

Public Document Pack

**North Yorkshire County Council
Business and Environmental Services - Executive Members & Corporate Director Meetings -
Department**

Friday, 23 April 2021 / 9.30 am

A G E N D A

- 1 **Apologies for Absence**
- 2 **Declarations of Interest**
- 3 **Exclusion of the public from the meeting during consideration of item(s) # on the grounds that it/they each involve the likely disclosure of exempt information as defined in the paragraph(s) # of Part 1 of Schedule 12A to the Local Government Act 1972 as amended by the Local Government (Access to information)(Variation) Order 2006**

Items for Executive Member decision

Items for Corporate Director decision

- | | | |
|----|---|-------------------|
| 4 | Proposed 30mph Speed Limit - Cold Kirby (Pages 3 - 18) | Tim Coyne |
| 5 | Financial Allocations for differing highway asset types for delivery in 2022/23 (Pages 19 - 32) | James Gilroy |
| 6 | Rural Grass Cutting Trials (Pages 33 - 48) | James Gilroy |
| 7 | Skid Resistance Investigatory Levels (Pages 49 - 60) | James Gilroy |
| 8 | Sleegill (Richmond) - Waiting Restrictions (Pages 61 - 76) | Neil Linfoot |
| 9 | Harrogate Smart Parking Update and Procurement (Pages 77 - 90) | David Kirkpatrick |
| 10 | Drax Bioenergy with Carbon Capture and Storage (BECCS) (Pages 91 - 104) | Michael Reynolds |

Any Other Business

- | | | |
|----|--------------------------------|-----------------------|
| 11 | Date of future formal meetings | 21 May 2021 at 2:00pm |
|----|--------------------------------|-----------------------|

Circulation:

Executive Members

Andrew Lee
Don Mackenzie

Officer attendees

Karl Battersby
Jane Connolly

Presenting Officers

Tim Coyne
James Gilroy
Neil Linfoot
David Kirkpatrick
Michael Reynolds

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North Yorkshire County Council

Business and Environmental Services

Executive Members

23 April 2021

Proposed 30mph Speed Limit – Cold Kirby

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 The purpose of the report is to advise the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members of:
- the outcome following public consultation and advertisement in regard to this proposal and;
 - for a decision to be made whether or not to introduce a 30mph speed limit through the village of Cold Kirby in view of the objections received.
- 1.2 A decision of the Corporate Director, BES, is sought in consultation with the BES Executive Members regarding the recommended option.

2.0 Background

- 2.1 The county road C189, which then becomes the unclassified U13 provides the route through the village of Cold Kirby. The road is subject to the national speed limit.
- 2.2 Concerns were expressed by local residents regarding the speed of vehicles travelling through the village and that the village is not subject to a reduced speed limit.
- 2.3 It was agreed that a speed survey would be arranged with a view to the implementation of a 30 mph speed limit. The speed survey identified mean speeds of 29.9 and 28.7 mph.
- 2.4 The results of the speed survey were discussed with NY Police who confirmed that they were agreeable to the introduction of a 30mph speed limit.
- 2.5 A copy of the location plan showing the proposed extent of the 30mph speed limit is shown in Appendix A.

3.0 Consultation

- 3.1 Consultation with key stakeholders was undertaken on 21 October 2020 and no objections were received.
- 3.2 The Local Member, County Councillor Val Arnold was consulted on the proposal and did not raise an objection.
- 3.3 The proposed Order was advertised on 13 January 2021 and consultation letters delivered to residents.

3.4 Four objections have been received to the proposal and these together with your Officers comments are contained in Appendix B.

4.0 Officer Comment

4.1 Three of the four objections commented that the road signs would have a detrimental impact aesthetically on the village, which is within a conservation area.

4.2 It is the intention that the 30mph repeater signs within the village itself will be sited on small wooden posts rather than traditional metal poles to lessen the aesthetic impact. See example below of signs used elsewhere in the county.



