



## Agenda

**Meeting held in private: Environment Directorate - Corporate Director and Executive Member - Highways and Transportation**

**To: Councillor Malcolm Taylor.**

**Date: Friday, 27 February 2026**

**Time: 10.30 am**

**Venue: Via Microsoft Teams**

These meetings are private meetings. The agenda and papers for the meeting have been published for the purposes of openness and transparency. If a member of the public or press wishes to attend these meetings where there are extenuating circumstances, then they can request to do so via Maureen Wilson. Each request will be considered on its own merits.

## Business

### Items for Corporate Director decision

- 1. Parking Tariff Review** **(Pages 3 - 24)**

### Items for Assistant Director decision

- 2. Mayoral Active Travel Fund – Submission of schemes** **(Pages 25 - 46)**

Barry Khan  
Assistant Chief Executive  
(Legal and Democratic Services)

County Hall  
Northallerton

Thursday, 19 February 2026

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## North Yorkshire Council

### Environment Executive Members

27 February 2026

### Parking Tariff Review

#### Report of the Assistant Director – Highways and Infrastructure

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

- 1.1 To seek authority from the Corporate Director - Environment in consultation with the Executive Member for Highways and Transportation to apply a 10% uplift to the charges effective from 01 April 2026.

#### **2.0 SUMMARY**

- 2.1 This tariff review proposes a 10% uplift to parking charges to cater for inflationary cost increases into 2027 and is also in recognition of the significant investment that the council is making in terms of improvements to car parking facilities.

#### **3.0 TARIFF UPLIFT PROPOSALS**

- 3.1 A 10% tariff uplift is proposed to come into effect on 01 April 2026 this uplift reflects the inflationary costs incurred and expected into 2027. The uplift also recognises the Council's ongoing and significant funding investment in its 170 car parks such as new parking machines, car park lighting improvements, new signing, new notice processing software, rationalisation of parking apps and the digitisation of Traffic Regulation Orders. All of these measures are in support of the recently adopted Parking Principles document which provides the first ever countywide policy framework covering both on and off-street parking.
- 3.1.1 The 10% uplift will apply to all tariffs, permits and scratch cards and overall, the proposed uplift will have a positive impact on the budget of £1.9 million, for the financial year 26/27.
- 3.1.2 The 10% uplift in the cost of Residents Permits and scratch cards is necessary to contribute to the cost of the management of these schemes and the financial impact of doing so is £160k per year at the current permit numbers and is linked to the variation of the order above.
- 3.2 The full tariff breakdowns are contained in the Appendices at the end of this report. Please note that the 10% increase is rounded up to the nearest 10p and therefore, for example, a £1.20 tariff becomes £1.40 with the 10% increase (12p) being rounded up to 20p. (Appendix A - On-Street Variation to Order, Appendix B - Off-Street Variation to Order)

#### **4.0 CONTRIBUTION TO COUNCIL PRIORITIES**

- 4.1 This proposal supports the council's priorities for sustainable transport and financial resilience. The changes to parking fees are underpinned by the Council's Parking Principles document, formally adopted by the Executive on 19 August 2025, which align with the Council Plan 2024–2028 and the Local Transport Plan. In accordance with Section 122 of the Road Traffic Regulation Act 1984, the Council has a statutory duty to secure the expeditious, convenient, and safe movement of traffic, and to provide suitable and

adequate parking facilities. The fee uplift is proposed to cater for inflationary cost increases into 2027 and in recognition of the significant investment that the council is making in terms of improvements to car parking facilities.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 To leave the tariffs unchanged would fail to recognise the inflationary cost increases and put pressure on existing budgets and service levels.

## **6.0 IMPACT ON OTHER SERVICES/ORGANISATIONS**

- 6.1 The proposed changes will not impact on any other services or organisations.

## **7.0 FINANCIAL IMPLICATIONS**

- 7.1 The inflationary increase of 10% applied to all tariffs, scratch cards and residents' permits is estimated to generate a total of £1.9m additional income in 26/27. This is less than is needed to meet the savings included in the Medium-Term Financial Strategy (MTFS).
- 7.2 The two years of the MTFS covering 25/26 and 26/27 includes savings from increased parking income totalling £5.513m. £1.95m was achieved in 25/26; with the addition of the £1.9m to be achieved through the 10% tariff increase in 26/27, a total increase of £3.85m will be achieved across the two years. There will therefore be a shortfall in income of £1.663m in 26/27 compared to the agreed budget.
- 7.3 Further initiatives are to be considered as part of the Local Area Action Plans process in line with the recently adopted Parking Principles document to meet the objectives set out in the MTFS.

## **8.0 LEGAL IMPLICATIONS**

- 8.1 Section 122 of the Road Traffic Regulation Act 1984 as amended. Section 122 places a statutory duty on local authorities to exercise their traffic-related functions in a way that, as far as practicable, secures the expeditious, convenient, and safe movement of vehicular and pedestrian traffic, and ensures the provision of suitable and adequate parking facilities both on and off the highway.
- 8.2 In accordance with section 35C of the Road Traffic Regulation Act 1984 local authorities have the power to vary charges for the use of off-street parking places by giving public notice, rather than having to amend the original traffic order. A Notice of Variation will be required to be published in accordance with the Road Traffic Regulation Act 1984.

## **9.0 EQUALITIES IMPLICATIONS**

- 9.1 The Equality Impact Assessment Part 1 is at Appendix C to this report, the tariff increase and permit/scratch cards increases will apply across all existing charges with no negative impact specific to those groups with protected characteristics.

## **10.0 CLIMATE CHANGE IMPLICATIONS**

- 10.1 One of the aims of parking fees in general is to create a change in driving behaviours thereby encouraging other means of travel and permit regulation supports climate goals by reducing congestion and emissions. A climate assessment can be found at Appendix D to this report.

## **11.0 CONCLUSIONS**

- 11.1 This tariff review proposes a 10% uplift to parking charges to cater for inflationary cost increases into 2027 in recognition of the significant investment that the council is making in terms of improvements to car parking facilities.

## **12.0 RECOMMENDATION**

- 12.1 That the new fees and charges 10% uplift as set out this report and appendices is approved to come into effect from 1 April 2026.

### **APPENDICES:**

- Appendix A - On-Street Variation to Order
- Appendix B - Off-Street Variation to Order
- Appendix C - Equalities Impact Assessment
- Appendix D - Climate Change Impact Assessment

### **BACKGROUND DOCUMENTS:**

Parking Principles

Barrie Mason  
Assistant Director Highways and Infrastructure  
County Hall  
Northallerton  
17 February 2026

Report Author – Steve Brown, Head of Parking Services  
Presenter of Report – Steve Brown, Head of Parking Services

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Location	Street	20 mins		30 mins		40 mins		1 hour		1hour 20 mins		1hour 30 mins		1hour 40 mins		2 hours		2hour 30 mins		3 hours		4 hours		6 hours		7 hours		8 hours		24 hours		
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Harrogate	Albert Street			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Cambridge Road			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Cheltenham Crescent			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Cheltenham Parade			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Crescent Road (Part)			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	James Street			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	John Street			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Montpellier Gardens			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Montpellier Hill			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Montpellier Road			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Montpellier Square			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Parliament Street			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Parliament Terrace			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Princess Square			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Prospect Place			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Raglan Street			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Station Parade (Part)			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Union Street			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Victoria Avenue (Part)			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	West Park (Part)			£ 1.10	£ 1.30			£ 2.10	£ 2.40			£ 3.20	£ 3.60			£ 4.20	£ 4.70	£ 5.30	£ 5.90	£ 6.40	£ 7.10											
Harrogate	Commercial Street			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Crescent Gardens			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Crescent Road (Part)			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Lower Station Parade			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Malborough Road			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Mount Parade			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Ripon Road			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Royal Parade			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	St Mary's Walk			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Station Parade (Part)			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Victoria Avenue (Part)			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	West Park (Part)			£ 0.90	£ 1.00			£ 1.90	£ 2.10			£ 2.80	£ 3.10			£ 3.70	£ 4.10	£ 4.60	£ 5.10	£ 5.50	£ 6.10											
Harrogate	Cambridge Crescent	£ 0.80	£ 0.90																													
Harrogate	Princess Street	£ 0.80	£ 0.90																													
Harrogate	Cheltenham Crescent /Road	£ 0.80	£ 0.90			£ 1.50	£ 1.70																									
Harrogate	Oxford Street	£ 0.80	£ 0.90			£ 1.50	£ 1.70																									
Harrogate	Crescent Road (Part)	£ 0.90	£ 1.00																													
Knaresborough	Market Square	Free		£ 0.60	£ 0.70	£ 0.70	£ 0.80	£ 0.80	£ 0.90	£ 1.10	£ 1.30			£ 1.30	£ 1.50	£ 1.50	£ 1.70															
Filey	Church Ravine																															
Scarborough	Aberdeen Street			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 4.00	£ 4.40	£ 5.30	£ 5.90					£ 6.60	£ 7.30	
Scarborough	Aberdeen Terrace			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Aberdeen Walk			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Albemarle Crescent			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 5.30	£ 5.90									
Scarborough	Alma Square			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 5.30	£ 5.90									
Scarborough	Alma Parade			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Bedford Street			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Castle Road			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Cliff Bridge Terrace			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 5.30	£ 5.90									
Scarborough	Elder Street			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Grandby Place			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	North Street			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Queen Street			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40															
Scarborough	Ramshill Road							£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 5.30	£ 5.90	£ 6.60	£ 7.30					£ 7.90	£ 8.70	
Scarborough	Royal Albert Drive							£ 2.90	£ 3.20			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 5.80	£ 6.40	£ 9.20	£ 10.20					£ 11.90	£ 13.10	
Scarborough	Somerset Terrace			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 5.30	£ 5.90									
Scarborough	St Nicholas Cliff			£ 1.50	£ 1.70			£ 2.60	£ 2.90			£ 3.30	£ 3.70			£ 4.00	£ 4.40					£ 5.30	£ 5.90									

