

NORTH YORKSHIRE COUNCIL

12 NOVEMBER 2025

STATEMENT OF EXECUTIVE MEMBER FOR HIGHWAYS AND TRANSPORTATION

Integrated Passenger Transport

Officers at NYC continue to work closely with the MCA to deliver public transport services across North Yorkshire; with our public transport team continuing to manage day-to-day service delivery. The team have recently installed 8 Real Time Information displays at locations in Selby, Sherburn in Elmet and Tadcaster, using local funding, which will give passengers up-to-the-minute information on bus arrivals and have been well received.

The Combined Authority has recently commissioned a review of bus services across York and North Yorkshire which will make a detailed assessment of the existing network and identify gaps in provision. The MCA are also participating in a Department for Transport bus franchising pilot project which will explore the role that bus franchising models can play in delivering better bus services in the context of the particular rural geographies in North Yorkshire. Both projects are being led by the MCA, with support from NYC officers, and should conclude by March 2026.

EV Infrastructure Delivery

Work remains ongoing in relation to the signing of the contract with our chosen ChargePoint Operator, Connected Kerb. Contract signature is expected in early November 2025, with an implementation and delivery phase expected thereafter. A priority for infrastructure delivery will be towards replacing legacy infrastructure or equipment that is non-operational across all of North Yorkshire.

The EV Delivery Team have supported YNYCA to submit a funding application to government, which will would enable us to facilitate grant funding toward cross-pavement solutions for those residents without off-street charging. Work remains ongoing with key stakeholders including Highways and Network Strategy to agree an approach and process in line with relevant legislation and policies.

Parking Update

Principles Framework

- The Council has recently adopted a unified set of strategic parking principles to guide service delivery across North Yorkshire. These principles reflect local needs, seek to ensure financial sustainability, and support the Council Plan 2024–2028 objectives. Key themes included in the document are proposals to vary tariffs and service levels to meet diverse user needs, annual reviews of rules, tariffs, and investment priorities, delivery of consistent payment methods across all car parks and the achievement of financial sustainability through surplus generation for reinvestment.

Tariff Re-Balancing

- A one-off tariff re-balancing exercise is underway to address disparities inherited from the eight legacy authorities. This aims to create fairness across urban and rural areas by aligning tariffs with service quality and local demand plus changes to permit rules and charging hours.

Machine Replacement Programme

- The appointment of a contractor for the Parking Machine Replacement Programme is imminent which thanks to a £2.5m capital investment from the Council will see the

replacement of all 430 payment machines across our car parks, improved lighting and signing.

Countryside Access Service (CAS)

The Definitive Map Team has been busy involved in two public inquiries; the first of these concerned an opposed Definitive Map Modification Order to upgrade a Bridleway to Byway Open to All Traffic at Thwaite Lane near Clapham and Austwick in the Yorkshire Dales. The public inquiry was held at the end of September at County Hall and considered evidence from motorised users and a number of historic documents and maps. The second public inquiry, which was heard at the end of October at Selby, concerned an opposed Rail Crossing Footpath Extinguishment Order at South Milford. The Order is promoted by Network Rail who consider the footpath level crossing to be unsafe. The Inspectors will now make their decisions, which we hope to receive in the next few months.

Separately, a major success for the team was to confirm a Footpath Diversion Order at Beal near Selby as an unopposed Order. The footpath had been long obstructed by a building, and the landowner's preferred diversion proposal attracted much local opposition and ill-feeling. After much negotiation between CAS staff and the opposing parties, a resolution was found and the footpath should be open again in the next few months.

Key achievements for the Public Rights of Way (PROW) team include the reopening of a longstanding complex footpath obstruction at Sleegill, Richmond subject to monitoring of future land movement; South Kilvington bridleway bridge and Harom footbridge installations complete and open: Coast to Coast National Trail diversions are all now complete and works are on schedule for a Spring 2026 launch; Crimple Valley, Harrogate, bridleway creation works are complete and the route opened; UUR works complete at Monkett Bank, Farndale, and Moor Lane, Halton East; and the team is supporting NYMNPA with restoring public access following the Fylindales wildfire.

Highway Maintenance Transparency Report

On 20 March 2025 DfT wrote to all Local Highway Authorities (LHA) in England to confirm the requirements that LHAs would need to meet in order to ensure they receive the full amount of new funding. The requirements were in response to recommendations from a National Audit office report and subsequent Public Accounts Committee hearing on the condition of local roads. Failure to meet the required criteria would mean NYC losing 25% of additional highways capital maintenance funding awarded for 2025/26, which is £3.87M.