4.3 In terms of the impact on the conservation area North York Moors National Park Authority (NYMNP) was consulted as a statutory consultee. In their response they considered the addition of seven new signs would erode this natural rural character by introducing visual clutter into an area which is totally void of similar structures and as such would be harmful. However, they did not raise an objection to the proposal. They acknowledged that as there are speeding issues in the village and local support, then there is sufficient public benefit to outweigh the harm being caused. However, the NYMNP did ask if the number of signs could be reduced.

4.4 The response to NYMNP explained that central government guidelines need to be followed with regard to the signing of speed limits and these state that in addition to the signs being required on entry to a speed limit, small repeater signs within the village will be required for a speed limit of this length. We therefore would not be able to reduce the number of signs but will try to locate them as sensitively as possible.

5.0 Equalities

5.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment Screening Form is attached in Appendix C.

6.0 Finance

6.1 The cost of advertising the Traffic Regulation Order and installing the signs and lines is estimated at approximately £2,000 which will be funded from the local Signs Lines and TRO budget held by the Kirby Misperton Highways Area Office.

7.0 Legal

- 7.1 Consideration has been given to the potential for any legal implications arising from the recommendation. It is the view of Officers that the recommendation will have no legal implications other than those relating to the implementation of the Traffic Regulation Order.
- 7.2 The process for the consideration of objections to traffic regulation orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Constituency Committee is a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members. The decision-making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all three criteria set out below:
- The proposal affects more than one street or road and,
 - The proposal affects more than one community and,
 - The proposal is located within the ward of more than one County Councillor.

This proposal is not considered to be a wide area impact TRO.

- 7.3 In recommending the implementation of the proposed TRO, officers consider that it will preserve or improve the amenities of the area through which the road runs and enable the County Council to comply with its duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). A copy of the Statement of Reasons for the TRO is contained in Appendix D.
- 7.4 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within 6 weeks from the date on which the Order is made.
- 7.5 In accordance with the protocol for reports to the Corporate Director, BES and the BES Executive Members, the relevant local member has been provided with a copy of this report and has been invited to the meeting on 23rd April 2021.

8.0 Climate Change

- 8.1 The proposals are not considered to have an impact on climate change. A climate change assessment is attached in Appendix E.

