

## North Yorkshire Council

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

#### Review of Public Conveniences Working Group – Final Report

#### 1.0 INTRODUCTION

- 1.1 Public toilet provision is a vital element of local infrastructure, supporting community wellbeing, accessibility, and economic activity across North Yorkshire. Well-maintained public facilities play a vital role in safeguarding public health, promoting tourism, and fostering inclusivity for both residents and visitors. Yet, despite their significance, the provision of public toilets remains a discretionary service rather than a statutory requirement.
- 1.2 North Yorkshire Council operates more toilets than any other Council in the United Kingdom and it is estimated that between 1 and 2 million people visit our facilities each year. The importance of this network to both users and the wider visitor economy is widely recognised, which is why public toilets remain a core element of the Council's service provision across North Yorkshire.
- 1.3 Following the creation of the new North Yorkshire Council in April 2023, the responsibility for operating 85 traditional toilets and eight Changing Places toilets transferred to the Environment Directorate as part of the Waste Operations and Street Scene Service. Changing Place toilets are for users with profound needs and offer additional functionality – an adult changing bench, hoists and height adjustable basins.
- 1.4 In addition to Changing Places facilities there are 76 traditional disabled toilets in the publicly accessible network managed by the Council. North Yorkshire Council also financially supports the provision of two toilets through the Community toilet scheme, whereby the Council provides revenue support for third party operators. The next largest operator within North Yorkshire of public toilets are the two National Park Authorities, which together operate 19 sites.
- 1.5 Most sites operate on a fixed opening and closing schedule with less than 9% operating on a 24/7 basis. While this reduces functionality it is largely driven by experience around an increase in anti-social behaviour into the evening, in some of our blocks. Most of the network is still opened and closed manually, however the roll out of automatic opening and closing technology has been ongoing to reduce this cost pressure. The functionality ensures sites open and close at the same time and are not reliant on teams traveling between sites, allowing more time to focus on cleaning the network.
- 1.6 Of the 93 public toilets across the County, 65 are free of charge to use. The access control technology varies across the County, all are automated with no attended toilets in operation across North Yorkshire. In 2025-26 the entry fees are forecast to raise £220,000 of income which is used to offset the operating costs for the service, 83% of this income is generated by just nine coastal sites.
- 1.7 Historically busy sites operated with attendants, but the high cost of labour saw these sites move to automated systems. It is important to recognise the limitations of these systems – vandalism and tailgating to avoid the fee, it also offers limited opportunity to offer discretionary access for groups.

- 1.8 Overall the service is operating with a recurring budget shortfall, with 2025-26 forecast to be overspent by circa £260k.

## 2.0 BACKGROUND TO REVIEW

- 2.1 It is against this backdrop and in recognition of the non-statutory status of the Service, that Officers took a report to TEEEOOSC on the 04 September 2025 to set out the issues facing the network and work done to date. Following the discussion, it was agreed to form a working group on public conveniences. Expressions of interest were sought ahead of the meeting, with the membership confirmed as;

- Cllr Staveley [Chair]
- Cllr Bastiman
- Cllr Gostlow
- Cllr Noland
- Cllr Sharma
- Cllr Trumper

- 2.2 This report sets out the findings of the Working Group, including an assessment of the network, financial considerations, and recommendations for a sustainable approach to public toilet provision across the authority. The aim was to balance service quality with operational efficiency, ensuring that facilities meet the needs of all users while remaining financially viable.

## 3.0 INFORMATION GATHERED

### 3.1 Context

Considering the financial realities of local authorities across the Country the provision of public conveniences represents an ongoing challenge. The Association of Public Service Excellence's [APSE] Local Authority Public Conveniences Provision Report of 2024 found that 34.15% of Council's report that their provision has decreased or significantly decreased since 2012.

- 3.1.1 Offsetting operating costs with an entry fee is an established principle across the Country, common fees locally and nationally can range from 20p up to £1 per user.

Free	20p	30p	40p	50p	60p	£1
East Riding Council	Durham C. Council	Redcar and Cleveland	East Devon	Plymouth	Bowness & Windermere	Eastbourne
	Richmond locality	Torbay	York City	Weymouth		
			Scarborough locality	Newquay		
				Whitby		
				Llandudno		

- 3.1.2 Across the NYC estate, the entry fee currently varies between 20p in Richmond to 40p along the Coast. These charges have remained static since April 2017 and 2007 respectively, if these charges had risen by inflation, then the entry fee in April 2025 would have been 27p and 67p.