The first requirement was for a "Transparency Report" to be completed by the end of June 2025, detailing spend on highway maintenance activity, road condition information and further details on how we carry out highway maintenance. This report was completed ahead of the deadline as is available on the Council's website. <https://www.northyorks.gov.uk/roads-parking-and-travel/information-about-our-highway-maintenance>

The second requirement was for further information to be provided on the value of highway assets and compliance with certain best practice criteria. This was submitted ahead of the 31 October 2025 deadline and included information on our overall highway asset value, which is estimated to be in the region of £14 Billion (the cost to build our whole network from scratch).

We were also required to provide information on how we benchmark against other local highway authorities and how we monitor highway maintenance performance. The overall process has been useful to further review how we deliver our highway services and officers are looking at how to further improve and enhance the information we collate.

A59 Kex Gill Major Highway Scheme

Good progress continues to be made on site with construction works advancing in line with the agreed programme and with the new road still scheduled to open in Spring 2026.

Since the previous update, three culverts are now mid-construction, and one underpass (Structure 4) has reached completion. Work continues on the largest structure on site, the second underpass, Structure 6, which remains on programme. Landscaping activities have also commenced, with hydroseeding of the newly formed embankments underway, helping to stabilise surfaces and encourage early vegetation growth.

On the commercial front, the adjudication relating to Compensation Event 01 has been resolved in favour of the Council. A Compensation Event is a mechanism for contractors to claim extra time and/or money for dealing with unexpected changes. Commercial discussions regarding other CEs are ongoing. Removal of surplus material, which was paused over the summer months, is scheduled to recommence shortly.

The site team continue with their Social Value programme with the following events planned for the next quarter.

- Lighthouse charity visit on 10 November
- Donation to Skipton Food Bank
- Sisk handmade wooden toys to be donated to a local play group
- Workshop with Skipton Job Centre

Transforming Cities Fund

The TCF Programme for North Yorkshire encompasses the towns of Skipton, Selby and Harrogate. The Programme is administered by West Yorkshire Combined Authority (WYCA) and aims to “improve productivity by investing in public and sustainable transport infrastructure in English cities”. Works are primarily funded by the Department for Transport with additional contributions from North Yorkshire Council (and its predecessor authorities) and York and North Yorkshire Combined Authority.

Programme delivery is currently implemented by the Council’s Major Projects team and overseen by the TCF Programme Board which meets monthly and consists of representatives from stakeholder organisations including, NYC, DfT, WYCA, contractors for the works and members of the design and works supervision teams. To date all projects remain within budget and programme timescales.

Skipton TCF

This is a £7.2M investment to improve links between Skipton Rail Station and Bus Station and onward into the town’s leisure, learning and employment sites incorporating:

- Establishment of new footpath to the northern Section of the canal towpath linking the town centre to Skipton Leisure Centre, Auction Mart and onward to Skipton College.
- Upgrading of footpath, highways and footways, including new pedestrian crossing linking the rail station via Black Walk, Craven Street and Gas Street to Skipton Bus Station.
- Installation of a new replacement footbridge spanning the Leeds Liverpool Canal at Gallows Bridge connecting the town to the rear of the Bus Station

North Yorkshire Highways (NYH) is the principal contractor for the scheme (excluding the bridge works) and works commenced in April 2025 and are scheduled for completion in December 2025. Works to the Canal Tow Path, Black Walk, Cavendish Street crossing have now been completed. Footpath widening and highway resurfacing works to Carleton Street and Gas Street are scheduled for completion in November.

The Gallows Bridge replacement is being undertaken by JN Bentley. Bridge fabrication works are currently underway off site. Works to the existing bridge parapets and steps are scheduled to commence in November and the new bridge will be delivered to site and lifted into place in over a period of 48 hours in early December.

Selby TCF

This is a circa £30M programme of investment aimed at improving access to public transport, employment, education and improving the built environment within Selby. The Selby TCF scheme comprises:

- Demolition and clearance of a number of redundant buildings within the Station area.
- New and upgraded walking and cycling routes on Station Road and Ousegate
- A new car park and eastern access into the rail station from Cowie Drive
- Traffic calming, signal upgrades and vehicular restrictions to Canal Road, Shipyard Road and Denison Road
- A new public space (plaza) in front of the rail station and new entrance into Selby Park, providing a new path through to the town centre and Abbey

The Council entered into contract with the principal contractor for the scheme Galliford Try (GT) in July 2025. The contractor is currently in mobilisation phase, placing orders and undertaking site preparation in readiness for a start on site. Work will commence with the demolition of the former Railway Social Club, Business Centre and James William House, followed by the commencement of works to establish new parking and rail access from Cowie Drive in early 2026 and onward through the remainder of the scheme. Completion of the overall project is scheduled for August 2028.