9.0 Recommendations

9.1 It is recommended that:-

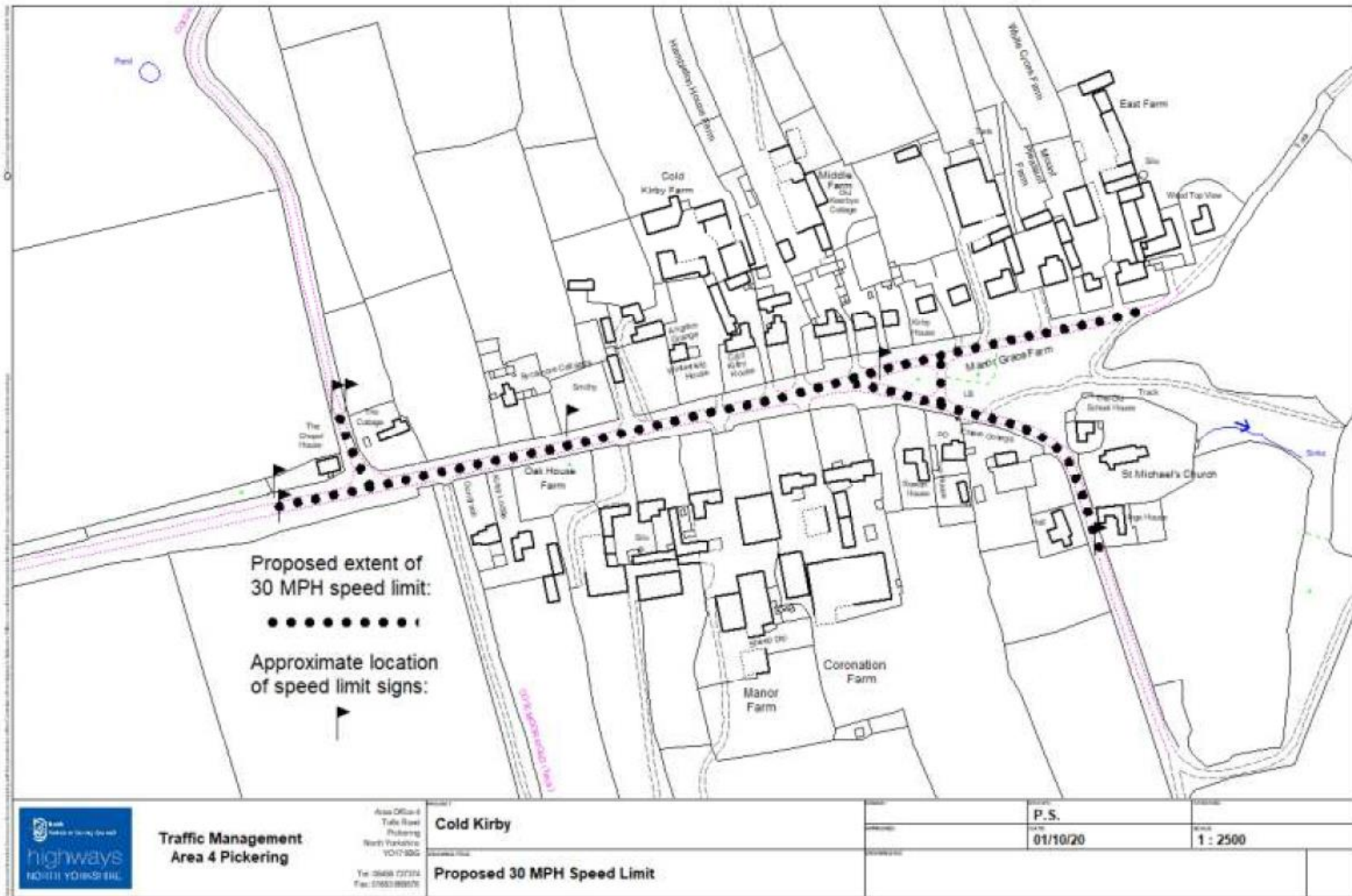
- i. the Corporate Director, BES, in consultation with the BES Executive Members approves the proposed 30mph speed limit as shown on the plan in Appendix A and as advertised, to be implemented by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984
- ii. the objectors are notified of the decision within 14 days of the Order being made.

BARRIE MASON
Assistant Director
Highways & Transportation

Author of Report: Tim Coyne

Background Documents:

The letters of support and objection received are held in the scheme file held by the Area 4 Kirby Misperton Highways Office.



Resident	Proposals are unnecessary, out of keeping and pointless and the signs will do little to reduce speeds through the village.	It would appear from the consultation exercise that the majority of residents in the village are supportive of the proposal. Contravention of the speed limit can be reported through NYCC's Speed Management Protocol.
Resident	Signs will have a negative impact on the appearance of the village. The signs will make little difference to the speed of traffic and there is no way to enforce	Rather than metal posts it is proposed to mount the signs on wooden posts to lessen the visual impact. It is hoped that drivers will abide by the speed limit. Contravention can be reported through NYCC's Speed Management Protocol.
Resident	Signs are an unnecessary intrusion to the conservation village. Cost of the scheme and aesthetic impact outweighs the dubious impact on speeds within the village.	Rather than metal posts it is proposed to mount the repeater signs on wooden posts to lessen the visual impact.
Resident	Signs would be obtrusive and detract from the historic nature and visual impact of the village.	Rather than metal posts it is proposed to mount the repeater signs on wooden posts to lessen the visual impact.