### 3.2 Task Group Meeting One – 30 September.

In attendance: Councillors David Staveley (Chair), Derek Bastiman, Hannah Gostlow, Subash Sharma, Phil Trumper and David Noland

- 3.2.1 Apologies: None
- 3.2.2 Members discussed the importance of the Service and its' non-statutory nature and how this classification can diminish the contribution to public health, accessibility, and tourism. The Group welcomed the expansion of Changing Places facilities for people with profound disabilities. They also considered the 2024 draft Service Plan and the double devolution proposal, which was initially agreed, but not implemented at Malton.
- 3.2.3 Financial and operational challenges were highlighted, including avoidance, vandalism, and downtime affecting revenue. Charging technology and cash handling remain costly, and while card-only options are being considered, they require reliable connectivity, which is not always available. Consensus that any system needs to be reliable and robust with different payment options for customers.
- 3.2.4 The Working Group discussed charging strategies, ranging from removing all fees—which would create a cost pressure - to increasing the entry fee, which could generate further income. Concerns were raised about affordability and anti-social behaviour in general. Suggestions included standardising fees, ensuring consistent payment methods, and maintaining free access for RADAR key holders.
- 3.2.5 Alternative funding models were explored, such as linking toilet costs to car park tariffs, forming partnerships with town and parish councils, introducing advertising or sponsorship, and considering innovative solutions. The Group also identified information gaps, including the need for a comprehensive site condition survey, proximity data and usage patterns.
- 3.2.6 Next steps include officers providing a detailed network and budget profile, which will then help to develop principles. Regular updates and pre-meeting circulation of data were requested.
- 3.3 Task Group Meeting Two – 16 October
- 3.3.1 Attendees: Cllr Staveley [Chair], Cllrs Derek Bastiman, Hannah Gostlow, Subash Sharma and David Noland
- 3.3.2 Apologies: Councillor Phil Trumper
- 3.3.3 The Working Group began by considering the current challenges facing the public convenience network. Financial pressures continue to place these facilities under scrutiny, with maintenance issues and low footfall at certain sites, adding to the complexity. Charging technology was also highlighted as a concern, given its high installation costs and long payback periods.
- 3.3.4 In terms of charging and funding options, the Group agreed that direct charging for all toilets is not always practical and is unlikely to realistically eliminate the overspend entirely. Instead, a proposal was put forward to incorporate the cost of providing toilets in and around car parks into the overall operating costs of the car park service.
- 3.3.5 Emerging Principles  
The discussion led to several emerging principles:
- Maintain and improve toilets located in car parks through a County wide tariff increase.
  - Ring-fence proceeds from disposals for toilet estate improvements.
  - Consider alternative funding mechanisms such as honesty boxes, apps, and advertising.
  - Develop clear closure criteria based on usage, condition, and proximity to alternatives and clear governance process, with appropriate consultation.

### 3.4 Task Group Meeting Three – 31 October

3.4.1 In attendance: Councillors David Staveley (Chair), Derek Bastiman, Subash Sharma, Phil Trumper, David Noland (part)

3.4.2 Apologies: Councillor Hannah Gostlow

3.4.3 The Working Group considered the significant funding challenges facing the Council and the current public conveniences spend;

Element	24-25 Budget	24-25 Actuals	25-26 Budget	25-26 Forecast Q1	25-26 Forecast Q2
Service Cost	£1.091m	£1.410m	£1.144m	£1.310m	£1.407m
Income	-£213k	-£181k	-£220k	-£194k	-£220k
Overspend	N/A	£351k	N/A	£206k	£262k

3.4.4 The group explored how to comprehensively assess sites to include potential strategic importance and agreed this was best done through local consultation with stakeholders. The Group felt it important they do not focus on individual sites, more on principles and the process for consideration.

3.4.5 Charging arrangements and technology were also reviewed. With details on the current systems in place; with coin-operated doors and access gates in place at high-footfall coastal sites, alongside card-operated options. However, the installation costs for charging infrastructure can be significant compared to the potential returns.

3.4.6 Risks and considerations were acknowledged, including potential public perception issues if parking charges rise. Members felt that clear messaging about service improvements will be essential to mitigate these concerns.

3.4.7 The Working Group recommended that receipts from any future public convenience asset disposals should remain ring-fenced for toilet estate improvements.