Permit Prices		
	Current	10%
Resident Permit	£40.00	<b>£44.00</b>
Business Permit	£165.00	<b>£181.50</b>
Tradesman	£60.00	<b>£66.00</b>
Garage (annual)	£40.00	<b>£44.00</b>
Duplicate	£26.00	<b>£28.60</b>
Church Ravine	£198.00	<b>£217.80</b>
Health Care - Harrogate only	£40.00	<b>£44.00</b>
<b>Scratch Cards</b>		
Resident	£0.30	<b>£0.40</b>
Holiday (2 day)	£1.30	<b>£1.50</b>
Holiday (4 day)	£2.60	<b>£2.90</b>
Town Centre	£6.60	<b>£7.30</b>
Healthcare	£40.00	<b>£44.00</b>
Doctors	£40.00	<b>£44.00</b>
<b>Daily Trade Exemption</b>		
Disc Zone per day	£2.00	<b>£2.20</b>
Disc Zone per week	£11.90	<b>£13.10</b>
Town centre per day	£6.60	<b>£7.30</b>
Town centre per week	£35.60	<b>£39.20</b>
<b>Season Ticket - Harrogate Only</b>		
1 month	£118.80	<b>£130.70</b>
3 months	£356.40	<b>£392.10</b>
6 months	£677.20	<b>£745.00</b>
12 months	£1,283.00	<b>£1,411.30</b>
<b>Northallerton and Thirsk Only</b>		
Visitors (per property)	£40.00	<b>£44.00</b>
Guest house Permit (per letting room)	£40.00	<b>£44.00</b>

Location	Car Park	30 mins		45 mins		1 hour		1.5 hour		2 hours		3 hours		4 hours		5 hours		6 hours		7 hours		8 hours		9 Hours		10 hours		12 hours		24 hours	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Arkengarthdale	Langthwaite	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Bedale	Auction Mart																								£ 2.40	£ 2.70					
Bedale	Bridge Street																							£ 2.40	£ 2.70						
Filey	Coble Landing					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 7.30	£ 8.10			£ 9.20	£ 10.20											£ 11.90	£ 13.10
Filey	Country Park					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 7.30	£ 8.10			£ 9.20	£ 10.20											£ 11.90	£ 13.10
Filey	Station Avenue					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 7.30	£ 8.10			£ 9.20	£ 10.20											£ 11.90	£ 13.10
Filey	West Avenue					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 7.30	£ 8.10			£ 9.20	£ 10.20											£ 11.90	£ 13.10
Hawes	Gayle Lane, Hawes Car Park	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Helmsley	Cleveland Way					£ 2.20	£ 2.50			£ 3.30	£ 3.70	£ 4.00	£ 4.40					£ 6.60	£ 7.30											£ 7.90	£ 8.70
Helmsley	Market Place					£ 2.20	£ 2.50			£ 3.40	£ 3.80																				
Hipswell	Hildyard Road	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Kirkbymoorside	Town Farm					£ 2.20	£ 2.50			£ 3.30	£ 3.70	£ 4.00	£ 4.40					£ 6.60	£ 7.30											£ 7.90	£ 8.70
Leyburn	Leyburn Car Park	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70	£ 4.00	£ 4.40	£ 4.60	£ 5.10															£ 5.90	£ 6.50
Malton	Water Lane					£ 2.20	£ 2.50			£ 3.30	£ 3.70	£ 4.00	£ 4.40					£ 6.60	£ 7.30											£ 7.90	£ 8.70
Malton	Wentworth Street					£ 2.20	£ 2.50			£ 3.30	£ 3.70	£ 4.00	£ 4.40					£ 6.60	£ 7.30											£ 7.90	£ 8.70
Muker	Muker Car Park	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Northallerton	Applegarth Short Stay					free				£ 1.50	£ 1.70	£ 3.20	£ 3.60	£ 4.70	£ 5.20	£ 6.40	£ 7.10	£ 7.90	£ 8.70	£ 9.50	£ 10.50	£ 11.10	£ 12.30	£ 12.70	£ 14.00	£ 14.30	£ 15.80	£ 17.40			
Northallerton	Forum West Short stay					£ 1.50	£ 1.70			£ 3.20	£ 3.60	£ 4.70	£ 5.20	£ 6.40	£ 7.10	£ 7.90	£ 8.70	£ 9.50	£ 10.50	£ 11.10	£ 12.30	£ 12.70	£ 14.00	£ 14.30	£ 15.80	£ 17.40					
Northallerton	Applegarth Long Stay																												£ 6.40	£ 7.10	
Northallerton	Forum East Long Stay																												£ 6.40	£ 7.10	
Pickering	Eastgate					£ 2.20	£ 2.50			£ 3.30	£ 3.70	£ 4.00	£ 4.40					£ 6.60	£ 7.30											£ 7.90	£ 8.70
Pickering	Ropery					£ 2.10	£ 2.40			£ 3.40	£ 3.80																				
Pickering	Vivis Lane					£ 2.20	£ 2.50			£ 3.30	£ 3.70	£ 4.00	£ 4.40					£ 6.60	£ 7.30											£ 7.90	£ 8.70
Richmond	Nuns Close	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Richmond	Mercury House	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70																				
Richmond	Round Howe	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Richmond	Station Road	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Richmond	The Fosse	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10																
Richmond	Victoria North	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70																				
Richmond	Victoria South	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70																				
Richmond	Yorke Square	£ 0.70	£ 0.80			£ 2.00	£ 2.20			£ 3.30	£ 3.70			£ 4.60	£ 5.10															£ 5.90	£ 6.50
Robin Hoods Bay	Bank Top					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 6.60	£ 7.30											£ 7.90	£ 8.70
Robin Hoods Bay	Station					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 6.60	£ 7.30											£ 7.90	£ 8.70
Runswick Bay	Bank Bottom					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 6.60	£ 7.30											£ 7.90	£ 8.70
Runswick Bay	Bank Top					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 6.60	£ 7.30											£ 7.90	£ 8.70
Sandsend	Sandsend Car Park					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 6.60	£ 7.30											£ 7.90	£ 8.70
Scarborough	Albion Road					£ 2.90	£ 3.20			£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 6.60	£ 7.30											£ 7.90	£ 8.70
Scarborough	Burnston Road					£ 1.30	£ 1.50			£ 2.60	£ 2.90	£ 4.00	£ 4.40	£ 5.30	£ 5.90			£ 5.90	£ 6.50											£ 7.90	£ 8.70
Scarborough	Castle Road					£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 7.30	£ 8.10			£ 9.20	£ 10.20											£ 11.90	£ 13.10
Scarborough	Eastborough					£ 2.90	£ 3.20			£ 5.80	£ 6.40			£ 7.90	£ 8.70			£ 9.20	£ 10.20			£ 10.60	£ 11.70						£ 11.90	£ 13.10	
Scarborough	Falconers Road					£ 2.20	£ 2.50			£ 3.90	£ 4.30	£ 5.30	£ 5.90	£ 6.70	£ 7.40			£ 7.40	£ 8.20											£ 11.90	£ 13.10
Scarborough	Friars Way					£ 4.40	£ 4.90			£ 5.30	£ 5.90	£ 6.70	£ 7.40					£ 9.20	£ 10.20											£ 11.90	£ 13.10
Scarborough	King Street					£ 2.20	£ 2.50			£ 3.90	£ 4.30	£ 5.30	£ 5.90	£ 6.70	£ 7.40			£ 7.40	£ 8.20												
Scarborough	Marine Drive					£ 2.90	£ 3.20			£ 5.80	£ 6.40			£ 7.90	£ 8.70			£ 9.20	£ 10.20			£ 10.60	£ 11.70						£ 11.90	£ 13.10	
Scarborough	North Street					£ 2.20	£ 2.50			£ 3.90	£ 4.30	£ 5.30	£ 5.90	£ 6.70	£ 7.40			£ 7.40	£ 8.20												
Scarborough	North Terrace					£ 4.40	£ 4.90			£ 5.80	£ 6.40			£ 7.30	£ 8.10			£ 9.20	£ 10.20											£ 11.90	£ 13.10
Scarborough	Northstead Lower					£ 2.90	£ 3.20			£ 5.80	£ 6.40							£ 9.20	£ 10.20											£ 11.90	£ 13.10
Scarborough	Northstead Upper					£ 2.20	£ 2.50			£ 3.70	£ 4.10							£ 9.20	£ 10.20											£ 11.90	£ 13.10
Scarborough	Quay Street					£ 2.90	£ 3.20			£ 5.80	£ 6.40	£ 7.90	£ 8.70					£ 9.20	£ 10.20			£ 10.60	£ 11.70						£ 11.90	£ 13.10	
Scarborough	Scalby Mills					£ 2.90	£ 3.20			£ 5.80	£ 6.40		</																		



