

NORTH YORKSHIRE COUNCIL

18 MARCH 2026

STATEMENT OF EXECUTIVE MEMBER FOR HIGHWAYS AND TRANSPORTATION

Parking Update

The Council continues to make significant progress across several major parking workstreams which together support a modern, consistent, and financially sustainable parking service for North Yorkshire.

Parking Tariffs - The Corporate Director and I recently approved a 10% uplift in parking tariffs in recognition of inflation pressures going into 2027, the need to ensure sustainable services through the Medium-Term Financial Strategy (MTFS) and the significant investments that the council is making in its 170 car parks as detailed below.

Machines Update - Procurement of new parking machines are progressing in line with the broader transformation programme and at the time of writing, we are just about to award the contract to the successful tenderer. The new machines will contribute to the MTFS through reduced printing costs, lower maintenance and improved reliability. We will also be replacing signs and upgrading the lighting in our car parks as part of the investment programme.

Parking Apps – Latest Position - Parking app provision has now gone out to tender, with queries received from suppliers currently being addressed as part of the procurement process. The aim of the project is to have single app provider making things more straightforward for customers. This forms part of a coordinated digital improvement package spanning Penalty Charge Notices (PCNs), permits, Traffic Regulation Order (TRO) systems and customer interfaces, providing a more accessible, user-friendly experience for residents and visitors and enabling more efficient enforcement and data use across the county.

Local Area Action Plans (LAAPs) - Local Area Action Plans remain a central mechanism for translating the high-level Parking Principles into place specific, evidence-based actions. LAAPs are now underway, beginning with Whitby, Scarborough and Filey, with Harrogate/Knaresborough following shortly thereafter. The process includes survey analysis, internal workshops, member engagement and detailed stakeholder consultation, ensuring that persistent local parking issues are addressed systematically and transparently. Key themes include commuter parking pressures, the future of disc parking, motorhome management, resident permit challenges, and longer-term considerations around parking capacity and town centre functionality.

Across all areas, LAAPs provide a structured route for the development of tailored local solutions while ensuring consistency with countywide policy and financial frameworks. The recently adopted Parking Principles document also includes an intention to rebalance parking tariffs across the county to make them fairer and more equitable. In recognition of local Member concerns, we have undertaken to include this in our Local Area Action Plan process to ensure that we pick up on relevant local issues.

A59 Kex Gill – progress update and look ahead to planned open to traffic date - Since December, prolonged adverse weather conditions have placed the programme under strain however we remain on track to open the road to traffic in June 2026 although this is becoming increasingly weather dependant given the prolonged period of wet weather we have had over the winter.

Meetings with the contractor are ongoing to review and agree the larger value Compensation Events. These discussions are progressing constructively, with both parties working

collaboratively to reach agreement and maintain appropriate commercial control across the project.

Communications with stakeholders continue in line with the agreed Communications Plan, with the next update scheduled for release before the end of February. This update will confirm that Church Hill will be closed for eight weeks commencing 5 May and that the A59 will be subject to four evening closures from 11 May to allow surfacing works to be completed. Advance notice will help ensure that residents, businesses, and road users can plan accordingly.

Tree planting and grass seeding (wildflower mix) has now commenced in earnest. This early start will give the plants the maximum possible time to establish prior to opening and will help soften the visual impact of the construction works as the scheme moves toward completion.

Transforming Cities Fund

Skipton TCF – The scheme is complete and has been well received. The Council will seek to via remaining contingency into Selby project subject to the agreement of West Yorkshire Combined Authority (WYCA) – the amount of which is awaiting final confirmation. Officers are in discussions with Northern Rail regarding options for upgrading the station car park with York and North Yorkshire Combined Authority (YNYCA) funding – an element of the scheme that was previously unaffordable.

Selby TCF - Start on site has been delayed for a number of reasons including planning expiry, design issues and rail/land consents. I can only apologise for the delay, but it is important that once work commences it does not stop to both avoid any additional costs and minimise disruption for residents and visitors across the three- year programme. Officers are planning to instruct the contractor to begin demolitions in March, subject to overcoming the need for further bat surveys.

Harrogate TCF - The scheme continues to be delayed by legal challenges from a small minority of local businessmen. By the time that this statement is published the Court of Appeal hearing on 3-4 March in relation to the initial challenge to the TROs 1-4 required for the scheme will have taken place and we will be awaiting the outcome. It is worth remembering that this is a challenge that was already successfully defended at the High Court.

The Council also received a Pre Action Protocol letter challenging the validity of the fifth and final TRO required for the scheme. The grounds for challenge are largely the same as those used to unsuccessfully challenge TROs 1-4. We have since submitted our ground for resistance.

The complainants are also seeking Judicial Review of the decision of the Executive at its meeting on the 18 Nov 2025 and in agreement with the complainants the Council will apply to the Court to have these two actions heard at the same time – not less than six weeks after the outcome of the Appeal Hearing.

It should be noted that the complainants have also challenged the decisions of WYCA/YNYCA to approve business cases and/or funding. We are in a position to enter into contract with NY Highways immediately on the release of funds from YNYCA & WYCA once the legal processes have concluded.

