Fire and Crime and the Yorkshire Dales National Park was not successful. Officers are therefore reviewing options to address this element of the Delivery Pathway.
- 8.6 Embedding climate change. Town Investment Plans (TIPs) are being prepared for urban centres and market towns across North Yorkshire. This is being led by the Economic Regeneration team in the first instance and with Localities team for the smaller settlements. Climate change considerations are included in the development of the TIPs. This is particularly important to ensure that opportunities to support decrease in energy use and to plan for climate adaptation and resilience with any new developments or projects proposed.

### **9.0 CONSULTATION**

- 9.1 Consultation with the Beyond Carbon Board regarding the delivery of the Climate Change Delivery Pathway occurs on a bimonthly basis. (The Beyond Carbon Board is the cross-Directorate group that has responsibility for the delivery of the North Yorkshire Council Climate Change Strategy and is chaired by the Assistant Director Environment and Transport.)

### **10.0 CONTRIBUTION TO COUNCIL PRIORITIES**

- 10.1 The Council has declared a Climate Emergency and pledged to play its part in tackling the causes and impacts of climate change. Climate change features on the Corporate Risk Register.

- 10.2 The Strategy delivers and contributes to all Council Plan ambitions:
- Support thriving places and empowered communities.
  - Develop more sustainable and connected places across North Yorkshire
  - Ensure people of North Yorkshire and safe, health and living well
  - Maximise the potential of North Yorkshire's people and communities.

## **11.0 ALTERNATIVE OPTIONS CONSIDERED**

- 11.1 This is a progress report, so no alternative proposals are outlined.

## **12.0 FINANCIAL IMPLICATIONS**

- 12.1 There are no financial implications as a result of this report, as it is for information only. To support the Council's climate change work, a budget of £1,275,000 was made available to the Beyond Carbon Board to fund projects that will 'pump prime' operational decarbonisation.
- 12.2 To date, £879,559 has been allocated to projects, leaving £395,441 uncommitted at this stage. An evaluation is currently underway to determine the efficacy of the previously funded projects and to support prioritisation of future projects.

## **13.0 LEGAL IMPLICATIONS**

- 13.1 There are now a number of Acts which seek to deal with the implications of Climate Change. These include the Climate Change Act 2008 sets out a range of measures to deal with climate change including emission reduction targets which the UK must comply with and carbon budgeting and the Planning and Compulsory Purchase Act 2004 Section 19 (1A) which requires local planning authorities to have policies in their Local Plans securing 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 and to tackle the impacts of climate change. Regard was given to all relevant legislation when preparing the Strategy.

## **14.0 EQUALITIES IMPLICATIONS**

- 14.1 The CCDP presents many opportunities to support an equal transition to a low carbon economy as outlined as a guiding principle of the Strategy, to ensure that every person, business, and community can take climate responsible actions. Examples include the development of community owned assets, upskilling residents in low carbon technologies and improving thermal efficiency in low-income homes. The programme of actions has enabled small businesses across North Yorkshire to investigate and action energy efficiency and low carbon technology from local suppliers. A review of geographical distribution of activities will also be undertaken. An Equalities Impact Assessment screening assessment is in Appendix A.

## **15.0 CLIMATE CHANGE IMPLICATIONS**

- 15.1 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. However, as this report is for information only, a full Climate Change Impact Assessment is not required.

## **16.0 REASONS FOR RECOMMENDATIONS**

16.1 The report outlines progress towards implementation of the Climate Change Strategy.

## **17.0 RECOMMENDATION**

17.1 That Members acknowledge the progress related to the implementation of the Climate Change Delivery Pathway.

## **APPENDICES**

Appendix A - EIA Screening

**Background documents:** None

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