

# North Yorkshire Council

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

29 April 2026

### Climate Change Delivery Pathway Performance Report

#### Report of the Corporate Director - Environment

#### **1.0 PURPOSE OF REPORT**

- 1.1 To provide members of the committee with 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 outlining progress on the Climate Change Delivery Pathway.

#### **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 22 October 2025.
- 3.2 The report takes a narrative form outlining key progress areas 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. Both the Strategy and the Delivery Pathway are linked in the background papers at the end of this report for reference.
- 3.3 The last six months have seen a raft of external policies and strategies from Government, consultation plans in development from the York and North Yorkshire Combined Authority (YNYCA) and NYC internal strategies and plans in development phase or coming to fruition. All of these will have high impact on issues in the CCDP over the coming months and years and present an opportunity for NYC to take climate responsible actions.

#### **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. Consequently, the report takes a narrative highlights approach.

## 4.2 GOVERNANCE AND PERFORMANCE

- 4.2.1 The 'in house' performance dashboard to improve the efficacy of reporting progress is still in development. An example of the dashboard approach is included (Appendix A). It is anticipated the dashboard and associated emissions overviews, will be completed by June 2026. The dashboard will aim to provide automated tracking of emissions from:
- NYC fleet
  - NYC 'grey fleet' business mileage
  - NYC Property
  - Additional information is being prepared to include school transport and North Yorkshire Highways fleet
  - Key Performance Indicators from local and national data sets
  - Narrative updates on activities
- 4.2.2 The Government have published a new 'Local Outcomes Framework' in February 2026. This is an outcomes-based performance measurement requirement, against key national priorities. A number of the metrics will support the CCDP monitoring. These include Energy Performance Certificates, air pollution, various waste and recycling indicators, areas in positive conservation management and various transport related metrics. There is also a 'placeholder' for climate change mitigation whereby the defined metric is not yet determined.
- 4.2.3 The 2025 'Carbon Disclosure Project' results were announced, and NYC achieved a grade A, which is an improvement on the grade B achieved in 2024.
- 4.2.4 The YNYCA revised strategic approach to climate change has been approved for public consultation. The 'Strategy for a Sustainable Future' will be available for comment between 15 April and 10 June. (The weblink is indicated as a background paper at the end of this report.) The document outlines the ambitions and identifies the high impact sector plans to reach the overall aim to deliver a 'step change in climate action'. It has been co-developed with partner organisations including NYC, and the Task and Finish Group has been co-chaired by Cllr David Hugill (Climate Change Champion) with representation from the Executive member for Managing our Environment. Officers are currently developing a response to the document which will include briefings for Members and Directorates across all services.
- 4.2.5 Officers have responded to various policy consultations over the period. This included a joint response with the Yorkshire and Humber Climate Commission to the new 'Regional Energy Strategic Plan' (RESP) Methodology and made submissions to the 'transitional RESP' which focuses on near term energy demands. The RESPs are part of a significant key Government approach to delivering a 'joined up' energy plan to accelerate progress to national net zero ambitions. Officers also provided a consultation response to the YNYCA Retrofit Strategy consultation draft.
- 4.2.6 Climate change awareness for NYC staff continues with the inclusion of a climate change section in the mandatory NYC new induction training pack.
- 4.2.7 The Climate Change Impact Assessments are being refreshed to include reference to our Biodiversity Duty and to support the Local Nature Recovery Strategy implementation.