Initial equality impact assessment screening form			
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	Business and Environmental Services		
Service area	Highways & Transportation		
Proposal being screened	30mph Speed Limit Order.		
Officer(s) carrying out screening	Tim Coyne		
What are you proposing to do?	Introduce a 30mph Speed Limit through the village of Cold Kirby.		
Why are you proposing this? What are the desired outcomes?	To reduce traffic speeds and improve road safety for all users and to comply with the County Councils duty under Section 122(1) of the Road Traffic Regulation Act 1984		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <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 Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	YES	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	

NYCC additional characteristics			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	It is not considered that the introduction of a 30mph speed limit which aims to reduce speeds through the village will have an adverse impact on those people with a protected characteristic.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	14/04/21		

PROPOSED 30 MPH SPEED LIMIT, COLD KIRBY

STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER

LEGAL POWERS AND DUTIES

Under Section 1(1) of the Road Traffic Regulation Act 1984 the County Council, as traffic authority for North Yorkshire, has powers to make a Traffic Regulation Order (TRO) where it appears expedient to make it on one or more of the following grounds:-

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs; or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality).

Section 122(1) of the Road Traffic Regulation Act 1984 also provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

REASONS FOR MAKING THE ORDER

The County Council considers that it is expedient to make this TRO on ground (a), (b) and (f) above, having taken into account its duty under Section 122(1) of the 1984 Act , for the following reasons:-

Presently the national speed limit applies through the village. It is the government policy that a 30mph speed limit should be the norm in villages. The village is primarily residential in nature and Officers consider that a 30mph speed limit would reduce the dominance of the motor vehicle and send the message that due consideration should be given to the amenity of residents and non-vehicular users of the village street.

Location(s) of Proposed Order

Road	Length
C189, Cooper Cross to Cold Kirby	From the centreline of its junction with Main Street, westwards for a distance of 55 metres
C189, Cold Kirby Road.	From the centreline of its junction with Main Street, northwards for a distance of 42 metres.
U13, Main Street.	Its whole length.
U13, Low Field Lane.	From the centreline of its junction with Main Street, south-eastwards for a distance of 177 metres.

CONSIDERATION OF OBJECTIONS

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all of the three criteria set out below:

- The proposal affects more than one street or road and,
- The proposal affects more than one community and,
- The proposal is located within the ward of more than one County Councillor

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.



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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

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Title of proposal	Proposed 30mph Speed Limit, Cold Kirby
Brief description of proposal	Introduction of a 30mph speed limit through the village
Directorate	BES
Service area	Highways & Transportation
Lead officer	Tim Coyne
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	23 February 2021

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.

No

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 approximate cost of making the order, providing signs is £2000 which will be met from the budget of the local Highways Office.

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<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		X				
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Other		X				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X				
Reduce water consumption			X				
Minimise pollution (including air, land, water, light and noise)			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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X				
<p>Other (please state below)</p>		X				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

No

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 proposal is not considered to have an impact on climate change.

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Sign off section

This climate change impact assessment was completed by:

Name	Tim Coyne
Job title	Improvement Manager
Service area	Highways & Transportation
Directorate	Business & Environmental Services
Signature	Tim Coyne
Completion date	14 April 2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 14/04/21

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North Yorkshire County Council

Business and Environmental Services

Executive Members

23 April 2021

Highways Capital Programme Headline Allocations 2022/2023

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 That the Corporate Director, Business and Environmental Services (BES) in consultation with BES Executive Members,
- i. Agree the indicative headline structural highways maintenance capital allocations for 2022/23 based on current planning assumptions.
 - ii. Grant approval to carry out the relevant procurement processes

2.0 Background

- 2.1 The delivery of the capital works programme is the tangible outcome of the whole of life cycle asset management approach outlined within the North Yorkshire County Council Highways Asset Management Framework.
- 2.2 Specifically the programming and delivery of capital works align with the Highways Infrastructure Asset Management Strategy. As such the objectives of the capital works programme are as follows:
- Maximise and demonstrate Value for Money (VfM)
 - Manage VfM and drive efficiencies over the whole programme term, not just the financial year at hand.
 - Deliver on time and to budget, safely and without incident
- 2.3 The North Yorkshire County Council Highways Capital Programme is made up of four specific elements:
- Street Lighting
 - Bridges and Structures
 - Integrated Transport
 - Structural Highway Maintenance
- 2.4 This report seeks to provide an update on funding assumptions for 2022/23 capital programme and an indicative overview of the headline allocation per the four elements outlined above.