Harrogate TCF

The Harrogate TCF scheme seeks to encourage modal shift within the town toward sustainable and healthy travel options, improve public transport and further enhance the built environment. In summary the scheme proposes:

- Station Square -Urban realm improvements in Station Square, including creation of a new public space and installation of high-quality paving materials (Yorkstone) to match existing northern third of the area.
- One Arch underpass - Enhancements to the One Arch underpass by opening-up entrances and improving lighting to increase usability for pedestrians and cyclists
- Station Parade (between Bower Road and Cheltenham Parade)- A new dedicated bus lane and width to accommodate cycles. Reducing the amount of on-street parking and introducing trees and landscaping to enhance environment. Junction improvements between Station Parade and Cheltenham Parade for safer and easier for pedestrian movement.
- Cheltenham Parade / Station Parade / Bus Station Junction - Kerbing and footway improvements and upgrading the existing signal-controlled pedestrian crossing and a new signal-controlled junction layout.
- Station Parade (between Cheltenham Parade and the Bus Station exit junction)- A new segregated cycle track and signal-controlled junction at the Bus Station exit including a pedestrian crossing and pedestrian/cycle facilities at the Bus Station. Footway resurfacing and reconfiguration.
- Station Parade (between the Bus Station exit junction and Victoria Avenue) New signal-controlled junction layout at the junction of Station Parade/Station Bridge/Albert Street, footway resurfacing and reconfiguration, new segregated cycle lane, and new loading bay for retailers at Prince Albert Row.

The preferred contractor for the scheme is NYH and a fully costed programme of works has been submitted to the Council. The project has been delayed by a legal challenge brought about by local objectors to the Traffic Regulation Orders required for the scheme. I am pleased to say that the high court found in favour of the Council back in July 2025 and since that time the Council has been working to discharge the remaining funding conditions and

secure consents necessary to move the scheme into delivery with a report scheduled to be considered by the Executive later this month.

Flood Risk Management update

Following consultation with the Knaresborough Town council, local members and the MPs office, the recommendations of the Section 19 Flood Investigation Report for Knaresborough was presented to the Harrogate and Knaresborough Area Committee on 25 September 2025 and approved at the Environment Executive Member held on 26 September 2025. A series of community drop in events have commenced at the Chain Lane Community Centre with representatives of North Yorkshire Council Flood Risk Management team and Yorkshire Water present to discuss the content and next steps required to deliver the recommendations of the Section 19 report. These will continue on a monthly basis to provide updates on work in the area relating to flood risk and drainage.

In December last year, Storm Darragh brought strong winds and localised heavy rain to parts of the North York Moors resulting in record river levels on the River Severn and near record levels on the River Dove. This resulted in severe flooding in Kirkby Mills, Keldholme, Sinnington and Marton. Following a period of internal and external consultation with other Risk Management Authorities, including the Environment Agency and Yorkshire Water, and with the local town and parish councils and local members, the report on the Section 19 Flood Investigation is to be presented to Executive Member for Highway and Transportation on the 28th of November 2025 for approval to publish. A further series of drop in events will also be organised in the local community hubs for residents to attend and discuss the outcomes of the report.

OPERATIONAL HIGHWAY SERVICE DELIVERY (HIGHWAY OPERATIONS)

Capital Works

The very clement and particularly dry period of weather over the summer period has enabled good progress with this year's programme of capital works delivery, with many schemes delivered on the ground since the start of the new financial year. This is of course in addition to the programme of extensive surface dressing works completed at the end of June, with some 185 miles of roads treated in conjunction with those programmes of capital patching and resurfacing works alongside essential revenue funded maintenance works.

Work on our footway, carriageway, lighting and bridge assets will continue throughout the autumn and winter months, however any works that are more weather-susceptible are programmed for the spring. That said, any emergency repair works, permanent or temporary, will be undertaken throughout the year as necessary.

We recognise that any works undertaken by the council, utility companies and other third parties has the potential to cause disruption on the highway network. As always, to avoid clashes and minimise that disruption wherever possible, works that are undertaken by the council on the highway network through NY Highways and other contractors is coordinated as much as possible. Advance notice boards and notification letters as appropriate, combined with advertising on social media as well as the Councils website and one.network website are useful sources of information for planned works. As per my briefing earlier this summer, we ask that highway users are understanding of the need to undertake such necessary works in order to maintain these essential routes.