## Permits

## Off Street

Scarborough	Rounded	10%
Albion Road	£ 448.80	£ 493.70
Annual Permit	£ 650.80	£ 715.90
Annual Permit (Mon-Fri)	£ 594.00	£ 653.40
Annual Permit 6 Months	£ 325.40	£ 358.00
Westwood	£ 570.20	£ 627.30
William Street	£ 448.80	£ 493.70
Short Stay Car Parks	£ 2,097.50	£ 2,307.30
Country Park/West Ave	£ 136.00	£ 149.60
Country Park Weekend Bh Only (Sailing Club Me	£ 68.60	£ 75.50
2-7 Day	£ 10.60	£ 11.70
Old Council Offices Yard	£ 473.90	£ 521.30
Khyber Pass	£ 848.80	£ 933.70
Midland Bank	£ 990.00	£ 1,089.00
St Hildas Terrace	£ 848.80	£ 933.70
Staithes, Staith	£ 277.20	£ 305.00
Tin Ghaut	£ 990.00	£ 1,089.00
Upper Harbour Reserved	£ 848.80	£ 933.70
Brickhills	£ 524.00	£ 576.40
West Cliff	£ 169.00	£ 185.90
Whitby Winter **	£ 244.20	£ 268.70
Runswick Householder	£ 149.20	£ 164.20
Summer Permit Villages	£ 149.20	£ 164.20
Robin Hoods Bay Residents	£ 40.90	£ 45.00
Staithes Residents	£ 40.90	£ 45.00
Replacement Permits* Physical permits only	£ 26.40	£ 29.10
	£ -	£ -
<b>Harrogate BC</b>	£ -	£ -
Off Street Car Park Tarriffs	£ -	£ -
MONTHLY	£ -	£ -
Parking at all times / days	£ -	£ -
Jubilee multi storey car park	£ 198.00	£ 217.80
Victoria multi storey car park	£ 184.80	£ 203.30
West Park multi storey car park	£ 66.00	£ 72.60
Odeon	£ 92.40	£ 101.70
Park View	£ 92.40	£ 101.70
Montpellier Shoppers (renewals only)	£ 174.20	£ 191.70
St Marygate (Ripon)	£ 33.00	£ 36.30
Victoria Grove/Cathedral (Ripon)	£ 39.60	£ 43.60
York Place (Knaresborough)	£ 33.00	£ 36.30
Conyngham Hall(Knaresborough) Mar-Oct	£ 33.00	£ 36.30
C Conyngham Hall(Knaresborough) Nov-Feb	£ 33.00	£ 36.30
Travelwise (Monday-Friday Parking)	£ -	£ -
Jubilee multi storey car park	£ 178.20	£ 196.10
Victoria multi storey car park	£ 158.40	£ 174.30
Conyngham Hall – Monthly Only	£ 26.00	£ 28.60
Off Peak Parking (4pm-10pm Mon-Fri & All Day S	£ -	£ -
West Park multi storey car park	£ 39.60	£ 43.60
	£ -	£ -
QUARTERLY	£ -	£ -
Jubilee multi storey car park	£ 554.40	£ 609.90
Victoria multi storey car park	£ 554.40	£ 609.90
West Park multi storey car park	£ 198.00	£ 217.80
Odeon	£ 277.20	£ 305.00
Park View	£ 277.20	£ 305.00
Montpellier Shoppers (renewals only)	£ 522.70	£ 575.00
St Marygate (Ripon)	£ 99.00	£ 108.90
Victoria Grove/Cathedral (Ripon)	£ 118.80	£ 130.70
York Place (Knaresborough)	£ 99.00	£ 108.90
Conyngham Hall(Knaresborough) Mar-Oct	£ 99.00	£ 108.90
C Conyngham Hall(Knaresborough) Nov-Feb	£ 33.00	£ 36.30
Travelwise (Monday-Friday Parking)	£ -	£ -
Jubilee multi storey car park	£ 534.60	£ 588.10
Victoria multi storey car park	£ 475.20	£ 522.80
Conyngham Hall – Monthly Only	£ -	£ -
Off Peak Parking (4pm-10pm Mon-Fri & All Day S	£ -	£ -
West Park multi storey car park	£ 118.80	£ 130.70
	£ -	£ -
HALF YEARLY	£ -	£ -
Jubilee multi storey car park	£ 1,053.40	£ 1,158.80

Victoria multi storey car park	£ 1,053.40	£ 1,158.80
West Park multi storey car park	£ 376.20	£ 413.90
Odeon	£ 526.70	£ 579.40
Park View	£ 526.70	£ 579.40
Montpellier Shoppers (renewals only)	£ 993.20	£ 1,092.60
St Marygate (Ripon)	£ 188.10	£ 207.00
Victoria Grove/Cathedral (Ripon)	£ 225.70	£ 248.30
York Place (Knaresborough)	£ 188.10	£ 207.00
Conyngham Hall(Knaresborough) Mar-Oct	£ 188.10	£ 207.00
C Conyngham Hall(Knaresborough) Nov-Feb	£ 33.00	£ 36.30
Travelwise (Monday-Friday Parking)	£ -	£ -
Jubilee multi storey car park	£ 934.60	£ 1,028.10
Victoria multi storey car park	£ 902.90	£ 993.20
Conyngham Hall – Monthly Only	£ -	£ -
Off Peak Parking (4pm-10pm Mon-Fri & All Day S	£ -	£ -
West Park multi storey car park	£ 225.70	£ 248.30
YEARLY	£ -	£ -
Jubilee multi storey car park	£ 1,995.80	£ 2,195.40
Victoria multi storey car park	£ 1,995.80	£ 2,195.40
West Park multi storey car park	£ 712.80	£ 784.10
Odeon	£ 997.90	£ 1,097.70
Park View	£ 997.90	£ 1,097.70
Montpellier Shoppers (renewals only)	£ 1,881.80	£ 2,070.00
St Marygate (Ripon)	£ 356.40	£ 392.10
Victoria Grove/Cathedral (Ripon)	£ 427.70	£ 470.50
York Place (Knaresborough)	£ 356.40	£ 392.10
Conyngham Hall(Knaresborough) Mar-Oct	£ 356.40	£ 392.10
C Conyngham Hall(Knaresborough) Nov-Feb	£ 33.00	£ 36.30
Travelwise (Monday-Friday Parking)	£ -	£ -
Jubilee multi storey car park	£ 1,758.20	£ 1,934.10
Victoria multi storey car park	£ 1,710.70	£ 1,881.80
Conyngham Hall – Monthly Only	£ -	£ -
Off Peak Parking (4pm-10pm Mon-Fri & All Day S	£ -	£ -
West Park multi storey car park	£ 427.70	£ 470.50
Residents car park permits	£ -	£ -
Off Street	£ 64.00	£ 70.40
	£ -	£ -
<b>Richmond</b>	£ -	£ -
Car Parking Permits	£ -	£ -
All car parks- 1 year - (inclusive of VAT)	£ 165.00	£ 181.50
Hotel & B&B Annual Permit (inclusive of VAT)	£ 204.60	£ 225.10
	£ -	£ -
<b>Selby</b>	£ -	£ -
<b>Short Stay</b>	£ -	£ -
3 months permit	£ 340.60	£ 374.70
6 months permit	£ 679.80	£ 747.80
12 months permit	£ 1,235.50	£ 1,359.10
Traders	£ 23.10	£ 25.50
<b>Long Stay</b>	£ -	£ -
3 months permit	£ 171.60	£ 188.80
6 months permit	£ 340.56	£ 374.70
12 months permit	£ 617.76	£ 679.60
	£ -	£ -
<b>Craven</b>	£ -	£ -
Short Stay (12 months) (not High St, Waller, Bun	£ 92.40	£ 101.70
Medium Stay (12 month) - (not High St, Waller or	£ 158.40	£ 174.30
Long Stay (12 month) (not High St, Waller, Bunke	£ 442.20	£ 486.50
Long Stay (12 month) - Settle Ashfield (available	£ 204.60	£ 225.10
Long Stay (12 month) - Settle Greenfoot (availab	£ 138.60	£ 152.50
Skipton Business - Coach Street	£ 442.20	£ 486.50
Ingleton Business	£ 198.00	£ 217.80
Admin Charge - Replacement Permits	£ 19.80	£ 21.80
	£ -	£ -
<b>Ryedale</b>	£ -	£ -
Replacement	£ 2.60	£ 2.90
7 day	£ 31.00	£ 34.10
10 Day	£ 44.20	£ 48.70
Residents (Short Stay) - 12 months	£ 81.20	£ 89.40
Residents (Short Stay) - 6 months	£ 40.90	£ 45.00
Non-residents - long stay	£ 322.10	£ 354.40
Non-residents - per quarter	£ 80.50	£ 88.60
Non-residents - 6 months	£ 161.00	£ 177.10
Non-residents - short stay	£ 196.00	£ 215.60
Non-residents - per 6 months	£ 99.00	£ 108.90

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

(Form updated October 2025)

## Tariff Re-Balancing

An Equality Impact Assessment (EIA) form is a document that proves paying due regard by considering protected characteristics. EIAs that accompany reports presented to Councillors for decision-making are published with the committee papers on our website and are also available in hard copy at the relevant meetings.

### Section 1: Initial Equality Impact Assessment Screening

This section documents the equality screening process of actual or potential impacts of the proposed activity on a specific protected characteristic, along with NYC's additional agreed-upon characteristics, to determine whether a full Equality Impact Assessment (EIA) is necessary or appropriate.

Basic Details	
Directorate	Environment
Service area	Parking Services
Proposal being screened	Tariff Review
Officer(s) carrying out screening	Steve Brown
Lead Officer and contact details	Head of Parking Services
Date of the assessment	24/02/2026
<p><b>Please describe briefly what this EIA is about.</b> (e.g. are you starting a new service, changing how you do something, or stopping doing something?)</p>	The Council is proposing to increase the cost of parking tariffs, permits and scratch cards by 10%.
<p><b>What does the authority hope to achieve by it?</b> (E.g. to save money, meet increased demand, do things in a better way.)</p>	The increase is required to cater for inflationary cost increases into 2027 and in recognition of the significant investment that the council is making in terms of improvements to car parking facilities.
Further Details	
<p><b>1.1 How have stakeholders been involved in this policy/ decision/ proposal?</b> (e.g. a consultation exercise)</p>	The proposals in the report have been circulated to senior officers and lead members.
<p><b>1.2 Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). Please explain briefly</p>	This decision should not impact on how other organisations operate.
<p><b>1.3 Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p>If for any characteristic, it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>	

Tick and indicate which protected characteristics are identified as relevant to the proposal (positive, negative, neutral or don't know).

Protected characteristic	Impact				Comments
	Positive	Negative	Neutral	Don't know	
Age			X		The uplift will apply across all tariffs.
Disability			X		The uplift will apply across all tariffs.
Sex			X		The uplift will apply across all tariffs.
Race (including GRTS)			X		The uplift will apply across all tariffs.
Gender reassignment			X		The uplift will apply across all tariffs.
Sexual orientation			X		The uplift will apply across all tariffs.
Religion or belief			X		The uplift will apply across all tariffs.
Pregnancy or maternity			X		The uplift will apply across all tariffs.
Marriage or civil partnership			X		The uplift will apply across all tariffs.

**NYC's additional characteristics**

People in rural areas			X		The uplift will apply across all tariffs.
People on a low income			X		The uplift will apply across all tariffs.
Carer (unpaid family or friend)			X		The uplift will apply across all tariffs.
Are from the Armed Forces Community (including veterans)			X		The uplift will apply across all tariffs.