3.4.8 The Working Group agreed that any proposals should avoid the need for repeated Member decisions on closures. The car park levy model was considered the most viable option, subject to legal consideration. Disposal of assets should directly support improvements to the remaining toilet estate, and rationalisation criteria should include condition, usage, and proximity. The overarching aim remains the delivery of a sustainable, well-maintained, and rationalised public convenience network.

### 3.5 Task Group Meeting Four - 11 November

3.5.1 In attendance: Councillors David Staveley (Chair), Derek Bastiman, Hannah Gostlow, David Noland, Subash Sharma and Phil Trumper

3.5.2 Initial discussion points raised included the requirement to engage with Town and Parish Councils at an early stage. Officers set out the engagement process to date detailing the written correspondence sent to all Parish and Town Councils previously, but also the follow-up meetings that had been held with those councils who had expressed an interest in delivering public conveniences. There was a desire to engage in a collaborative way and ensure support from North Yorkshire Council is available as part of any devolution process.

- 3.5.3 Furthermore, it was felt there was a need to highlight good examples of the transfer of public conveniences to use as positive case studies, to help support consideration.
- 3.5.4 The proposal for a future capital improvement programme to improve existing facilities was looked at in detail and whether this could be a further draft principle. Working Group members agreed there was an ambition to see improved facilities such as baby changing, sanitary waste and water bottle filling included, along with improved signage to clearly show site opening hours and important contacts.
- 3.5.5 The working group agreed there should be a consistent fee across the board to avoid confusion.

### 3.6 Task Group Meeting Five – 19 November

- 3.6.1 In attendance: Councillors David Staveley (Chair), Derek Bastiman, Hannah Gostlow, David Noland, Subash Sharma and Phil Trumper
- 3.6.2 The Working Group worked through the revised set of principles and made a number of minor changes to come to a final set to take forward, as detailed at section 6.0 to 10.0.
- 3.6.3 The breakdown of the potential impact of the proposed principles on the service budget was set out and discussed.

## 4.0 **CONSULTATION**

- 4.1 The Group noted the consultation previously with Members, Business Improvement Districts, National Park Authorities, Disability Action Groups and Parish and Town Councils.

## 5.0 **REVIEW CONCLUSIONS**

- 5.1 The Working Group recognised the current situation is unsustainable. To address the issues, they considered the challenge and agreed five principles to guide Service delivery and to support the provision of high quality public toilets on a sustainable financial footing;

### 6.0 **Principle 1 - Support for Alternative Delivery Models**

- 6.1 The Service is committed to enabling alternative models for the operation of public conveniences. To assist organisations interested in managing these facilities to make informed decisions, we will provide a comprehensive information pack, this will include:
- Utility and maintenance considerations
  - Cleaning and consumable costs
  - Income generation opportunities
  - Any available grants and funding options
  - Examples of good practice
  - Cost-reduction strategies
  - A clear and consistent financial framework for one-off support

### 7.0 **Principle 2 - Consistent Entry Fee Policy**

- 7.1 To ensure the network operates on a sound and sustainable financial basis, a standard entry fee will be introduced at all sites, where it is practical and effective.
- 7.2 Where such infrastructure cannot be implemented, alternative solutions such as physical or digital 'honesty boxes' will be considered.

## **8.0 Principle 3 - Rationalisation of Underperforming Sites**

8.1 Where facilities are in poor condition, have low usage, or are located near alternative conveniences, rationalisation will be considered.

8.2 This process will involve:

- Consultation with Town/Parish/City Councils, Area Committees, Ward Members, and the Executive
- Quantifying usage and condition
- Offering Parish/Town Councils the opportunity to operate the site under an enhanced support package. If all alternative options are exhausted, the site will be closed and disposed of. Any capital receipts will be ring-fenced and reinvested into improving the remaining network.

## **9.0 Principle 4 - Integration with Car Park Operations**

9.1 Public conveniences are an essential part of North Yorkshire's visitor experience, with many located within or close to chargeable car parks. High-quality toilet facilities are an essential component of the service provided to car park users. Consequently, the associated cleaning and consumable costs should be fully accounted for as part of the overall car park operating cost. As part of the next tariff review, all revenue costs for these facilities - along with a contribution towards a capital modernisation programme - should be funded through the overall car park tariff income, supplemented by any pay-on-entry revenue where applicable.