Moorland Fire

I am sure Members will also join me in recognising and commending the work of our North Yorkshire Council and NY Highways teams in supporting North Yorkshire Fire and Rescue service in responding to the moorland fires that lasted for much of the summer. Activities included working with Fire & Rescue, Forestry England and other key partners to create the 50km of firebreaks needed to arrest the spread of the fire as well as protecting Critical National Infrastructure.

We are now in the recovery phase of the incident but with much still to be done - colleagues from Highway Operations continue to work with Local Resilience Forum Partners and other key partners/stakeholders (Fire and Rescue, National Parks, Natural and Historic England, local landowners to name but a few) on matters such as reopening Public Rights of Way and how best to reinstate land on which those firebreaks were created.

Sutton Bank annual maintenance programme

The annual maintenance programme on the A170 Sutton Bank was again successfully completed ahead of programme, with the bank reopened at 0945hrs on 13 September.

These essential works include carriageway/rock face/vehicle restraint system inspections and any necessary repairs as well as the replenishment of grit bins and other activities undertaken during the closure.

Given the lengthy diversion involved, this coordination of multiple activities ensures disruption on this part of our Key Route Network is minimised.

NYC/NYH Annual Performance Report

Working collaboratively, North Yorkshire Council and NY Highways have finalised the first of what will be an annual Combined Performance Report on highway service delivery.

The document will incorporate items previously reported to TEEE Overview and Scrutiny Committee, such as the gully cleansing programme and other elements of the highways service delivered by NY Highways, but will also include additional information and performance data on a wider range of activities including, but not limited to:

- minor works delivery
- capital Schemes, including delivery of design information
- drainage and gully works
- response to street lighting faults
- road markings
- horticulture
- winter service

The report will be presented to TEEE Overview and Scrutiny Committee in January 2026

With regard to our winter service for the 2025/26 Season...

I can confirm that summer servicing of our gritting fleet has been undertaken, salt barns, bins and heaps have been replenished and the formal start of the winter standby period commenced on 24 October 2025.

This flexible start, based on more clement weather conditions during October, is only achievable through the collaborative working relationship with NY Highways and saves tens of thousands of pounds compared with having to adhere to a fixed start date (commencing on 1 October for example).

Additionally, Members will be alert to the review of the January 2025 weather event where almost all of the county was covered by a thick blanket of snow, followed immediately by a rapid drop in both road surface and air temperatures to as low as minus 10 degrees Celsius between 4 and 13 January 2025.

A review of that event and subsequent reports to both TEEE Overview and Scrutiny Committee and Environment Executive Members resulted in a series of enhancements to our winter service to be introduced through the course of this 2025/26 winter season including enhanced:

- Resource and equipment provision for clearance and treatment on Category 1 footways
- Promotion of winter and community gritting partnerships,
- Winter service communications and initiatives, to include guidance on preparation for winter, snow clearance and myth busting

Of course, irrespective of whether we are dealing with frost, snow, ice, rain or a combination of all the above, teams are readily available to proactively prepare and also respond to what this coming winter season send us.

Parks and Grounds Update

After a busy summer and having to cope with the impacts of the on-going hosepipe ban, the focus of our parks and grounds teams have now turned to autumn and winter tasks as the days shorten and the weather gets colder. Recently it was very pleasing to see the hard work of the team and community groups across the county recognised in this year's Yorkshire In Bloom awards. As well as entering some of our own sites we work with local groups and stakeholders to support entries across the county where judging took place in July 2025 – Valley Gardens in Harrogate, Knaresborough Castle, Conyngham Hall in Knaresborough, Spa Gardens in Ripon, and Friary Gardens in Richmond all received awards. Also included were our sites which are looked after by various voluntary groups such as Friends of Peasholm Park, Friends of South Cliffe Gardens, and Friends of Dean Road and Manor Road Cemetery in Scarborough, Grow Scarborough, Hookstone & Stonefall Action Group along with various 'In Bloom' groups and Parish Councils. The Parks and Grounds team also operate seven charter markets across the County (Knaresborough, Ripon, Thirsk, Northallerton, Helmsley, Pickering & Whitby), plus the indoor market in Scarborough and the team has been working hard on devolution proposals for Knaresborough Market as part of the Council's Double Devolution Pilot Scheme that will see the running of the market transferred to the Town Council and it was good to see the project pass another milestone with the Executive giving it's approval to the transfer at its meeting on 21 October.

COUNCILLOR MALCOLM TAYLOR