3.0 Funding Position and funding assumptions

- 3.1 As outlined at the 26 March 2021 BES Executive members meeting, funding received from the Department for Transport (DfT) for 2021/22 was £40.07M. This is £12.56M less than 2020/21 and £7M lower than our planning assumption for 2021/22. This funding settlement was for one year.

- 3.2 As a result of the funding reduction, alongside the slippage of schemes from 2020/21 in to 2021/22, schemes to the value of £13.4M were approved by the Corporate Director (BES) in consultation with Executive Members, to be moved for delivery in to future years, with the bulk of these schemes expected to be delivered in 2022/23.
- 3.3 As the Comprehensive Spending Review (CSR) held in November 2020, only allocated funding for 2021/22, it is still unclear how much funding will be made available for 2022/23 and beyond. The government is due to set out its future spending priorities in a new CSR later this year. A date for this has not yet been announced.
- 3.4 In the absence of any further information, NYCC Officers have been liaising with DfT officials, regarding funding announcements and indicative allocations. There is currently no clear indication that potential future funding allocations will be maintained at 2021/22 (£40M) levels or move back towards the 2020/21 funding level (£47M core funding).
- 3.5 Funding allocations from DfT are used to develop the highways capital works programme. Programme development throughout the service, is based on planning to a level of available funding plus a level of over programming to manage variations in in-year scheme delivery. Schemes are prioritised based on an assessment of maintenance need and are delivered up to the level of funding available.
- 3.6 Given the current lack of clarity on future funding and the need to develop a forward programme of schemes for delivery, it is proposed that we base the 2022/23 core budget on the 2020/21 funding settlement of £47M. The current best estimate is that the 2021/22 funding settlement is a one off and future funding settlements will return to 2020/21 funding levels. The £47M would be a result of the £52.6M budget minus the £5.6M of funds received as a result of the reallocation of Challenge Fund funding and the previous Pothole Action Fund which finished in 20/21.
- 3.7 Identifying a target budget to work towards enables a forward programme of schemes to be developed and further enhances the development of a more substantive and agile rolling programme of works. Given the movement of schemes in to future years from 2021/22, we currently have £13.4M of designed schemes within the forward programme.
- 3.8 Based on asset condition information collected up until Autumn 2020, work is underway to develop new schemes for inclusion in the forward programme. A report will be brought to a future meeting of the Corporate Director and BES Executive Members, to approve the addition of these schemes to the forward programme, the expectation is that this will be in August 2021.
- 3.9 Following confirmation from DfT of 2022/23 funding, a delivery programme for 2022/23 will be developed. This will be carried out in line with available budgets, asset management principles and local priorities. This will include a mix of the following;
- Schemes moved from the 21/22 delivery programme
 - New schemes from the approved forward programme
- 3.10 A report will be presented to a future meeting of the Corporate Director BES and Executive Members outlining the 2022/23 delivery programme when we have greater clarity on future funding, the expectation is that this will be post November 2021.
- 3.11 Should funding received from DfT be higher than the assumed £47M then more schemes from the forward programme will be able to be added to the 22/23 delivery

programme. Similarly, if we receive less funding, headline allocations will be reviewed and a higher number of schemes will be retained within the forward programme for delivery in future years.