## **10.0 Principle 5 - Capital Improvement Programme**

10.1 All sites across the network will go through a clear and consistent condition assessment, to identify areas for improvement and compliance with best practice. The Service will then work collaboratively to seek to deliver a capital improvement programme aimed at ensuring all sites achieve a 'good' or 'excellent' condition rating by 2030.

10.2 Enhancements will aim to include:

- Water bottle refill stations
- Baby changing facilities and Sanitary waste disposal options in both male and female spaces
- Improve signage within and externally to promote network visibility, responsible use of the space and relevant contact details.
- Environmental initiatives such as greywater recycling, renewable energy generation, and efficient energy use that support the council's ambition to achieve net-zero carbon neutrality by 2030.

## **11.0 CONTRIBUTION TO COUNCIL PRIORITIES**

11.1 The public convenience service supports a number of the Council themes.

- Support thriving places and empowered communities that live, work, visit and do business in North Yorkshire
- Ensure the people of North Yorkshire are safe, healthy and living well

11.2 The work to align and harmonise the Service also supports the ambition: One Council with strong, local and customer-led services alongside supporting and enhancing the four pillars of locality working; local services and access, local accountability, local action and local empowerment.

## 12.0 RISKS AND IMPLICATIONS

- 12.1 Financial Implications – The service is currently facing a recurring budget shortfall, which will persist without a change in strategic direction and a capital investment. If all principles are implemented in full, the current overspend is expected to be resolved. However, if the Executive does not wish to take forward all principles, the service is likely to continue to overspend, or the ask on individual principles will need to increase.
- 12.1.1 Currently, the service's income target increases annually in line with inflation. Without introducing new chargeable sites or revising entry fees, additional financial pressure will arise from April 2026. Nearly 90% of the service's income comes from sites where the fee level has remained unchanged for 17 years. While any adjustment to entry fees may influence public behaviour - an outcome that is difficult to predict - this risk can be mitigated by setting fees within the recommended range.
- 12.1.2 The capital investment required to bring the entire network up to a 'Good' or 'Excellent' standard is estimated to exceed £3 million and will continue to grow as other sites deteriorate. The proposed funding model, combined with requests through the standard capital governance process, may not be sufficient to achieve this aspiration. Executive commitment to the service and the principles developed by the Group will be critical to delivering a high-quality network. This also affects the proposal to expand pay-on-entry technology across the network, which will require capital investment on an invest-to-save basis and must be considered alongside other Council priorities.
- 12.1.3 Financial support will also be needed to encourage alternative delivery models that provide long-term savings. This will require a short-term invest-to-save business case and associated funding allocation.
- 12.1.4 It is not feasible to meet all ongoing capital requirements for the service solely through capital receipts from asset disposals. If Principle 4 is adopted, a revenue contribution for capital works would be drawn from car park tariff income; however, this would only apply to sites directly associated with car parks. Achieving the desired improvement in standards across the entire network will therefore require additional support from the corporate capital fund.
- 12.1.5 Asset disposal is ordinarily a key source of income for the Council's capital account. However, Principle 3 prevents any benefit from rationalisation of the toilet estate contributing to the fund. If all services operated under similar restrictions, the capital fund would face additional pressure.
- 12.1.6 Despite these constraints, the Group believes the service's importance to users and its current condition provide strong justification for revising this approach.
- 12.2 Legal Implications
- 12.2.1 The new funding model of recognising the cost of operating toilets near car parks, across the whole car park estate tariff setting process, is not consistent with the current operating model for the car parking service.
- 12.2.2 However the proposal is lawful under section 32 (3), section 33 and section 35 Road Traffic Regulation Act 1984 (RTRA), which empower authorities to provide public conveniences as part of parking facilities and to regulate charges accordingly. If this principle is implemented, the Council must evidence that integrating the cost of toilet provision into car park tariffs is consistent with its general duty to balance traffic movement, access, amenity, and environmental considerations. This will not reduce existing obligations set out in the Act, such as separate account for income and expenditure, with conditions set out for the expenditure of any surplus.

- 12.3 Equalities – An equality impact assessment has been undertaken (Appendix 2).
- 12.4 Environmental – A Climate Change Impact Assessment has been undertaken in respect of the proposals (Appendix 2).