## 5.0 MITIGATION

### 5.1 The Built Environment:

- 5.1.1 NYC Housing Service continue to deliver retrofit across North Yorkshire. With all the past and current programmes, the issue of local supplier and contractor availability in this fast-moving market is a challenge. The Retrofit Strategy references this and seeks a skills development and pipeline approach to supporting local businesses to gain vital skills in this area:
- The Social Housing Decarbonisation Fund 2.2 is on track to deliver 134 retrofit homes by its close 31 March 2026.
  - Social Housing Decarbonisation Fund Wave 3 is halfway through a two-year phased approach. Several practical delivery issues have been encountered which are being addressed and NYC is keen to demonstrate delivery confidence before seeking future growth funding for a third year.
  - Warm Homes Local Grant scheme has identified 139 properties that qualify for the support and installation is underway.
- 5.1.2 The YNYCA Retrofit Strategy public consultation period is now closed. Comments are being reviewed, and it is anticipated that it will be presented for adoption by the YNYCA in Autumn 2026.
- 5.1.3 NYC has delivered the Shared Prosperity Fund Business Sustainability Programme for York and North Yorkshire on behalf of the YNYCA which concluded on 31 March 2026. This has provided grant support for 25 North Yorkshire based businesses and social enterprises to reduce their carbon emissions through a range of energy efficiency, low carbon heating and renewable energy installations.
- 5.1.4 The NYC Housing service are working on a proposal for a 'Solar Together' programme, with funding from the Beyond Carbon Pump Priming Fund. Solar Together is a group buying scheme that allows residents to achieve competitive prices on solar panels and battery storage through a reverse auction funding mechanism. It targets the 'able to pay' market and is directed at residents who do not qualify for government-funded schemes such as the Warm Homes Local Grant. It is anticipated to be launched by Autumn 2026.

### 5.2 TRANSPORT

- 5.2.1 Increase walking and cycling. NYC submitted its Capability Ratings in September 2025. These ratings, which range from Level 0 to Level 4 (with Level 4 representing the highest level of capability), play a crucial role in determining future active travel funding allocations. This funding will form part of a broader integrated and consolidated local transport settlement running through to 2029/30. To support the Council's ambition to progress from Level 1 to Level 2, NYC provided a substantial and comprehensive evidence base. The assessment ultimately resulted in the authority being scored Level 1, along with 42 other UK local authorities, and the depth and quality of the submission provide a strong platform for future progression. We have the full support of the YNYCA Active Travel Commissioner to increase this score over the coming years. This work also places the YNYCA in a positive position for the next reassessment (expected in around two years) when responsibility for the Capability Ratings return will transfer to them. The process has additionally strengthened internal understanding of the capability expectations and has highlighted key areas for continued development and improvement.

5.2.2 Consolidated Active Travel Fund (CATF). NYC received a total allocation of £1,256,601 from the CATF, comprising £872,999 in capital and £383,602 in revenue funding. Using this allocation, officers submitted four capital schemes, all of which have now successfully passed through the Active Travel England assurance process. These schemes were:

- Bawtry Road underpass, Selby  
The scheme will upgrade the existing underpass beneath Bawtry Road (A1041) in Selby to create an accessible walking, wheeling, and cycling route. This will remove the current barrier caused by steep, narrow steps and indirect routes, improving east/west movement across a road carrying over 12,000 vehicles daily. By making the route step-free, the project will enhance safety, reduce journey times, and provide an inclusive link between residential areas, transport hubs, and leisure destinations. The location already sees around 656 pedestrians and 83 cyclists per day, with the nearest alternative crossing 240m away, highlighting strong demand. The improved underpass will also connect directly to a priority LCWIP corridor and ongoing TCF works, strengthening wider active travel networks.
- Austwick to Clapham bridleway  
Public Bridleway No. 52 is a key off-road cycling link between Austwick and Clapham, providing a safer alternative to the high speed A65 and forming part of wider low traffic routes between Settle and Ingleton. It also connects to Clapham station and supports National Cycle Network Route 68, the Pennine Cycleway, and the Way of the Roses. However, its deteriorating aggregate surface deters use. This scheme will resurface the route with Flexipave, improve entrances, and add signage and markings. The project supports the Yorkshire Dales National Park Authority's Active Travel Plan and is backed by the Walk, Wheel, Cycle Trust.
- Bridleway connection from Hornbeam Park Avenue to Fulwith Mill Lane and Oatlands  
The scheme will upgrade two remaining sections of the bridleway from Hornbeam Park to Oatlands and from the Allotments to Hookstone Road, building on the well-received FlexiPave improvements completed in the central section. The unmade areas are currently uneven and difficult to use, especially in wet conditions. Extending FlexiPave will provide a durable, permeable, low maintenance surface suitable for walking, cycling, and horse riding. Creating a continuous all-weather route will improve access to schools, the railway station, and the college, support recreation, and enhance connectivity for users of all ages and abilities.
- West House Gardens Birstwith footway construction  
The developer of the West House Garden site went into liquidation before completing a Section 278 agreement, leaving no funding to deliver the missing 60 metre footway link. Although the new homes are now occupied, residents cannot safely walk to Birstwith village or reach Birstwith Primary School. The only option is a steep, grassy verge that becomes muddy and hazardous. The scheme will deliver a new footway to provide a safe, accessible route for all users. The West House Gardens Birstwith footway scheme has now been completed, whilst the other three schemes above are all progressing through the design stages. All will be delivered by March 2028.