4.0 Proposed 2022/2023 Headline Allocations

4.1 Based on the estimated funding of £47m, the following headline allocations are proposed for Highways Capital maintenance funding in 2022/23. A summary of how the overall headline allocations can be found in Appendix A

4.2 **Street Lighting**
The funding will continue the upgrade of the existing street lighting stock. The proposed allocation for 2022/23 is £0.8M

4.3 **Bridges.**
The funding will continue to be targeted at maintaining and strengthening the existing structures stock. The analysis of routine or special inspection reports will identify and prioritise those bridges and structures in need of treatment. The proposed allocation for 2022/23 is £2.09M

4.4 **Integrated Transport**
The proposed headline allocation for Integrated Transport for 2022/23 is £1.14M

4.5 **Top Slice allocations**
In line with previous years, there will be an element of “top-slicing” for specific activities and projects. These include traffic data collection and modelling, highway condition surveys, structures inspections; and pavement investigation and analysis,

Project	2022/23 Allocation /£
Network Condition Surveys (SCANNER / SCRIM / CVI)	350,000
NYCC Traffic Data Collection Contract	70,000
Pavement Investigation and Analysis	300,000
Highway Drainage Assets	40,000
Structures Inspections	220,000
Pre-Planning Application Advice	33,600
Bridges AMX asset management software	12,200
Total Top Slice	1,025,800

4.6 There are further costs associated with the delivery of the Capital Programme. This includes design fees, staffing costs and contractor overhead costs. The proposed allocation for these costs is £7.65M

4.7 **Highway Drainage.**
The proposed allocation is £600K which is in line with previous years.

4.8 **Landslip Schemes**
Landslips can occur at any time of the year although many are identified at an early stage as a consequence of routine Highway Safety Inspections. Area Offices submit

locations which are subsequently prioritised countywide. The proposed allocation is £600K.

4.9 Other Special Engineering Schemes:

The annual programme of Other Special Engineering Schemes is based upon locations identified by Area Offices which do not fall 'objectively' into other works categories, e.g. areas of cobbles or setts, laybys and guardrails etc. Area Offices identify the rationale behind their submissions and the countywide programme is determined based upon an assessment of need and network priority. The proposed allocation is £600K.

4.10 Vehicle Restraint Systems (VRS):

As a consequence of progressing our cyclical service inspection regime on our VRS assets we have identified a significant programme of required upgrading and repairs. In addition to this, inspections on assets over 15 years old are required every 2 years to assess condition and assist in prioritising repair works. The proposed allocation is £300K.

4.11 Cattle Grids:

Each Area Office has identified and prioritised an on-going annual programme of cattle grid maintenance schemes. The proposed allocation is £200K.

4.12 Footway Surface Treatment and Schemes

It is intended to continue to fund maintenance of the footway network (approximately 4250km) in line with existing allocations. This level of funding in conjunction with our robust cyclic inspection regime is responsible for the gradual reduction in the number of successful Third Party Insurance claims. Funding for footways surface treatments and schemes is split in to the following categories;

4.13 Category 1a, 1 and 2 footways

The DfT have traditionally monitored the condition of the most heavily used element of the Footway network (Category 1a, 1 and 2), in a similar way to carriageways and as a result the scheme based programme is based upon network condition surveys with schemes prioritised across the whole of the countywide network The proposed allocation is £400K

4.14 Category 3,4 & 5 footways

The scheme based programme for Category 3, 4 & 5 Footways is based upon locations initially identified by Local Area Offices which are subsequently condition surveyed, and assessed in the same way as the heavily used footway network with the resulting schemes prioritised across the whole of the countywide network. As a consequence of introducing a local version of the Footway Network Survey (FNS), whereby the footway condition is identified by Highways Officers during their routine Highway Safety Inspections, Area Offices can now make more objective submissions of locations for assessment and prioritisation. The proposed allocation is £1.0M

4.15 Category 3,4 & 5 Surface Treatments

The Surface Treatment budget acknowledges that many of the lesser used footways (Categories 3, 4 & 5) benefit in the same way as carriageways with the application of preventative maintenance treatments. The budget allocation is based upon the (estimated) percentage of footway network in each Area; each Area Office is responsible for the identification of their programme which is based upon local knowledge and the cyclical Highway Safety Inspections. The proposed allocation is £520K.