**1.4 To which Part(s) of the Public Sector Equality Duties is the Policy/decision/proposal relevant? Tick and briefly describe.**

General Duties	Yes	No	Details
Eliminate unlawful discrimination, harassment and victimisation	<input type="checkbox"/>	X <input type="checkbox"/>	The uplift will apply across all tariffs.
Advance equality of opportunity	<input type="checkbox"/>	X <input type="checkbox"/>	The uplift will apply across all tariffs.
Foster good relations between different groups	<input type="checkbox"/>	X <input type="checkbox"/>	The uplift will apply across all tariffs.

**1.5 Decision (Please tick one option)**

<b>Decision to recommend this policy/ decision for an Equality Impact Assessment?</b>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/> X
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If the answer is "Yes", or you indicate a negative impact on any of the characteristics mentioned in the table above, please continue to Section 2 and complete the full Equality Impact Assessment. If the answer is "No", please give a brief reason here.

The tariff increase and permit/scratch cards increases will apply across all existing charges with no negative impact specific to those groups with protected characteristics and therefore only requires screening.

<b>Signed</b> (Assistant Director or equivalent)	Barrie Mason
<b>Date</b>	24/02/2026

## Section 2: Equality Impact Assessment

This section aims to provide a full assessment of the actual or potential impacts on specific protected characteristics, along with NYC's additional characteristics. It will also identify the proper actions to mitigate these impacts, if needed.

**2.1 Evidence, Consultation and Data: What data or evidence source(s) has/ have been used to inform this assessment? Select the relevant source (s):**

- Demographic data
- Service usage data
- Consultation feedback
- National/local research and report
- Expert opinion
- Others

**2.2 Stakeholder Engagement: What engagement has been done regarding the proposal and what are the results?**

- Who has been consulted?
- How were they consulted?
- What feedback was received?

**2.3 What positive impact will this proposal have on the council budget, people, community, economic growth and environment, etc? Please explain briefly**

**2.4 Please briefly describe how will this proposal affect people with protected characteristics? Only those who are identified as relevant to the proposal in section 1.**

protected characteristics	Negative	Don't know	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information, etc.
Age			
Disability			
Sex			
Race (including GRTS)			
Gender reassignment			
Sexual orientation			
Religion or belief			
Pregnancy or maternity			

Marriage or civil partnership			
<b>NYC's additional characteristics</b>			
People in rural areas			
People on a low income			
Carer (unpaid family or friend)			
Are from the Armed Forces Community (including veterans)			

**2.5 Geographic impact: Please detail where the impact will be** (please tick all that apply)

North Yorkshire wide	
Craven	
Hambleton	
Harrogate	
Richmondshire	
Ryedale	
Scarborough	
Selby	

If you have ticked one or more areas, will specific town(s)/ village(s) be particularly impacted? If so, please specify below.

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**2.6 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, citing evidence from Q2.1 & Q2.2, e.g. engagement, consultation and/or service user data or demographic information, etc.

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**2.7 Mitigation and Actions: List the actions that will be taken to reduce or eliminate any negative impact identified above and how positive impacts will be enhanced.** Briefly describe the action you defined.

Actions	Lead	By when

**2.8 Monitoring and Review: If the proposal is to be implemented, how will the impact be monitored?**

Briefly describe the monitoring arrangements/systems that will be put in place to find out how the expected outcomes have been achieved in practice.

**2.9 Conclusion: Please summarise the findings of your EIA, including impacts, recommendations 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.

**2.10 Sign off section**

**This full EIA was completed by:**

Name:

Job title:

Directorate:

Signature:

Completion date:

**Authorised by relevant Assistant Director (signature):** **Barrie Mason**

**Date:** **24/02/2026**

*Once this has been signed off, please send it to [webteam@northyorks.gov.uk](mailto:webteam@northyorks.gov.uk) for publication on the appropriate webpage.*

**Publication:**

To help people find completed EIAs, we publish them in the Equality and Diversity section of the NY Council [website](#).

**Contact details**

If you need further support and guidance about carrying out EIA, please contact your directorate equality representative as listed in Stage 4 on our Intranet: [Paying due regard to equality using equality impact assessments](#)

Or contact North Yorkshire Council's equality team on email [Equality@northyorks.gov.uk](mailto:Equality@northyorks.gov.uk)

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## Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision-making process and should be written in Plain English.

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

### Version 2: amended 11 August 2021

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Parking Tariff Review</b>
<b>Brief description of proposal</b>	<b>Proposed 10% uplift in parking tariffs and residents permits and scratch cards</b>
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Parking Services</b>
<b>Lead officer</b>	<b>Steve Brown</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>Head of Parking Services</b>
<b>Date impact assessment started</b>	<b>24/02/2026</b>

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

One year ago, the prices were increased by 20%, this was because parking tariffs had not been increased, in some cases for 10 years and 20% was considered appropriate to adjust the pricing allowing for CPI increases that hadn't been applied. In August 2025 the Council adopted a Parking Principles document and this outlines 20 Parking Principles set against the Council Plan and supports the LTP and is complicit with Section 122 of the 1984 RTRA. The proposed 10% uplift reflects the inflationary costs incurred and expected into 2027 also recognises the Council's ongoing and significant funding investment in car parks such as new parking machines, car park lighting improvements, new signing, new notice processing software, rationalisation of parking apps and the digitisation of Traffic Regulation Orders.

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

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The proposed uplift will have a positive impact on budgets to support the Councils Parking Principles, Local Transport Plan (LTP) and ensure sustainable funding for transportation infrastructure and services.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X		<p>Part of the aim of these changes is to help change behaviour patterns for parking and encourage more sustainable practices such as walking, cycling and the use of public transport</p>	N/A	<p>Further encourage transfer from On – Street to off-street parking to help change behaviours</p>
	Emissions from construction		X			
	Emissions from running of buildings		X			
	Emissions from data storage		X			
	Other		X			

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X				
Reduce <b>water</b> consumption		X				
Minimise <b>pollution</b> (including air, land, water, light and noise)	X			The aim of tariff setting is to support the LTP and the council plan. Tariffs are designed to encourage drivers to park long stay or use public transport. The aims of Parking are now laid out in Parking Principles.		
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X				
Enhance <b>conservation</b> and wildlife		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		<p>X</p>				
<p>Other (please state below)</p>						

<p><b>Are there any recognised good practice environmental standards in relation to this proposal?</b> If so, please detail how this proposal meets those standards.</p>
<p>One of the aims of parking fees in general is to create a change in driving behaviours thereby encouraging other means of travel and permit regulation supports climate goals by reducing congestion and emissions.</p>

**Summary** Summarise the findings of your impact assessment, including impacts, the 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.

The fee uplift is proposed to cater for inflationary cost increases into 2027 and in recognition of the significant investment that the council is making in terms of improvements to car parking facilities, it is complementary to the LTP and is in line with Section 122 of the 1984 RTRA and guided by parking principles that are linked to the council plan. These principles provide a framework that encourages policies to be created that benefit all of our customers, be they residents, businesses or tourists and the idea that tariff charging will then be linked directly to policy and strategy with the aim to encourage more sustainable forms of transport by changing driver behaviour through price. This tariff uplift therefore does have a positive impact on the budget and the climate objectives.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Steve Brown</b>
<b>Job title</b>	<b>Head of Parking Services</b>
<b>Service area</b>	<b>Parking</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	
<b>Completion date</b>	<b>24/02/2026</b>

**Authorised by relevant Assistant Director (signature):** **Barrie Mason**

**Date:** **24/02/2026**

## North Yorkshire Council

### Corporate Director Resources

27 February 2026

### Mayoral Active Travel Fund – Submission of schemes

### Report of the Assistant Director – Highways and Infrastructure

#### 1.0 PURPOSE OF REPORT

- 1.1 To request approval from the Corporate Director Resources (sub-delegated to the Assistant Director Resources – Environment) in consultation with the Executive Member for Highways and Transportation and the Executive Member for Finance (Deputy Leader) to submit a bid to the Mayoral Active Travel Fund.

#### 2.0 BACKGROUND

- 2.1 Active travel is an important policy goal for North Yorkshire Council (NYC). Active Travel supports NYC’s ambitions to reduce carbon emissions, improve air quality, cut congestion, support economic growth and improve the experience of transport users. To enable this, NYC has produced ten Local Cycling and Walking Infrastructure Plans (LCWIP) that cover the main settlements across North Yorkshire with a population centre above 10,000. In addition, both the Yorkshire Dales National Park Authority (YDNPA) and North York Moors National Park Authority (NYMNPA) have their own LCWIPs and Active Travel Plans.
- 2.2 An LCWIP is a strategic plan, produced by local authorities, to identify and prioritise walking and cycling infrastructure improvements in their area. LCWIPs support the long-term development of safe, accessible active-travel networks and form a key part of the Government’s wider Cycling and Walking Investment Strategy.
- 2.3 In recent years capital funding allocations for new active travel infrastructure have been allocated by Active Travel England (ATE) who administer the Department for Transport’s (DfT) Active Travel Fund (ATF). NYC was awarded £133,000 from Emergency Active Travel Fund (EATF) and £1,011,750 from Active Travel Fund tranche 2 (ATF2). Bids to Active Travel Fund 3 (ATF3) and Active Travel Fund tranche 4 (ATF4) were both unsuccessful. NYC was ineligible for Active Travel Fund tranche 4 extension (ATF4e). An allocation (not a competitive bid) of £369,709 was awarded to NYC for Active Travel Fund 5 (ATF5). An allocation (not a competitive bid) of £872,999 was awarded to NYC for the Consolidated Active Travel Fund (CATF).

Table 1: Active Travel Funding summary from 2020-2026

Year	Tranche	Bid amount	Funding awarded
2020	EATF	£266,000	£133,000
2021/22	ATF2	£1,465,000	£1,011,750
2021/22	ATF3	£1,550,000	£0
2023/24	ATF4	£2,735,270	£0
2023/24	ATF4e	N/A	N/A
2024/25	ATF5	N/A	£369,709
2025/2026	CATF	N/A	£872,999
<b>Total:</b>		<b>£6,016,270</b>	<b>£2,387,458</b>

- 2.4 Since its inception, the Active Travel Fund has allocated £2,387,458 of capital funding to NYC. However, this level of investment represents a small proportion of the required funds (over £265 million) required to deliver the LCWIP programme.
- 2.5 Since ATF4, capital funding allocations have been based on local authority Active Travel Capability Rating's which are primarily focused on three areas: local leadership, network planning and delivery. Authorities are rated from 0 to 4, where four is the highest score, with higher rated authorities eligible to access more funding. NYC is currently a level one rated authority, alongside nearly half (49%) of the other local transport authorities in England as demonstrated in Table 2 below.