5.2.3 Active Travel Fund tranche 5 (ATF5). The ATF5 allocation to NYC was £369,709 which was received in 2025. This has provided funding to seven schemes, all of which have passed the Active Travel England assurance process. The seven schemes will all be delivered by March 2027. Those schemes were:

- 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 x 4

- 5.2.4 Mayoral Active Travel Fund (MATF). The MATF is a £4 million programme designed to make it easier and safer to walk, wheel, and cycle across York and North Yorkshire, supporting healthier communities, sustainable travel, and local connectivity. The MATF includes a Public Sector element worth £2.4 million, aimed specifically at public bodies such as Local Authorities, National Park Authorities, the Canal & River Trust, and other similar statutory organisations. Eligible public bodies were invited to submit bids for projects seeking £100,000 to £500,000 per scheme, with all proposals requiring 10% match funding. The YNYCA expect to announce the successful schemes in April/May 2026. If successful, all schemes must be delivered by January 2028. NYC submitted four projects:
- Skipton Canal Towpath Upgrade  
This scheme is part of a key LCWIP corridor (Skipton town centre to Snaygill) and will deliver 600m of towpath improvements. Improvements include a wider sealed surface between Pinder bridge and south of the hospital near Keighley Road, improving accessibility and connectivity to key amenities. The proposed scheme cost is £554k.
  - Minor Scheme Package  
A package of minor improvements that will increase the uptake of active travel in various settlements in North Yorkshire. Proposed scheme cost £458k.
  - ANPR School Street Support  
To fund the delivery of ANPR cameras at school street locations within North Yorkshire. Proposed scheme cost £264k.
  - Skipton Accessibility Package  
A package of accessibility improvements for pedestrians in and around Skipton High Street such as improved crossing points on key desire lines including tactiles, widened traffic islands and dropped kerbs. Proposed scheme costs £220k.
- 5.2.5 Mayoral Active Travel Fund Community Pot. The community element is a £1 million Open Fund designed to support projects that encourage more walking, wheeling, and cycling across York and North Yorkshire. It is open to community organisations, charities, businesses, and other non-profit groups, who can apply for £5,000 to £100,000 for both capital and revenue projects. NYC officers are supporting numerous community organisations with proposals. Successful schemes must be delivered by January 2028.
- 5.2.6 In Skipton circa £7m of DfT Transforming Cities funding was utilised to deliver 1.4km of accessible public footpath linking Skipton railway station and bus station and then into the town to create improved pedestrian links to key sites for education learning and leisure including new canal tow path to Craven Auction Mart, College Campus and Craven Leisure Centre and new connections to Airville Park, wildflower meadow and allotments. The scheme also saw the installation of new pedestrian bridge at Gallows Bridge improving accessibility to the Bus Station.
- 5.2.7 NYC has accepted 'Bikeability' grant for 2026/27 from Active Travel England. This will enable up to 3204 level 1 and 2 Bikeability places with provision for SEND and inclusion funding. The remainder of the funding required to deliver the training will be sought from cost recovery from schools and from NYC additional contribution.
- 5.2.8 Increase access to alternative fuels. Work is underway to find a provider to support with replacing charging units and taking over the operation of existing units across North Yorkshire. Staff charging at County Hall and other sites is now in place allowing potentially greater utilisation of the infrastructure and to bring in some income to support the running of the charging points. Work on the Local Electric Vehicle Infrastructure (LEVI) programme to expand the EVCP network aimed at residential use in North Yorkshire is delayed but work to resolve this and bring forward a plan for priority delivery remains ongoing.