- 4.16 **Footway Patching**
The patching budget is allocated on the percentage of that category of footway network within the Highways Area Office boundary. The proposed allocation is £100K for Category 1a, 1 & 2 footways and £125K for: Category 3, 4 & 5 footways.
- 4.17 **Cycleways/Cycle Tracks:**
This budget is used for maintenance of the network of cycleways/ cycle tracks that form part of the highway network. The proposed allocation is £60K
- 4.18 **Category 6 Roads (Unsurfaced Unclassified Roads)**
Although our UUR network at 730km in length is only 8% of our network length, it is important for recreational users including walkers, horse riders, motorcyclists and 4x4 drivers. Due to various factors, one of which being the Mechanically Powered Vehicles effect upon the often loose surface of these routes, their deterioration, once begun, can accelerate rapidly. The proposed allocation for 2022/23 is £200K
- 4.19 **Carriageway Maintenance**
The vast majority, £29.76M of the overall budget is allocated to carriageway structural maintenance activities, including surface treatment, resurface and reconstruction and patching schemes. Proposed allocations are outlined below.
- | | |
|------------------------------|---------|
| Surface Treatment | £9.04M |
| Resurface and reconstruction | £11.38M |
| Patching Schemes | £9.34M |
- 4.20 For Local Roads these budgets have been allocated to each Highways Area and then split for each road hierarchy and treatment type based on the principles of the Highway Maintenance Investment Tool (HMIT) as approved by the Corporate Director BES in consultation with BES Executive Members in June 2018.
- 4.21 For the Strategic Roads the budgets are allocated Countywide with scheme programmes developed to ensure efficient maintenance of the Strategic Network.
- 4.22 The underlying philosophy of this element of the works programme is to maximise the programmes of Surface Treatments (e.g. surface dressing) which are intended to extend the 'useful' life of the pavement and delay the requirement to undertake more major (Resurfacing / Reconstruction) scheme based maintenance activities.
- 4.23 The Resurfacing / Reconstruction and patching schemes are identified as a consequence of analysing road condition data in order to identify 'locations where maintenance should be considered now and soon'. Secondary analysis of the data groups together these locations of defects into homogenous 'scheme' lengths suggested by the local Highways Areas teams to match their HMIT allocations.

5.0 Financial Implications

- 5.1 It is proposed that the 2022/23 core budget is based on the 2020/21 funding settlement of £47M. This is the £52.6M budget minus the £5.6M of funds received as a result of the reallocation of Challenge Fund funding and the previous Pothole Action Fund which finished in 20/21.
- 5.2 Sections 3 and 4 above and Appendix A set out and summarise the financial aspects of this report relative to the 2022/23 capital works programmes.
- 5.3 The contents of this report make no changes to the BES Capital Plan expenditure limits.

5.4 A report will be presented to a future meeting of the Corporate Director BES and Executive Members outlining the 2022/23 delivery programme when we have greater clarity on future funding, the expectation is that this will be post November 2021.

6.0 Equalities Implications

6.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendations. The principles and documents discussed in this report are recommended for use in the Well-managed Highway Infrastructure Code of Practice. Officers consider that there are no adverse impacts arising from the recommendations in this report.

6.2 A copy of the 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix B.

7.0 Legal Implications

7.1 The County Council, in its capacity as the Local Highway Authority, Street Authority and Local Traffic Authority must act in accordance with a wide range of statutory powers and duties imposed by legislation.

7.2 The proposed capital programme allocations and schemes have been developed and prioritised in line with the relevant legislation such as the Highways Act 1980, the New Roads and Street Works Act 1991, the Road Traffic Regulation Act 1984, the Transport Act 2000, the Traffic Management Act 2004 and the Flood and Water Management Act 2010.

8.0 Climate Change Implications

8.1 A climate change impact assessment has been carried out, see Appendix C. Steps will be taken during scheme delivery construction to reduce emissions as far as possible

9.0 Recommendation

9.1 It is recommended that the Corporate Director BES in consultation with the BES Executive Members'

- i. Agree the indicative headline structural highways maintenance capital allocations based on current planning assumptions.
- ii. Grant approval to carry out the relevant procurement processes.