*Table 2: 2025 breakdown of Capability Ratings from all 80 Local Transport Authorities in England*

Level	Number of LTAs	Percentage
Level 0	0	0%
Level 1	39	49%
Level 2	30	37%
Level 3	11	14%
Level 4	0	0%
<b>Total</b>	<b>80</b>	<b>100%</b>

- 2.6 The 2025 Capability Ratings will be used to determine multiyear funding allocations for local authorities as part of integrated and consolidated settlements through to 2029/30. Continued investment in active travel via the Mayoral Active Travel Fund will increase the overall funding available for active travels schemes, which is expected to support improved Capability Ratings at the next assessment which is expected in 2027.

### **3.0 MAYORAL ACTIVE TRAVEL FUND (MATF)**

- 3.1 The York and North Yorkshire Combined Authority's (YNYCA) Strategic Transport Framework identifies five key transport objectives that are all supported by greater active travel: (1) healthier travel; (2) accessible for everyone; (3) enhance safety; (4) protect our environment; and (5) support economic growth.
- 3.2 The Mayor's Vision for Healthy and Thriving Communities is "to make healthy and resilient communities, that are connected to opportunity, where people live in warm and affordable homes, where people are connected to the outdoors and where there are safe places for all".
- 3.3 Due to the rural nature of much of the York and North Yorkshire area, there is a particular desire from the Mayor to deliver schemes that promote active travel in rural settings and market towns, as well as in larger urban areas. The Mayor wishes to provide affordable, sustainable choices, and enable safer journeys to school and work for people across our cities, towns, rural and coastal areas. The Mayor's vision commits to ensuring that active travel is a core part of an integrated transport network.
- 3.4 In light of these strategic priorities, in June 2025 the Mayor committed funds from the Mayoral Investment Fund (MIF) to a Mayor's Active Travel Fund. The Mayor has appointed an Active Travel Commissioner to oversee the delivery of MATF and to provide expert guidance. YNYCA will also provide strategic, administrative and delivery support.

- 3.5 The MATF totals £4m and will be delivered between June 2026 and January 2028. It is expected that the funding will be allocated based on a single competitive round of bidding. The programme is intended to fund smaller-scale infrastructure projects as well as behaviour change initiatives. The fund may also support the delivery of feasibility studies for larger projects to be delivered in the future potentially using an alternative funding source.
- 3.6 The funding is split into 4 separate strands.
- A dedicated £2.4m fund for large scale projects, ring-fenced to public bodies
  - A dedicated £1.0m fund for small scale projects open to public applications
  - A dedicated capacity fund of £0.1m for local authorities to access additional highway officer resource
  - A budget of £0.5m to appoint external partners to administer the funds
- 3.7 Eligible projects for funding could include but are not limited to:
- New or upgraded walking and cycling routes (e.g. footway widening, off road paths, light segregated cycle lanes, landscaping etc that are in line with current design standards, including LTN 1/20 and Manual for Streets, as well as any relevant guidance from Active Travel England)
  - Provision for cycle parking, cycle hubs and cycle hangers that meet best practice standards (as above) for modern designs
  - Enhanced junctions or crossings for active modes
  - Traffic calming and management measures such as 20mph zones, modal filters, school streets
  - Improved access to public transport through active travel connections
  - Safer and more inclusive environments for underrepresented groups
  - Behaviour change initiatives such as cycle training, social prescribing and community bike schemes, walking groups, marketing campaigns and travel plans
  - Behaviour change initiatives linked to physical infrastructure
- 3.8 The total funding available for NYC to bid for is £2.4 million made up of both revenue and capital schemes, however, other parties are allowed to bid for this funding including, but not limited to: City of York Council, NYMNPA and YDNPA and any public statutory bodies. A share of the £0.1m resource funding will be allocated to NYC and CYC.
- 3.9 Projects submitted to MATF should clearly outline how they will contribute to:
- Increasing the number of people actively engaging in active travel
  - Increasing the number of people participating in behavioural change initiatives
  - Delivering accessibility and safety improvements
  - Delivering infrastructure improvements that enhance local connectivity and reduce emissions.
- 3.10 MATF bids will be appraised against 6 main criteria, each bid should:
- Have a total value of less than £500,000
  - Be deliverable by January 2028
  - Demonstrate and evidence the need for the project
  - Demonstrate strategic fit with the programme objectives
  - Evidence the anticipated positive impacts the project will have
  - Identify project management arrangements
- 3.11 Match funding is a requirement of this fund with a minimum of 10% for both capital and revenue-based projects. The deadline for bids to be received is the 27<sup>th</sup> of February 2026 at 11.59pm. There is no set design stage that capital schemes are required to be at to be eligible for submission.

#### 4.0 SCHEME IDENTIFICATION, LONGLISTING AND SIFTING

- 4.1 Officers compiled a comprehensive long list of schemes to be assessed against the funding criteria. This long list includes schemes drawn from NYC's LCWIPs, as well as an additional list for schemes which fall outside of the LCWIP boundary; these schemes have typically been submitted by Councillors, members of the public, various interest groups and key internal stakeholders.
- 4.2 The MATF has a strong focus on construction and value, and, after sifting, a limited number of schemes have been identified as under the funding threshold and ready to commit to construction by January 2028. **Appendix A** shows the longlist of schemes considered.

#### 5.0 SCHEMES FOR SUBMISSION TO MATF

- 5.1 Following an analysis of potential schemes against the MATF criteria and input from key internal stakeholders, the following schemes have been identified as appropriate to take forward:

Project	Description	Scheme type	Cost
Minor Scheme Package	<p>A package of minor improvements that will increase the uptake of active travel in various settlements in North Yorkshire.</p> <ol style="list-style-type: none"> <li>1. Whashton Road, Richmond – New footway</li> <li>2. Stapleton – Accessibility improvements</li> <li>3. Manfield – Accessibility improvements</li> <li>4. The Porch, Barton – New footway</li> <li>5. Station Road, Stokesley – New footway</li> <li>6. Bullamoor Road, Northallerton – Improved crossing point</li> <li>7. Filey Road, Scarborough – New shared use path</li> <li>8. Green Hammerton Greenway – New shared use path</li> </ol>	Capital	£458,477
Skipton Accessibility Package	<p>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 etc. Improvements will occur at the following locations</p> <ol style="list-style-type: none"> <li>1. Crossing at western end of Jerry Croft</li> <li>2. Crossing at western end of Otley Street</li> <li>3. Crossing at southern end of Court Lane</li> <li>4. Crossing on eastern arm of Caroline Square Roundabout</li> <li>5. Crossing on Western arm of Caroline Square Roundabout</li> <li>6. Crossing at northern end of Keighley Road</li> <li>7. Crossing at eastern end of Swadford Street</li> <li>8. Crossing at western end of Castle Street</li> </ol>	Capital	£220,171

	<p>9. Crossing at Northern end of Cavendish Street</p> <p>10. Crossing at entrance to Cavendish Street car park</p> <p>11. Crossing at western end of Cross Street</p> <p>12. Crossing at entrance to Christ Church Skipton</p> <p>13. Crossing at entrance to alleyway leading to Church Street</p>		
ANPR School Street Support	To fund the delivery of ANPR cameras at school street locations within North Yorkshire	Revenue	£264,000
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.	Capital	£554,306

5.2 A breakdown of the schemes included in the Minor Scheme package and the Skipton Accessibility Package can be found in **Appendix B**.

5.3 All four schemes will be submitted and appraised independently of each other, if successful each scheme will have its own individual grant funding agreement.

## 6.0 LOCAL MEMBER ENGAGEMENT

6.1 Local member engagement has taken place and is outlined for each scheme below.

### Minor Scheme Package

6.2 Support has been received for each scheme within the package and this is outlined in **Appendix B**.

### Skipton Accessibility Package

6.3 The schemes within this package fall into three local Members areas, they are;

- Cllr David Noland (Skipton North & Embsay-with-Eastby),
- Cllr Andy Solloway (Skipton West & West Craven)
- Cllr Robert Heseltine (Skipton East & South)

6.4 All members provided their full support to the scheme to improve accessibility within Skipton town centre.

### School Street Support

6.5 NYC intend to provide ANPR support to all school streets delivered, however, as some school streets are still currently in the planning stage, Member support will be sought once the locations for ANPR are confirmed.

### Skipton Canal Towpath Upgrade

6.5 The following Members have been consulted and are supportive of this scheme:

- Cllr Robert Heseltine (Skipton East & South)
- Cllr Andy Solloway (Skipton West & West Craven)

## **7.0 CONTRIBUTION TO COUNCIL PRIORITIES**

- 7.1 YNYCA's Strategic Transport Framework commits to ensuring that active travel is a core part of an integrated transport network. In the long term this means a comprehensive network of lit, well-maintained walking, wheeling and cycle routes across the Combined Authority. The Strategic Transport Framework (STF) sets the direction for how York and North Yorkshire will develop a safer, more accessible and more sustainable transport system. It establishes five core objectives: supporting healthier travel, improving accessibility for everyone, enhancing safety, protecting the environment, and enabling economic growth. To do this the YNYCA will increase opportunities for walking, wheeling and cycling, improve public transport integration, and ensure all schemes actively contribute to carbon reduction and accessibility improvements. The framework highlights the importance of creating an integrated transport network; this means a comprehensive network of lit, well-maintained walking, wheeling and cycle routes across the Combined Authority that offers people choice in how they travel.
- 7.2 The 'North Yorkshire Council 'Council Plan 2024-2028' sets out the Council's priorities for the next four years. The plan identifies active travel as a key priority, recognising its role in improving public health, supporting local economies, strengthening community connections, reducing congestion, improving air quality, and contributing to the Council's wider climate and sustainability commitments.
- 7.3 North Yorkshire Council's Local Transport Plan (2016–2045) sets out the long-term vision for a transport system that supports the county's health, environment and accessibility objectives. The LTP highlights the importance of reducing the negative impacts of transport on the environment and public health, including issues linked to air quality, and identifies improving access to essential services and enabling more sustainable travel choices as core priorities. Through its strategic objectives and approach to transport planning, the LTP provides a foundation for encouraging healthier, lower-impact travel across the county.