- 5.2.9 Low carbon travel choices. The Bus Service Improvement Plan (BSIP) is now the responsibility of YNYCA to cover both North Yorkshire and York. Consultants have recently been appointed to draft a new joint BSIP and to develop a plan in conjunction with NYC and CYC, which is due to seek approval from YNYCA in July 2026. The continuation of the £1 young person fare cap beyond 01 April 2026 is currently under consideration by the YNYCA. A verbal update will be given at the meeting.
- 5.2.10 Local Transport Plan. The YNYCA Local Transport Plan (LTP) is currently being developed, being led by the CA but in close partnership with York and North Yorkshire councils. The Local Transport Plan is a statutory document, which local transport authorities in England are required to develop and then keep up to date. The LTP for York and North Yorkshire will set out the mayor's vision for transport and will explain in how the YNYCA and partner councils will work towards achieving that vision. The YNY LTP is being developed at pace, so will be a relatively high-level strategy, with greater detail to follow in subsequent linked plans and policies. It is anticipated that a draft version of the LTP will be ready for consideration by the YNYCA and councils in May 2026. Further to that, the LTP will be subject to extensive stakeholder and public consideration through a statutory consultation, which will run over the summer. It is anticipated that the LTP will be adopted by the YNYCA later in 2026.
- 5.2.11 Air Quality Work is currently underway to draft North Yorkshire Council's Air Quality Strategy. In collaboration with colleagues in Environmental Health, the Public Health team have started gathering information and bringing relevant partners together to work on the development of the strategy. This will be a strategic document which will highlight air quality work undertaken by the Council and how this work will develop going forward to deliver on our ambitions. There are many service areas in the Council working on air quality, both indoor and outdoor including planning, housing, NYC properties, environmental health, active travel and EV infrastructure. The strategy will provide the overarching vision for improved air quality in the county through a set of goals/ambitions. It is hoped that the strategy will be adopted by the Council in 2027.
- 5.3 Waste and Circular Economy
- 5.3.1 Following the successful implementation of Simpler Recycling in Malton in 2025, the next locality to receive twin bin recycling bins will be Richmondshire in late 2026.
- 5.3.2 A route optimisation exercise is underway to create new routes, making sure vehicles and crews are deployed in the most robust and efficient way across the whole county. This work to model the rounds will be complete by the end of 2026.
- 5.3.3 A new waste strategy and infrastructure options appraisal exercise is currently being procured. This will establish council priorities, targets and milestones, and evaluate the processing capacity and capability needed to maximise the recovery of recyclable material. Draft reports will be complete by the end of 2026.
- 5.3.4 Food Waste and food production decarbonisation are themes in the NYC Food for the Future in North Yorkshire Framework for Action, published in November 2025. This identifies activities to tackle food waste in food production and consumption, including opportunities for waste recovery such as in anaerobic digestion. The document is included as a reference paper at the end of this report.