### 13.0 REPORT RECOMMENDATIONS

- 13.1 The Working Group asks the Committee to recommend to the Executive the following findings:
- 1) As a priority collaborate with others, including the Combined Authority, to identify opportunities for financial support in operating tourist infrastructure and to actively pursue external funding to enhance and sustain the service.
  - 2) To set a consistent entry fee, the Group recommends the entry fee for 2026-27 to be set at either 40p or 50p per user, with the final value decided by Executive.
  - 3) To endorse a capital allocation to expand the locations where a charge is levied.
  - 4) To endorse a capital allocation to enable officers to explore alternative funding streams, including honesty boxes, app-based donations, advertising, sponsorship, and community partnerships.
  - 5) To continue to offer free access for disabled users, through the National RADAR key scheme.
  - 6) To maintain and seek to expand Changing Places provision to meet the needs of people with profound disabilities, supported by external funding.
  - 7) To implement as part of the next car park tariff review, an increase to the per ticket price across all off-street parking to fund all revenue costs for toilets within the immediate vicinity of any NYC car park. In addition to the revenue costs, the uplift in the tariff should include a contribution towards a capital modernisation programme - should be funded through the overall car park tariff income.  
If this is approved, the group would like consideration to be given to how this could also support ongoing revenue contributions to Parish and Town councils interested in devolution of any public conveniences.
  - 8) Consider closure of sites which are in a poor condition, have low footfall and/or are in close proximity to other sites, subject to consultation with Parish/Town Councils, Division Members, Area Committee, Executive and with the final decision to be taken by the Executive Member for Managing Our Environment.
  - 9) To ring-fence proceeds from the disposal of any public conveniences for reinvestment into the wider toilet network.
  - 10) To commit to a capital improvement programme to ensure that by 2030 all sites are in a good or excellent condition. Enhancements will aim to include:
    - Water bottle refill stations
    - Baby changing facilities and Sanitary waste disposal options in both male and female spaces
    - Improve signage within and externally to promote network visibility, responsible use of the space and relevant contact details.
- 13.2 Environmental initiatives such as greywater recycling, renewable energy generation, and efficient energy use that support the council's ambition to achieve net-zero carbon neutrality by 2030.

**Appendices:**

Appendix 1: Equalities Impact Assessment

Appendix 2: Climate Change Impact Assessment

**Background Papers:** None

Report of; Cllr David Staveley – Chair of Public Conveniences Working Group and Members of the Group; Cllr Bastiman, Cllr Gostlow, Cllr Noland, Cllr Sharma and Cllr Trumper.

Report Author: Harry Briggs – Head of Service – Waste Operations and Street Scene

**Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics**

(Form updated October 2023)

*Draft Public Conveniences Service Plan*

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email [communications@northyorks.gov.uk](mailto:communications@northyorks.gov.uk).

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔



**Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.**

Name of Directorate and Service Area	Environment – Waste Operations and Street Scene
Lead Officer and contact details	Steven Goddard < <a href="mailto:Steven.Goddard@northyorks.gov.uk">Steven.Goddard@northyorks.gov.uk</a> >
Names and roles of other people involved in carrying out the EIA	Steven Goddard
How will you pay due regard? e.g. working group, individual officer	Service users
When did the due regard process start?	Ongoing process

**Section 1. Please describe briefly what this EIA is about.** (e.g. are you starting a new service, changing how you do something, stopping doing something?)

A working group of the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee has been convened to look at the challenges facing the public convenience service. They have identified several principles and 10 findings they are recommending Executive to incorporate.

These concern entry fees, the network, the operating model and improvements to the customer experience.

This EIA is to identify any potential impacts from these new strategic principles, if approved.

**Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it?** (e.g. to save money, meet increased demand, do things in a better way.)

The principles as set out by the Group aim to make the Public Convenience Service financially sustainable. This will be done through a review of the network, a new funding model and standardisation of entry fees. The changes also aim to improve efficiency, reflect seasonal demand, and explore local delivery models through partnerships with Parish and Town Councils.

The goal is to continue providing essential facilities in a more affordable way.

Ensure sustainable, high-quality public convenience provision across North Yorkshire..

**Section 3. What will change? What will be different for customers and/or staff?**

The review of the network may result in;

- Consistent entry fee policy across all sites and potential for honesty boxes/apps
- Continued free access for disabled users via RADAR key scheme.
- Expansion of Changing Places facilities for users with profound needs.
- Potential for asset transfers of NYC facilities.
- A new governance process to consider rationalisation of the network.
- Recognition of the costs of operating toilets within the immediate vicinity of car parks as part of the car park tariff, to fund revenue and capital costs.
- Ring-fencing proceeds from asset disposals for reinvestment.