## **8.0 ALTERNATIVE OPTIONS CONSIDERED**

- 8.1 Alternative options were considered, including the possibility of not submitting a bid. However, officers believe that the bids being put forward will best contribute to the Council's priorities and secure better outcomes for people across North Yorkshire.

## **9.0 FINANCIAL IMPLICATIONS**

- 9.1 The proposal is for NYC to submit bids for four schemes totalling £1,496,954 with a total ask to the YNYCA for £1,281,282. Costs for schemes include preliminary fees, delivery costs, contingency and optimism bias where relevant.
- 9.2 The schemes being proposed are at various stages of development, however, the figures quoted for delivery reflect all the costs needed to deliver the schemes. The breakdown of the costs are shown in Table 2 below.

Table 2 – Scheme Cost Breakdowns

Scheme	Cost	Prelims	Contingency	Optimism Bias	Total Cost	MATF Ask	Match Funding Required
Minor Scheme Package	£363,746	£45,110	£22,555	£27,066	£458,477	£346,653	£111,824
Skipton Accessibility Package	£155,050	£31,010	£15,505	£18,606	£220,171	£198,154	£22,017
School Streets Support	£240,000	£0	£24,000	£0	£264,000	£237,600	£26,400
Skipton Canal Towpath Upgrade	£367,979	£63,937	/	£122,390	£554,306	£498,875	£55,431
				<b>Totals</b>	<b>£1,496,954</b>	<b>£1,281,282</b>	<b>£215,672</b>

- 9.3 An optimism bias of 23% has been applied to the base cost inclusive of preliminaries for the Minor Schemes Package and Skipton Accessibility Package. This uplift reflects the potential for cost increases associated with scheme delivery and is consistent with standard practice at this stage of development.
- 9.4 An optimism bias has not been applied to the ANPR School Streets Support scheme, as the cost estimates have been based on evidence from recent procurements of identical equipment.
- 9.5 A higher optimism bias of 35% has been applied to the Skipton Canal Towpath Upgrade scheme. This uplift reflects the potential for cost increases during scheme delivery and aligns with standard practice at this early stage, when cost estimates are considered to be of order-of-magnitude accuracy. However, there is increased confidence in the cost estimates for this scheme, as they have been independently prepared by both the Canal & River Trust's Cost Intelligence team and NYC's consultants using the North Yorkshire Highways schedule of rates. The two estimates are almost identical, providing assurance of their robustness. Additional contingency is considered unnecessary given the high optimism bias applied.
- 9.6 A contingency allowance of 10% has been included for the Minor Scheme Package, Skipton Accessibility Package and School Streets Support to account for unforeseen risks and unexpected costs that are not captured within the base budget. This level of contingency is typical for schemes of this nature that have a low to medium risk profile.

- 9.7 Preliminary costs have not been included for ANPR School Street Support as the scheme does not involve the construction of infrastructure. Preliminary costs have been set at 20% for all other schemes. This is consistent with previous schemes delivered through North Yorkshire Highways, however, should a more cost-effective procurement route become available, NYC will look to pursue that option.
- 9.8 The match funding requirement for each scheme will be met through various sources as detailed in Table 1 below:

Table 1 – Scheme Funding Sources

<b>Scheme</b>	<b>Total Cost</b>	<b>MATF Ask</b>	<b>Match Funding Required</b>	<b>Source</b>
Minor Scheme Package	£458,477	£346,653	£111,824	S106
Skipton Accessibility Package	£220,171	£198,154	£22,017	Local Transport Settlement
School Streets Support	£264,000	£237,600	£26,400	Capability/CATF Revenue
Skipton Canal Towpath Upgrade	£554,306	£498,875	£55,431	Local Transport Settlement

- 9.9 The risk of any cost overrun is with NYC which is partly mitigated through the contingency/optimism bias included in the scheme budgets. Should costs on a scheme overrun NYC could look to utilise the Local Transport Grant (LTG) allocation to support the delivery of MATF schemes. This would be discussed with the Combined Authority in the first instance and could be met from a future years LTG programme. If this is not possible, costs would need to be met from other NYC capital budgets. Alternatively, schemes could be scaled back to fit the funding envelope.
- 9.10 Any subsequent formal offer of grant funding and its terms and conditions will be reviewed by Finance and Legal Services officers before a recommendation to accept is made in line with the Council's Grant Application and Acceptance Procedures.

## **10.0 LEGAL IMPLICATIONS**

- 10.1 The terms of the Grant are not yet available but will be reviewed by Legal Services when released. Should any term present an unacceptable level of risk, any Grant offer in the event of a successful bid will be declined.
- 10.2 If the bid is successful, any expenditure of the Grant will be in accordance with the Council's Procurement and Contract Procedure Rules and to the extent applicable, the Procurement Act 2023, the Public Contracts Regulations 2015 and the Subsidy Control Act 2022.

## **11.0 EQUALITIES IMPLICATIONS**

- 11.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as **Appendix C**.

## 12.0 CLIMATE CHANGE IMPLICATIONS

12.1 The proposed schemes should have positive impacts on greenhouse gas emissions and pollution, but a full climate change impact assessment is not proportionate at bid submission stage. Further assessments will be carried out during the development of approved schemes. A copy of the Climate Change Impact Assessment initial screening form is attached as **Appendix D**.

## 13.0 REASONS FOR RECOMMENDATIONS

13.1 The schemes that are recommended to be submitted for delivery using the MATF will help North Yorkshire Council to deliver on local, regional and national priorities. It will improve safety and accessibility, deliver economic and health benefits as well as help to deliver an improved active travel network.

## 14.0 RECOMMENDATIONS

14.1 It is recommended that the Corporate Director Resource (sub-delegated to the Assistant Director Resources – Environment) in consultation with the Executive Member for Highways and Transportation and the Executive Member for Finance (Deputy Leader) authorises the submission of:

- i) A bid to the York and North Yorkshire Combined Authority’s Mayoral Active Travel Fund for grant funding in the amount of £1,281,282 with a match funding contribution from the Council of £215,672.
- ii) Notes that if any of the bids are successful, a further report will be brought forward, in line with the Council’s financial governance process, for approval to accept the grant offered.

### APPENDICES:

Appendix A – Schemes longlist

Appendix B – Submitted Scheme Breakdown

Appendix C – Equality Impact Assessment

Appendix D – Climate Change Impact Assessment initial screening form

### BACKGROUND DOCUMENTS:

Barry Mason  
Assistant Director – Highways and Infrastructure  
County Hall  
Northallerton  
19 February 2026

Report Author – Nathan Harding, Transport Planning Officer (Projects)  
Presenter of Report – Louise Anne Neale, Team Leader Transport Planning

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

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Area	Option	Deliverable within funding amount	Deliverability of schemes within funding window (January 2028)	Strategic fit with funding requirements	Detailed general arrangement drawing?	Accurate costs?	Type	Include?
Richmond	Gallowgate/Whashton Road						Construction	Yes, Minor Scheme Package
Manfield	Bus stop accessibility						Construction	Yes, Minor Scheme Package
Stapleton	Bus stop accessibility						Construction	Yes, Minor Scheme Package
Barton	The Porch						Construction	Yes, Minor Scheme Package
Northallerton	Bullarmoor Road						Construction	Yes, Minor Scheme Package
Stokesley	Industrial Estate footpath						Construction	Yes, Minor Scheme Package
Scarborough	Filey Road						Construction	Yes, Minor Scheme Package
Skipton	Skipton Accessibility Package						Construction	Yes
Green Hammerton	Green Hammerton Greenway						Construction	Yes, Minor Scheme Package
Various	ANPR for School Streets						Revenue	Yes
Skipton	Towpath Improvements (TC to Hospital)						Construction	Yes
<b>NYC SCHEME DESIGN IN PROGRESS/ PLANNED IN NEAR FUTURE</b>								
Selby	Brayton to Selby - Phase 1						Construction	No, not deliverable within costs and/or timecales
Richmond	Darlington Road, Richmond (part of corridor 2)						Construction	No, not deliverable within costs and/or timecales
Knarborough	A59 missing link, Knarborough						Construction	No, not deliverable within costs and/or timecales
Harrogate	Bilton to Hornbeam, Harrogate - northern section						Construction	No, not deliverable within costs and/or timecales
Harrogate	Bilton to Hornbeam, Harrogate - southern section						Construction	No, not deliverable within costs and/or timecales
Scarborough	Corridor 1: Eastfield to Scarborough						Construction	No, not deliverable within costs and/or timecales
Harrogate	Victoria Avenue Phase 2 - cycling scheme						Construction	No, not deliverable within costs and/or timecales
Harrogate	Sainsbury's junction - phase 2 cycling scheme						Construction	No, not deliverable within costs and/or timecales
Hambleton	Sowerby Gateway cycle path to A61 including Green Lane Track section						Construction	No, not deliverable within costs and/or timecales
Hambleton	Sowerby Gateway cycle path - A61 to Thirsk Station						Construction	No, not deliverable within costs and/or timecales
Kirk Hammerton	Kirk Hammerton missing footpath to level crossing/rail station						Construction	No, already funded project
<b>NYC LCWIP CORRIDORS</b>								
Whitby	1a: Whitby Town Centre (DO SOME)						Development	No, focus on construction
Whitby	1b: Whitby Town Centre (DO MORE)						Development	No, focus on construction
Whitby	1c: Whitby Town Centre (DO MAX)						Development	No, focus on construction
Whitby	2: Sandsend to Whitby (North Tce)						Development	No, focus on construction
Whitby	3: Sneaton Castle to Whitby Town Centre						Development	No, focus on construction
Whitby	4: Whitby Park and Ride to Whitby Town Centre						Development	No, focus on construction
Whitby	5: Ruswarp to Whitby (with Cinder Track link)						Development	No, focus on construction
Whitby	6: Stainsacre to Whitby (Cinder Track)						Development	No, focus on construction
Whitby	7: Enterprise Way to Whitby						Development	No, focus on construction
Whitby	8: Larpool Ln to Whitby Town Centre						Development	No, focus on construction
Whitby	9: Four Lane Ends to Sandsend Rd						Development	No, focus on construction
Thirsk	Area 1 Thirsk Town Centre (DO SOMETHING)						Development	No, focus on construction
Thirsk	Area 1 Thirsk Town Centre (DO MORE)						Development	No, focus on construction
Thirsk	Area 1 Thirsk Town Centre (DO MAX)						Development	No, focus on construction
Thirsk	Thirsk Town centre to Carlton Miniott						Development	No, focus on construction
Thirsk	Thirsk Town Centre to Sowerby gateway						Development	No, focus on construction
Thirsk	Thirsk Town Centre to Sowerby						Development	No, focus on construction
Thirsk	Thirsk Town Centre to Blakey Lane						Development	No, focus on construction
Thirsk	Thirsk to East Thirsk						Development	No, focus on construction
Thirsk	Thirsk to S Kilvington						Development	No, focus on construction
Thirsk	Thirsk to Norby						Development	No, focus on construction
Catterick	Corridor 1: Richmond to Gilling West						Development	No, focus on construction
Catterick	Corridor 3: Richmond to Scorton via Brompton-on-Swale						Development	No, focus on construction
Catterick	Corridor 4: Catterick Garrison to Catterick (Munster Barracks to Marne Barracks)						Development	No, focus on construction
Catterick	Corridor 5: Hipswell Rd						Development	No, focus on construction
Catterick	Corridor 6: Richmond to Scotton via Catterick Garrison						Development	No, focus on construction
Catterick	Corridor 7: Richmond - Easby Hall						Development	No, focus on construction
Catterick	Corridor 8: Richmond - Gallowfields Trading Estate via Hurgill Rd						Development	No, focus on construction
Catterick	Corridor 9a: Richmond Town Centre: Do Min						Development	No, focus on construction
Catterick	Corridor 9b: Richmond Town Centre: Do Some						Development	No, focus on construction
Catterick	Corridor 9c: Richmond Town Centre: Do Max						Development	No, focus on construction
Ripon	Corridor 1a: Ripon City Centre to Fountains Abbey via Studley Road (Section 1: Market Place to Holiday Park)						Development	No, focus on construction
Ripon	Corridor 1a: Ripon City Centre to Fountains Abbey via Studley Road (section 2: Holiday Park to Studley Roger)						Development	No, focus on construction
Ripon	Corridor 1a: Ripon City Centre to Fountains Abbey via Studley Road (section 3: Studley Roger to Fountains Abbey)						Development	No, focus on construction
Ripon	Corridor 1b: Ripon City Centre to Fountains Abbey via Whitcliffe Lane (section 1: Market Place to Whitcliffe Lane)						Development	No, focus on construction