- 5.3.5 The Government's Circular Economy Taskforce as convened in 2024 and has been preparing a Circular Economy Strategy for England. The Circular Economy Growth Plan and associated 'roadmaps' for high priority sectors including agri-food, the built environment, chemicals and plastics, transport, and electronics, is now anticipated to be launched in 2026. It is also referenced in the Government's Environmental Improvement Plan. (Link below in background papers)
- 5.4 Renewable Energy Transition
- 5.4.1 Government policy regarding renewable energy transition has taken a strong step forward in recent months with the publication of transformational policy and operational documents which will drive the investment decisions of Government and Distribution Network Operators for many years.
- The Local Power Plan by Great British Energy (GBE), with a vision that by 2030, every community in the UK will have the opportunity to benefit from and own a local energy project. The LPP link is available in the background papers.
  - National Energy Systems Operator bringing forward the RESP and the tRESP. (4.2.5)
- 5.4.2 It is vital that NYC is aware of and responding to these policies and initiatives to ensure that our businesses and communities can benefit from and take advantage of the move towards energy independence and locally owned renewable energy. Officers have responded to the RESP consultation as outlined above and continue to work closely with partners to ensure NY is able to respond to future consultations.
- 5.4.3 NYC has continued to raise the matter of smart meter availability in rural locations of our geography. Unless residents, businesses and communities can access smart meters, they are not able to achieve the benefits of the renewable energy transition.
- 5.4.4 NYC Officers are working closely with the YNYCA to deliver the Energy Generation Accelerator Programme (EGAP). This is a two year programme which aims to identify and address the challenges of renewable energy and heat generation alongside developing and investable pipeline of projects with local authorities, and communities. This includes work packages to identify renewable energy opportunities across the geography, feasibility studies and community engagement. All the activities will also identify opportunities for introduction and scaling up community energy projects.
- 5.4.5 The Strategic Energy Partnership team, working to deliver on the Local Net Zero Accelerator (LNZA) Programme, continues to explore, alongside the YNYCA and City of York Council, how a partnership approach to achieving the region's net zero targets might be implemented. A market engagement webinar showcased the regional opportunity to the private sector, community groups, educational institutes and interested individuals with valuable insights gained during this exercise. The team continues to develop and explore net zero projects and assess the likely co-benefits these may have for our communities. The programme has onboarded a consortium of consultants who are now working with the project team to illustrate the full opportunity the region has to offer before the programme closes in August 2026.
- 5.4.6 NYC continues to benefit from our involvement with the LNZA programme through workshops and engagement with other authorities progressing with their own net zero targets, continuing to utilise opportunities to learn and share outputs.

## 5.5 Agricultural Emissions

- 5.5.1 Through the UK Shared Prosperity Fund Business Sustainability Programme, 16 farms in North Yorkshire have received grant support towards their decarbonisation action plans. The majority have installed large scale solar PV arrays with battery storage to support dairy and arable production facilities.
- 5.5.2 The YNYCA, through the Carbon Negative Challenge Fund, has been able to support regenerative farming projects such as Pasture for Life, which seeks to demonstrate how low-input pasture-based farming can support rural economies, regenerate landscapes, and enrich food systems
- 5.5.3 YNYCA has been working with key partners, including the Local Nature Recovery Strategy (LNRS) team at NYC, to consider opportunities to support farmers and land managers transition land management practices to more sustainable approaches. This has been supported by our work through a Defra Pathfinder where we have explored ways of working collaboratively with Defra and its Arm-Length Bodies on shared priorities, relating to rural growth including potential coherent place-based farm advice supporting delivery of the LNRS.
- 5.5.4 The YNYCA Mayor led the renewal of Grow Yorkshire partnership and its development into a Food, Farming and Rural Affairs Expert Advisory Panel that will advise the YNYCA on effectively delivering for the farming sector and rural communities, including ensuring they can be sustainable and effectively participate in the region's energy transition.

## 6.0 ADAPTATION

- 6.1 The Climate Change Adaptation Study has now been completed. As previously reported NYC officers have worked with the YNYCA, City of York and protected landscapes to undertake a comprehensive Climate Risk and Vulnerability assessment, leading to an Adaptation Plan. This includes:
- A climate change risk and opportunity assessment for the City of York and North Yorkshire council jurisdictions, including constituent protected landscape authorities.
  - An assessment of climate change-related vulnerabilities within the region.
  - Development of Rapid Adaptation Pathways (RAPs).
  - A cost-benefit analysis to understand the costs of action relative to inaction.
- 6.1.1 The climate change risk and opportunity assessment evaluated 134 climate change impacts for the region, considering both 21 positive (opportunities) and 113 negative (risks) effects. These were categorised into four sectors that broadly correspond with the sectors highlighted in the national climate risk assessment:
1. natural environment (including farming, fishing and forestry),
  2. infrastructure,
  3. health and built environment
  4. business and industry.
- 6.1.2 Cross-cutting impact, including international dimensions, were identified where possible.
- 6.1.3 Officers are reviewing the findings and over the forthcoming months will prepare briefing and workshop sessions for Members and Officers to translate the results into service recommendations.