**Section 4. Involvement and consultation** (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

The draft report is to be considered by the TEEEOOSC, Council's Management Board and Executive.

**Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

The service is currently running at a sustained overspend position, these principles are designed to address this.

<b>Section 6. How will this proposal affect people with protected characteristics?</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.</b>
Age	X			No changes to the network are set out within this report. Instead it is creating a framework for consideration for future rationalisation.
Disability	X			The proposal is to retain free access via the National disabled Radar scheme.
Sex		X		Improved baby changing facilities will support parents and carers
Race	X			No impact
Gender reassignment	X			No impact
Sexual orientation	X			No impact
Religion or belief	X			No impact
Pregnancy or maternity	X			No changes to the network are set out within this report. Instead it is creating a framework for consideration for future rationalisation.
Marriage or civil partnership	X			No impact

<b>Section 7. How will this proposal affect people who...</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.</b>
..live in a rural area?	X			No changes to the network are set out within this report. Instead it is creating a framework for consideration for future rationalisation.
...have a low income?	X			The proposed standardised entry fee could act as a barrier to those on low incomes. However great care was given to tempering any increase in the fee.
...are carers (unpaid family or friend)?		X		Carers will benefit from improved facilities, including Changing Places and baby changing areas.
..... are from the Armed Forces Community	X			

<b>Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)</b>	
North Yorkshire wide	X
Craven	
Hambleton	
Harrogate	
Richmondshire	
Ryedale	
Scarborough	
Selby	
<b>If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.</b>	
Public conveniences are spread throughout North Yorkshire, with most sites being within the former Scarborough Borough Council and Harrogate Borough Council localities.	

<b>Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.</b>
No

<b>Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)</b>	<b>Tick option chosen</b>
1. <b>No adverse impact - no major change needed to the proposal.</b> There is no potential for discrimination or adverse impact identified.	X
2. <b>Adverse impact - adjust the proposal</b> - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. <b>Adverse impact - continue the proposal</b> - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	
4. <b>Actual or potential unlawful discrimination - stop and remove the proposal –</b> The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
<b>Explanation of why option has been chosen.</b> (Include any advice given by Legal Services.)	
No changes to the network are set out within this report. Instead it is creating a framework for consideration for future rationalisation.	
<b>Any future rationalisation will be accompanied by a separate more detailed EIA for each site, to be considered as part of the governance process.</b>	

**Section 11. If the proposal is to be implemented, how will you find out how it is really affecting people?** (How will you monitor and review the changes?)

The service will be monitored through regular user and stakeholder feedback, Member engagement, site inspections, usage data, and financial reports.

**Section 12. Action plan.** List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements

**Section 13. Summary** Summarise the findings of your EIA, including impacts, 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.

This Equality Impact Assessment reflects the proposed Public Conveniences principles and financial context. The approach aims to deliver sustainable provision through harmonised entry fees, integration with car park tariffs. Mitigation measures include free RADAR access for disabled users and potential expansion of Changing Places facilities. Consultation has been extensive, involving Members, BID groups, National Parks, Disability Action Groups, and Parish/Town Councils.

**Section 14. Sign off section**

This full EIA was completed by:

**Name: Steven Goddard**  
**Job title: Public Conveniences Manager**  
**Directorate: Environment**  
**Signature:**

**Completion date: 25/11/2025**

**Authorised by relevant Assistant Director (signature): Michael Leah**

**Date: 16/01/2026**

### Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

<b>Title of proposal</b>	Plan for the Provision of Public Conveniences
<b>Brief description of proposal</b>	A working group of the Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee has been convened to look at the challenges facing the public convenience service. They have identified several principles they are recommending Executive to incorporate. These concern entry fees, the network, the operating model and improvements to the customer experience.
<b>Directorate</b>	Environment
<b>Service area</b>	Waste Operations and Street Scene
<b>Lead officer</b>	Harry Briggs/Steve Goddard
<b>Names and roles of other people involved in carrying out the impact assessment</b>	

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

Remember to think about the following;

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

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

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

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate:	X	Continue to full CCIA:	
<b>Reason for decision</b>	The proposals are modest and do not significantly alter emissions or other environmental impacts.			
<b>Signed (Assistant Director or equivalent)</b>	Michael Leah			
<b>Date</b>	16/01/2026			