Ripon	Corridor 1b:Ripon City Centre to Fountains Abbey via Whitcliffe Lane (section 2: Whitcliffe Lane between Harrogate Road and Whitcliffe Hall)						Development	No, focus on construction
Ripon	Corridor 1b:Ripon City Centre to Fountains Abbey via Whitcliffe Lane (section 3: Whitcliffe Lane between Whitcliffe Hall and Fountains Abbey)						Development	No, focus on construction
Ripon	Corridor 2:Ripon City Centre to West Lane						Development	No, focus on construction
Ripon	Corridor 3a/3b:Ripon City Centre to Newby Hall (section 1: Bedern Bank to Boroughbridge Road)						Development	No, focus on construction
Ripon	Corridor 3a:Ripon City Centre to Newby Hall (section 2: Boroughbridge Road to Skelton Lane)						Development	No, focus on construction
Ripon	Corridor 3b:Ripon City Centre to Newby Hall (section 2: Boroughbridge Road to Newby Hall)						Development	No, focus on construction
Ripon	Corridor 4a: Ripon City Centre to Claro Barracks (via Clotherholme Road)						Development	No, focus on construction
Ripon	Corridor 4b: Ripon City Centre to Claro Barracks (via Kirkby Road and College Rd)						Development	No, focus on construction
Ripon	Corridor 5:Church Ln						Development	No, focus on construction
Ripon	Corridor 6:North Street						Development	No, focus on construction
Ripon	Corridor 7:River Skell Path						Development	No, focus on construction
Ripon	Corridor 8:City Centre						Development	No, focus on construction
Ripon	Corridor 9a:Ripon City Centre to Sharrow (section 1: Beden Bank to Rotary Way)						Development	No, focus on construction
Ripon	Corridor 9b:Ripon City Centre to Sharrow (section 2: Rotary Way to Sharrow Primary School)						Development	No, focus on construction
Malton & Norton	Corridor 1: Central Loop						Development	No, focus on construction
Malton & Norton	Corridor 2: Core Connections						Development	No, focus on construction
Malton & Norton	Corridor 3: Amotherby Strategic Route						Development	No, focus on construction
Malton & Norton	Corridor 4: York Road						Development	No, focus on construction
Malton & Norton	Corridor 5: Old Malton Road						Development	No, focus on construction
Malton & Norton	Corridor 6: Pasture Lane						Development	No, focus on construction
Malton & Norton	Corridor 7: Langton Road						Development	No, focus on construction
Malton & Norton	Corridor 8: Norton Grove						Development	No, focus on construction
Malton & Norton	Corridor 9: Malton Town Curve						Development	No, focus on construction
Harrogate & Knaresborough	Corridor 1: Bilton to Starbeck						Development	No, focus on construction
Harrogate & Knaresborough	Corridor 3: Jennyfield to Harrogate Town Centre						Development	No, focus on construction
Harrogate & Knaresborough	Corridor 4: Hornbeam Park to Starbeck						Development	No, focus on construction
Skipton	Corridor 1: Town Centre Scheme						Development	No, focus on construction
Skipton	Corridor 2: Skipton Town Centre to Snaygill						Development	No, focus on construction
Skipton	Corridor 3: Snaygill to Cross Hills						Development	No, focus on construction
Skipton	Corridor 4: Gargrave Rail Station Scheme						Development	No, focus on construction
Selby	Corridor 2: TPT Connections						Development	No, focus on construction
Selby	Corridor 3: Selby SE Routes						Development	No, focus on construction
Selby	Corridor 4: Selby North AOS						Development	No, focus on construction
Selby	Corridor 5: South Milford to Sherburn 2						Development	No, focus on construction
Selby	Corridor 6: Staynor Hall to TPT Southern Link						Development	No, focus on construction
Scarborough	Corridor 2: Eastfield & Cayton Central Spine						Development	No, focus on construction
Scarborough	Corridor 3: Cinder Track Connection						Development	No, focus on construction
Scarborough	Corridor 4: Scarborough Central Corridor.						Development	No, focus on construction
Northallerton	Corridor 1: Brompton to Northallerton Town Centre						Development	No, focus on construction
Northallerton	Corridor 2: South East Northallerton to Northallerton Town Centre						Development	No, focus on construction
Northallerton	Corridor 3: South Northallerton to Northallerton Town Centre						Development	No, focus on construction
Northallerton	Corridor 4: Standard Way Industrial Estate						Development	No, focus on construction
Other								
Tadcaster	York Road, Islington, Tadcaster						Maintenance	No, already funded project
Whitby	Cinder Track, Whitby - short section of lighting between schools						Construction	No, not deliverable within costs and/or timecales
Ripon	Ripon canal towpath, from centre of Ripon to housing off Littlethorpe Lane (bypassing the A61, Littlethorpe Manor, Lockside Campsite, Ripon City Wetlands and a number of marinas. Or between Newby Hall and Fountains Abbey.						Construction	No, not deliverable within costs and/or timecales
Selby	Selby towpath to Burn, Gateforth and West Haddlesey						Construction	No, not deliverable within costs and/or timecales
Eggborough	Eggborough., Kellingley to Knottingley						Construction	No, not deliverable within costs and/or timecales
Skipton	Thorby towpath - small section of poor surfacing.						Construction	No, not deliverable within costs and/or timecales
Harrogate	Parallel crossing of Knaresborough Road nr Willaston Road						Construction	No, not deliverable within costs and/or timecales
Harrogate	North Park Road/Park Place improved crossing point						Construction	No, not deliverable within costs and/or timecales
Malton	Yorker's Gate Malton new road crossing						Construction	No, not deliverable within costs and/or timecales
Sutton in Craven	Continue footpath from Sutton in Craven to Eastburn along Sutton Lane						Construction	No, not deliverable within costs and/or timecales
Harrogate	Beckwith Head Road - cycle priority over side roads						Construction	No, not deliverable within costs and/or timecales
Harrogate	Duchy Road new road crossing						Construction	No, not deliverable within costs and/or timecales
Harrogate	Station Parade new road crossing						Construction	No, not deliverable within costs and/or timecales
Harrogate	Blands Hill Knaresborough new crossing						Construction	No, not deliverable within costs and/or timecales