Winter

Whilst plans are always in place to commence winter treatments as early as 1 October each year, the first three weeks of October 2025 were dominated by a period of west to south-westerly air flow and widely mild weather.

November saw temperatures close to the seasonal norm overall, with a colder spell around the 17-24 of the month, and a snow event that week; this was the first 'proper' snowfall of the season being experienced across the county. The run up to Christmas was more benign, followed by a return of sub-zero road surface temperatures around Christmas Day and Boxing Day, giving rise to frost and ice hazards.

Things then got decidedly colder at the end of December, with the county experiencing its next major snow event of the season in the New Year, where conditions were particularly sustained and challenging on the east coast communities of Scarborough, Whitby and Filey. This was compounded by road surface temperatures plummeting to minus nine degrees centigrade. As always, Council duty managers, NY Highways personnel and our farming contractors were mobilised to treat the highway network.

Following the review of the January 2025 snow event, plans had been put in place to increase our resilience and response to such events. Therefore, alongside our usual responders, we mobilised colleagues from the Council's Parks and Grounds and Waste and Street Scene teams to treat footways. In addition to highway gritting crews and farming/other contractors, some 37 personnel were deployed on the east coast to treat footways from the snow that fell under repeated and sustained conditions, as well as tackling the resultant ice that formed under those exceptionally cold temperatures.

A combination of sustained wet periods and the impact of those significant snow events alongside the usual freeze-thaw winter cycle is also manifesting on the network in the form of actionable defects, with highways teams also identifying, ordering and fixing potholes that have formed, alongside ongoing winter treatments as prevailing conditions dictate.

Lane Rental

Lane rental enables highway authorities to apply daily charges to works occupying the busiest parts of the road network at the most disruptive times, with the aim of incentivising shorter durations, better planning, and collaborative working.

Initial approval for the Council's Lane Rental scheme has now been granted, confirming that the proposal meets the necessary policy and operational requirements and aligns with the national framework overseen by the Department for Transport.

The scheme has been developed to support network efficiency, reduce congestion, and minimise the impact of street and road works on residents, businesses, and road users. The next formal step is the laying of the statutory instrument before Ministers which is anticipated in late April. Subject to this being completed as planned, the scheme is expected to go live on 5 May.

Preparatory work is already underway to ensure systems, governance, and communications are in place ahead of implementation, including engagement with statutory undertakers and internal teams. Once live, lane rental will form a key part of the authority's wider network management and permit regime, supporting stronger compliance, improved performance, and more reliable journey times on the most critical parts of the highway network.

Parks and Countryside Services

Countryside Access and Parks and Grounds Teams merged at the start of February to become Parks and Countryside Services. There will clearly be benefit in a closer working relationship especially on well used countryside sites like the Nidderdale Greenway and Filey Brigg where there are public rights of way on Council land as well as potential cost savings on shared tasks like grass cutting. Public Rights of Way may also benefit from Parks and Grounds experience in utilising Section 106 funding.

Public Rights of Way and Unsealed Unclassified Roads - Planning Inspector's decisions have been published following two public inquiries held last autumn; the rail crossing footpath extinguishment at South Milford has been confirmed and the path is now closed, and the Definitive Map Modification Order for Thwaite Lane between Clapham and Austwick has had an interim decision issued, proposing to confirm the route as Restricted Byway. This is currently being advertised, and if there are objections the Inspector will decide whether to hold a further public inquiry or determine by written representations.

The new footpath at Beal is now open for use to overcome a longstanding building obstruction and we also have received path order applications to resolve similar building obstruction issues at Sherburn Mill, Eastfield, Shorten Hall and Staveley.

Coast to Coast National Trail establishment work is complete in time for the official opening of the Trail in March. All alignment and maintenance issues have been addressed, signage has been improved along the entire route and 95% of field boundary crossings have been upgraded to accessible gates with negotiations ongoing with landowners to replace the five remaining stiles. Work continues on the King Charles III England Coast Path including surfacing to improve the accessibility of a very well used section between the Bay at Filey and Hunmanby Gap. A popular bridleway has been diverted and resurfaced in partnership with Yorkshire Water to improve access around Swinsty reservoir.

A new footbridge over the River Riccal at Harome has been installed; a complex project which involved demolition of a derelict carriage and riverbank reprofiling and stabilisation. A bridleway bridge has been replaced at Husthwaite and nine footbridges have been replaced at Cawton, Cawood, Husthwaite, Tollerton, Lower Dunsforth, North Rigton and Skipwith. Bridges have been repaired at Seamer, Darley (Haxeby Hippings footbridge over the River Nidd), East Cowton, Hemingbrough, Colton, Thormanby and Grantly and natural flood management is being trialled in partnership with the Tees Rivers Trust to extend the life of a footbridge at Little Ayton. A rope access inspection has been commissioned for Grosmont Suspension Bridge to inform the extent of required refurbishment work.