- 6.2 NYC, City of York and the YNYCA have been accepted onto the EU 'Pathways to Resilience' programme. Although this doesn't come with financial support, it will enable full access to the programme's structured methodology, learning environment and expert support. This is an opportunity to benefit from the collective expertise of the Pathways2Resilience consortium, engage with a strong community of European regions, and continue advancing climate resilience ambitions within a recognised European framework.
- 6.3 The Harbours and Coastal Infrastructure team continue to seek funding for various coastal protection initiatives including:
- to support the Northeast Coastal Monitoring Programme which will support provision of data to underpin re-evaluation of risks under future change.
  - A pilot project to develop nature-based solutions project to manage erosion pressures. Design options will include environmentally sustainable, nature-based solutions that make use of vegetative materials to support long term resilience. These approaches not only help manage coastal change but also provide wider environmental benefits, including carbon capture, Biodiversity Net Gain and ecological enhancement.

## **7.0 SUPPORTING NATURE**

- 7.1 The Government's Environmental Improvement Plan (EIP25) was published in December 2025. It sets out the government vision and ten goals to 'improve the natural environment and everyone's enjoyment of it and to restoring nature by creating a network of bigger, better and more resilient habitats to help nature thrive'.
- 7.2 The North Yorkshire & York Local Nature Recovery Strategy (LNRS) was published on 18<sup>th</sup> February having been approved by Executive on 20<sup>th</sup> January 2026. The project team has been establishing the governance for the transition into delivery. NYC will remain as the responsible authority (RA) accountable to Defra, while the North Yorkshire & York Local Nature Partnership (LNP) will take on an oversight role in the leading and convening of the LNRS delivery partnership, embedding the LNRS into local decision making and help facilitate project development.
- 7.3 The Tree and Woodland Policy will be presented to Executive for adoption in June 2026. This has followed extensive consultation with Members and services across the Council.
- 7.4 The NYC has a statutory duty to consider what actions are taken to conserve and enhance biodiversity. As the 'biodiversity duty' sits across all Directorates an Officer workshop was recently convened to support cross Directorate working in this area and a report is currently being prepared.

## **8.0 NORTH YORKSHIRE COUNCIL NET ZERO PROGRESS**

- 8.1 Members will recall that NYC reports annual carbon emissions in the autumn (Q2 period) for the preceding financial year and last reported at the 22<sup>nd</sup> October 2025 committee, in the form of Scope 1,2 and 3 emissions. The actions taken on Property, Fleet and Grey Fleet will directly contribute to decreasing our measured emissions, although a 'time lag' will apply.
- 8.2 Corporate Property Decarbonisation
- 8.2.1 The Corporate Property Strategy was adopted in October. It includes a core principle of 'Sustainability and Carbon Reduction' which seeks to support the Council's Climate Change Strategy in becoming net zero in our operational emissions by 2030 or as near to that date as possible. The link to the full document is included in the background papers below.