Harrogate	Duchy Road traffic calming						Construction	No, not deliverable within costs and/or timecales
Skipton	Upgrade path through Aireville Park						Construction	No, not deliverable within costs and/or timecales
Skipton	Harewood Road to Airville Park, Skipton						Development	No, focus on construction
Hambleton	Stokesley to Great Ayton						Development	No, focus on construction
Hambleton	Kirkby Lane KIRKBY-IN-CLEVELAND						Development	No, focus on construction
Hambleton	Improvements to the tarmac paths on the A172 near Strikes for a shared path and cycle route						Development	No, focus on construction
Hambleton	Seamer (nr Stokesley) to Stokesley						Development	No, focus on construction
Hambleton	Great Broughton to Stokesley						Development	No, focus on construction
Harrogate	Bilton Cycle Track maintenance						Maintenance	No, focus on new infrastructure
Harrogate	Knarborough to Flaxby Green Park Industrial Site						Development	No, focus on construction
Harrogate	Pannal to Rosset Green (Harrogate)						Development	No, focus on construction
Harrogate	Nidderdale Greenway (Harrogate)						Development	No, focus on construction
Harrogate	Whinney Lane to Rosset Green (Harrogate)						Development	No, focus on construction
Harrogate	Hookstone Chase						Development	No, focus on construction
Harrogate	Wetherby Road Woodlands Junction to Slingsby Walk						Development	No, focus on construction
Harrogate	Hookstone Road						Development	No, focus on construction
Harrogate	A59 Forest Lane Head to Starbeck Level Crossing						Development	No, focus on construction
Harrogate	Wetherby Road Cemetary to Woodlands junction						Development	No, focus on construction
Harrogate	Hookstone Drive						Development	No, focus on construction
Harrogate	Skipton Road (Roberts Crescent to Quarry Lane)						Development	No, focus on construction
Northallerton	The Tipton Trail						Development	No, focus on construction
Pickering	Widening of shared use path east of Pickering						Construction	No, not deliverable within costs and/or timecales
Richmond	Catterick Racecourse to Catterick Village						Development	No, focus on construction
Ripon	Improved signage to City Centre car parks						Maintenance	No, not deliverable within costs and/or timecales
Malton & Norton	Malton Circular						Development	No, focus on construction
Scarborough	Link between North Bay and South Bay (Scarborough)						Development	No, focus on construction
Scarborough	Carrs Road to Town Centre (Whitby)						Development	No, focus on construction
Scarborough	East Ayton to Irton						Development	No, focus on construction
Scarborough	Church Lane to Fot Hill Lane, adjacent to A170 Hutton Buscel						Development	No, focus on construction
Scarborough	A165 between Mill Hill, Filey and Primrose Valley						Development	No, focus on construction
Skipton	Embsay to Skipton Town Centre						Development	No, focus on construction
Various	Cycle signage improvements						Maintenance	No, not deliverable within costs and/or timecales
Harrogate	A59 Starbeck level crossing to Empress roundabout						Development	No, focus on construction
Harrogate	Princes Street contraflow						Development	No, focus on construction
Croft on Tees	A167 Croft to Dalton						Development	No, focus on construction
Thirsk	Thirsk School						Development	No, focus on construction
Richmond	Hipswell Road						Development	No, focus on construction
Melnsby	Crossroads Junction						Development	No, focus on construction
Brompton on Swale	B6271 Scorton Road						Development	No, focus on construction
Richmond	Quarry Road						Development	No, focus on construction
Northallerton	Darlington Road						Construction	No, already funded project
Northallerton	Tusker Lane						Development	No, focus on construction
Northallerton	Standard Way						Construction	No, already funded project
Thirsk	Blakey Lane						Development	No, focus on construction
Thirsk	Hambleton Estate Accessibility						Development	No, focus on construction
Eastfield	Westway						Development	No, focus on construction
Scarborough	Murchinson Street						Development	No, focus on construction
Whitby	Larpool Lane						Development	No, focus on construction
Eastfield	Eastway Sports Club Path						Development	No, focus on construction
Eastfield	Eastway Crossroads						Development	No, focus on construction
Eastfield	Pindar Road to Moor Lane Footpath Link						Development	No, focus on construction
Eastfield	Harvest Way 20mph zone						Development	No, focus on construction
Grassington	Grassington School						Development	No, focus on construction
Knarborough	Aspin Park						Construction	No, not deliverable within costs and/or timecales
Sherburn In Elmet	Pasture Lane/The Fairway						Development	No, focus on construction
Sherburn In Elmet	B1222						Development	No, focus on construction
Tadcaster	A659 Parallel						Development	No, focus on construction
Sherburn In Elmet	Hurricane way signage						Development	No, focus on construction
Burn	Burn to West Haddlesey Surfacing						Development	No, focus on construction
Various	Quiet Lanes						Development	No, focus on construction
Norton	Hambleton Road/The Chase						Development	No, focus on construction
Threshfield	Threshfield Road Crossing						Development	No, focus on construction
Malham	Malham School Scheme						Development	No, focus on construction
Ruswarp	The Carrs						Development	No, focus on construction
Brayton	Barff Lane Path						Development	No, focus on construction
Selby	Wishing Well Link						Development	No, focus on construction
Scarborough	Lady Ediths Drive						Development	No, focus on construction
Pickering	Keld Head A170						Development	No, focus on construction

Whitby	Love Lane						Development	No, focus on construction
Eastfield	Holme Hill						Development	No, focus on construction
Whitby	Guisborough Road (Minor)						Development	No, focus on construction
Castle Howard	Campsite Path						Development	No, focus on construction
Norton	Norton Primary School						Development	No, focus on construction
Hovingham	Potticar Bank						Development	No, focus on construction
Skipton	Tarn Moor						Development	No, focus on construction
Ripon	DMMO - Studley Roger						Development	No, already funded project
Stokesley	DMMO - Stokesley						Development	No, already funded project
South Milford	A162 Crossing						Development	No, focus on construction
<b>Revenue Schemes</b>								
Howardian Hills	Howardian Hills ATP						Revenue	No, not deliverable within costs and/or timecales
Various	Bikeability						Revenue	No, already funded project
Various	School Streets						Revenue	No, already funded project
Various	School Crossing Patrols						Revenue	No, already funded project
Various	Speed limit reviews						Revenue	No, already funded project

Package	Scheme Name	Town	Description	Construction Cost	Councillor Support
Minor Scheme Package	Green Hammerton PRow	Green Hammerton	To complete the construction of the Green Hammerton Greenway.	£138,196.00	Yes
Minor Scheme Package	Accessibility Improvements	Stapleton	This package of improvements includes new dropped kerbs, Kastle kerbs, footways, and tactile paving installations, to provide better accessibility to public transport, local amenities, and travel within the settlement and wider region.	£26,560.00	Yes
Minor Scheme Package	Accessibility Improvements	Manfield	This package of improvements includes new dropped kerbs, Kastle kerbs, footways, and tactile paving installations, to provide better accessibility to public transport, local amenities, and travel within the settlement and wider region.	£20,555.00	Yes
Minor Scheme Package	The Porch	Barton	This scheme will provide a new accessible footway connection along The Porch in Barton from Piper Hill Close to Silver Street.	£13,710.00	Yes
Minor Scheme Package	Station Road	Stokesley	This scheme will provide a new accessible footway connection along Station Road in Stokesley from the entrance to the Appliance Works to the entrance of Terry Dickens Industrial Estate.	£41,320.00	Yes
Minor Scheme Package	Bullamoor Road	Northallerton	This scheme will upgrade the crossing point at the southern end of the shared use path that runs adjacent to Northallerton Frirage Hospital. This will prevent cyclists from being deposited directly onto a busy road and allow them to cross into Vicars Cross in a safe manner.	£43,580.00	Yes
Minor Scheme Package	Filey Road	Scarborough	This scheme will upgrade various sections of the footway along the eastern side of Filey Road, between Queen Margarets Road and Wheatcroft Avenue, to shared use allowing the passage of both cyclists and pedestrians.	£19,555.00	Yes

Minor Scheme Package	Whashton Road	Richmond	This scheme will provide a new accessible footway connection along the north side of Whashton Road in Richmond from Castlefields Close to Richmond Racecourse with an uncontrolled crossing at the entrance to the Racecourse.	£60,270.00	Yes
Skipton Accessibility Package	Crossing at western end of Jerry Croft	Skipton	Install tactile paving	£155,050.00	Yes
Skipton Accessibility Package	Crossing at western end of Otley Street	Skipton	Install tactile paving		Yes
Skipton Accessibility Package	Crossing at southern end of Court Lane	Skipton	Introduce dropped kerbs and tactile paving, tighten radi on junction		Yes
Skipton Accessibility Package	Crossing on eastern arm of Caroline Square Roundabout	Skipton	Introduce dropped kerbs and tactile paving,		Yes
Skipton Accessibility Package	Crossing on Western arm of Caroline Square Roundabout	Skipton	Widen refuge island, introduce dropped kerbs and tactile pavings		Yes
Skipton Accessibility Package	Crossing at northern end of Keighley Road	Skipton	Widen refuge island, introduce dropped kerbs and tactile pavings		Yes
Skipton Accessibility Package	Crossing at eastern end of Swadford Street	Skipton	Widen refuge island, introduce dropped kerbs and tactile pavings		Yes
Skipton Accessibility Package	Crossing at western end of Castle Street	Skipton	Install tactile paving		Yes
Skipton Accessibility Package	Crossing at Northern end of Cavendish Street	Skipton	Introduce dropped kerbs and tactile paving,		Yes
Skipton Accessibility Package	Crossing at entrance to Cavendish Street car park	Skipton	Introduce dropped kerbs and tactile paving,		Yes
Skipton Accessibility Package	Crossing at western end of Cross Street	Skipton	Install tactile paving		Yes
Skipton Accessibility Package	Crossing at entrance to Christ Church Skipton	Skipton	Introduce dropped kerbs and tactile paving,		Yes
Skipton Accessibility Package	Crossing at entrance to alleyway leading to Church Street	Skipton	Introduce dropped kerbs and tactile paving,		Yes

<b>Initial equality impact assessment screening form</b>			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation		
Proposal being screened	Mayoral Active Travel Fund – Submission of schemes		
Officer(s) carrying out screening	Nathan Harding		
What are you proposing to do?	Submit a bid for the Mayoral Active Travel Fund		
Why are you proposing this? What are the desired outcomes?	The outcomes will result in an application being submitted to the Mayor for funding to construct active travel schemes.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC’s additional agreed characteristics</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked ‘Don’t know/no info available’, then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don’t know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people’s access to public transport)? Please give details.	Unknown at this stage, this process will look to approve schemes in principle. There may be further requirement for the EIA as part of the detailed design and delivery process.		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people	No		

<b>with protected characteristics?</b> Please explain why you have reached this conclusion.				
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:	
<b>Reason for decision</b>	No adverse impact on any of the protected characteristics			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	19/02/2026			

## 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>	Mayoral Active Travel Fund – Submission of schemes
<b>Brief description of proposal</b>	It is proposed that North Yorkshire Council submits a bid to the Mayoral Active Travel Fund.
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Nathan Harding</b>
<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:	✓	Continue to full CCIA:	
<b>Reason for decision</b>	The output of this report will result in a bid being made to the Mayoral Active Travel Fund. Should funding be received to construct these schemes then further assessments may be required.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	19/02/2026			

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