Lower Wharfedale Ramblers volunteer path-keeper group have been improving stiles with fully accessible gates in Weeton and the PROW team have been working with Nidderdale National Landscape volunteers clearing overgrown footpaths and repairing a footbridge at Grantly. Our volunteers have completed inspections of around 75% of our PROW bridge assets (1763 in total) with the remainder hopefully complete this financial year and have generally found them to be in good condition

Reprofiling work is ongoing on Unsealed Unclassified Roads in Troutsdale to improve drainage and encourage surface vegetation recovery on these sensitive unmade roads and Sheepwash at Osmotherley and Stop Bridge Lane at Downholme have been resurfaced.

Parks and Grounds - Since my previous statement, we have seen the first Winter season pass with new arrangements in place for Grounds Maintenance operational staff to support footpath gritting and snow clearance. These arrangements were activated in November 2025 and again in January 2026. On both occasions, they worked smoothly alongside the existing services delivered by our Highways teams and their contractors.

Our teams have also been working closely with Housing colleagues to support the Housing Grounds Maintenance Scrutiny Task and Finish Group in shaping the future design of grounds maintenance services and standards across our housing sites. There has already been strong collaboration through site visits, tenant engagement, and several community clear-up days. Some early actions, such as targeted winter gritting and snow clearance for our most vulnerable residents, have already been implemented. I look forward to receiving the outcomes of the Task and Finish Group's work in due course.

Our commercial team has built on last year's success with Christmas-themed revenue generation, including sales of Christmas trees and decorative poinsettias to the public, wreath-making workshops, and a variety of festive events and markets at our venues. We also continue to work closely with Knaresborough Town Council to support their ambitions around devolution of the market and to ensure that any transitional period runs smoothly for both traders and shoppers.

Trees and woodlands are a significant asset to our county, touching many Council service areas, stakeholders, and residents, while providing important environmental benefits. We are working to secure a harmonised policy approach to their management, and I am pleased to report that a draft Tree and Woodland Policy is scheduled for Member consultation at the upcoming meeting of the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee (TEEEOSC) at the end of April.

A major project partly funded by the National Lottery Heritage Fund—representing a total investment of £7.031m in South Cliff Gardens, Scarborough—has now reached an important milestone with the approval of both a maintenance plan and business plan. This project has supported the restoration of heritage assets, the opening of the new community facility *Beeforth's Hive*, and the implementation of enhanced maintenance regimes across the site by our skilled and dedicated team. I would like to thank the local community for their excellent support, alongside our partners, contractors, and officers who have helped bring the project to fruition.

DfT consolidated funding settlement for highways and transport

Local Highways funding for 2026/27 and beyond is now paid direct to the York and North Yorkshire Combined Authority. This consolidates funding for Highway Maintenance, transport improvements, active travel and bus grants to a single consolidated settlement.

The Combined Authority is the responsible body for allocating this funding to North Yorkshire and City of York. In total £429M of capital funding has been allocated to York and North Yorkshire from 2026/27 through to 2029/30. 72% of this funding £312M has been allocated by DfT for Highway Maintenance between North Yorkshire and York. The Highway Maintenance settlement for 2029/30 would amount to a 48% increase in funding compared to 2025/26

With the remaining £117M for improvement style schemes (Active Travel Fund, Local Transport Grant and Bus Grant).

For North Yorkshire, based on current funding splits, this equates to £289M of capital maintenance funding. Capital improvement funding is subject to bids into the Combined Authority, but we would envisage receiving circa £70M of this across the four-year funding period, based on current funding splits.

Maintenance funding has been confirmed for 2026/27. The Council will receive £59.672M, which is a 3.14% increase compared to 2025/26. Discussions are ongoing with the Combined Authority for 2027/28 to 2029/30, and we will be working to ensure we retain our full maintenance allocation for these years.

Proposals for funding £13.8 Million of improvement schemes in 2026/27 have been submitted to the Combined Authority, with development work continuing the future programme for delivery from 2027/28 onwards.

Integrated Passenger Transport

Officers at NYC continue to work closely with the Mayoral Combined Authority (MCA) to deliver public transport services across North Yorkshire; with our public transport team

continuing to manage day-to-day service delivery. The team are continuing to deliver new Real Time Information displays and bus stop improvements. Following the successful installation of new displays in Selby, Tadcaster and Sherburn in Elmet, our plans for 2026 include locations in Harrogate and Scarborough as well as market towns and larger villages across the county.

The Combined Authority's review of bus services is progressing, and work will start shortly on a new Bus Service Improvement Plan covering York and North Yorkshire. The rural bus franchising pilot project, a DfT scheme 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, is also underway. These projects are being led by the Combined Authority, with support from NYC officers, and should all conclude before the summer.

EV Infrastructure Delivery

In February 2026, the nominated winner of the Local Electric Vehicle Infrastructure (LEVI) tender withdrew from the LEVI procurement process. At present, the focus is on ensuring any legacy infrastructure currently out of service, is replaced as a priority.

The Team is working through the options available to them, with support from Procurement and Legal colleagues to identify the next steps and most efficient timescales for re-commencing the procurement process.

COUNCILLOR MALCOLM TAYLOR