- 8.2.2 Decarbonisation audits, funded through the internal Beyond Carbon (BC) budget, are underway for priority high energy use property including Harrogate Convention Centre, Scarborough Spa, Alpamare and County Hall. Additional BC budget has been made available for the library service and priority schools' property, particularly those utilising heating oil. The audits will enable NYC to bid for future decarbonisation and renewable energy related schemes, including supporting community energy projects and enable NYC to bid for future funding related to the Local Power Plan and GBE as previously outlined.
- 8.2.3 The Mayoral Renewables Fund has been utilised to implement solar PV on three leisure facilities (reported in October update) with an estimated 70tCO<sub>2</sub>e savings per annum and a reduction in energy costs. In addition, NYC was successful in bidding for 'supplementary' Mayoral Renewables Funding to implement solar PV on the new build Whitby Maritime Hub. Approximately £480,000 in grant support was secured.
- 8.2.4 The Public Sector Decarbonisation Fund (now ceased) project at Nidderdale Pool is also now completed. This has installed Air Source Heat Pump for the heating and pool plant, alongside the installation of solar PV.
- 8.2.5 Through the EGAP programme (5.4.3), NYC is progressing with feasibility studies for solar car ports, solar PV and wind energy generation on closed land fill sites, to support future business case development.
- 8.3 Corporate Fleet Decarbonisation  
The Fleet Decarbonisation study has concluded, and the report presented to the Beyond Carbon Board. It provides a series of recommendations to take forward options to decarbonise the fleet of approximately 824 vehicles. These range from vehicles which could be transitioned at the next replacement cycle to Battery Electric, with a financial saving on the 'total cost of ownership' to the larger scale HGV vehicles where the market for alternative low carbon fuel and vehicle supply is immature. There are also key interdependencies and constraints linked to the provision of EV Charging Points across the Council estate. The Transport Transformation Board will consider the recommendations of the report.
- 8.4 Grey Fleet  
The corporate transformation programme is reaching conclusion. It has identified opportunities for services with high mileage users to better use the Council's EV pool car fleet in the first instance, and to create a communications package to ensure all Officers are able to seek alternatives to private car use mileage in 'everyday' service delivery, such as utilising the Council's 'Liftshare' platform. This work package also reports to the Transport Transformation Board.
- 8.5 Procurement and Commissioning  
The Procurement Service are developing the Council's approach to supporting local food and drink suppliers for catering contracts. Several 'Meet the Buyer' events have been held to encourage local food producers to engage.

## **9.0 CONSULTATION**

- 9.1 Consultation with the Beyond Carbon Board regarding the delivery of the CCDP 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.

12.2 To support the Council's climate change work, the Beyond Carbon Board has access to reserve funding to fund projects that will 'pump prime' operational decarbonisation. To date, £1,135,514 has been allocated to projects, leaving £139,486 uncommitted at this stage. It is anticipated this will be used to support ongoing operational emission reductions, such as fleet decarbonisation opportunities.

## **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. Of note in this report is the Local Power Plan which seeks to bring opportunities for energy cost reduction to every community and the Climate Adaptation study which identifies the impact of the changing climate on the most vulnerable in our society. An Equalities Impact Assessment screening assessment has been carried out (Appendix B).

## **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: Performance Dashboard progress

Appendix B: EIA Screening

### Background papers:

NYC Climate Change Strategy: <https://www.northyorks.gov.uk/sites/default/files/2024-04/Climate%20Change%20Strategy%202023%20to%202030%20-%20accessible.pdf>

NYC Climate Change Delivery Pathway:

<https://edemocracy.northyorks.gov.uk/documents/s37991/Appendix%20A%20-%20North%20Yorkshire%20Council%20Climate%20Change%20Strategy%20Delivery%20Pathway.pdf>

York and North Yorkshire Strategy for a Sustainable Future Consultation Draft report: [20260327 - Report - YNY Strategy for a Sustainable Future.pdf](#)

Food for the future North Yorkshire: A Framework for Action: [Food-for-the-Future-in-North-Yorkshire-multi-page-Oct-25.pdf](#)

North Yorkshire Council Corporate Property Strategy : [NYC Accessible template A4](#)

Local Power Plan: [Local Power Plan | Great British Energy](#)

Environmental Improvement Plan 2025 [Environmental Improvement Plan 2025](#)

Karl Battersby, Corporate Director – Environment  
County Hall  
Northallerton  
10 April 2026

Report Author – Jos Holmes, Climate Change Strategy Manager  
Presenter of Report – Jos Holmes, Climate Change Strategy Manager