BARRIE MASON
Assistant Director - Highways and Transportation

Author of Report; James Gilroy

Background Documents: None

Sources of Funding Statement 2022/23

SOURCES OF FUNDING*			2022/23 £000s
Grant*	Local Transport Plan	Needs base Incentive	23858
		Incentive Element	4959
		Integrated Transport	3023
		Pothole Funding	15160
		LTP Sub Total	47000
Revenue Contribution		Countywide CPE	57
		TOTAL	47057

*All figures are estimates only based on previous years funding

Applications of Funding Statement 2022/23

Applications of Funding		2022/23 £000s
Available Budget		47,000
Carriageway & Footway	In year schemes	34,389
	Top Slice fees	8,676
	Sub Total	43,065
Integrated Transport Schemes	In year schemes	1,045
	Sub Total	1,045
Bridges & Structures	In year schemes	2,090
	Sub Total	2,090
Street Lighting	Allocated Programme Schemes	800
	Sub Total	800
Sub Total of Highways spend		47,000
Countywide CPE maintenance		57
TOTAL		47,057

Equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	BES		
Service area	H&T		
Proposal being screened	BES Executive Member Report – Highways Capital Programme Headline Allocations 2022/23		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	That the Corporate Director, Business and Environmental Services (BES) and BES Executive Members, -Note the indicative headline highways structural maintenance capital allocations based on current planning assumptions -Approve the development of the draft highways capital programme based on the indicative highways capital allocation		
Why are you proposing this? What are the desired outcomes?	Approval to spend the Highways Capital Budget on identified schemes.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes- IRO £50million of Capital funding each financial year		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	

Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No. The report focuses on the overarching capital maintenance funding position.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The allocation of funding is based on the "Manage, Maintain and Improve" (MMI) hierarchy set out in Local Transport Plan 4, which has been the subject of an Equality Impact Assessment (EIA). This concluded that the introduction of fewer improvement schemes may have a greater impact on people with mobility difficulties or without access to a private vehicle as there will be fewer new facilities provided e.g. pedestrian crossings, dropped kerbs, bus stop accessibility improvements; however, it is also considered that prioritising maintenance, particularly for footways, through the MMI hierarchy is likely to produce a net benefit for people with the same protected characteristics; particularly in terms of age and disability.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	14/04/21		

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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Highways Capital Programme Headline Allocations 2022/2023
Brief description of proposal	<ul style="list-style-type: none"> i. Agree the indicative headline structural highways maintenance capital allocations for 2022/23 based on current planning assumptions. ii. Grant approval to carry out the relevant procurement processes
Directorate	BES
Service area	Highways and Transportation
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	07.04.2021

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.

The other option that was considered was to plan based on a lower value of DfT funding at £40M

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 points raised in respect of profiling the capital programme enable scheme delivery to match available DfT funding. The proposal is cost neutral

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>x</p>		<p>Repairs to existing infrastructure</p>		
	<p>Emissions from construction</p>		<p>x</p>	<p>Some emissions from construction vehicles</p>	<p>Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc</p>	

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>Page 30</p>	<p>Emissions from running of buildings</p>		<p>x</p>				
	<p>Other</p>		<p>x</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>x</p>					
<p>Reduce water consumption</p>		<p>x</p>					
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>x</p>					
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>x</p>					

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<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>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				
<p>Other (please state below)</p>		x				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

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.

Steps will be taken to ensure that construction emissions are reduced as far as possible.

Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	BES
Signature	J Gilroy
Completion date	07.04.2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 14/04/21

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North Yorkshire County Council

Business and Environmental Services

Executive Members

23 April 2021

Rural Grass Cutting Trials

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To seek authorisation for a series of grass cutting trials across the County, which differ to the current rural grass cutting policy. This is in the interests of improving biodiversity on highway verges and to potentially achieve further cost savings in the future with reduced cut frequencies and/or extents. Whilst at the same time ensuring that highway safety remains of paramount importance.

2.0 Background

- 2.1 After the successful review of the grass cutting standards in 2015, which altered the level of service provided in order to achieve costs savings whilst maintaining highway safety, there have been various points raised by members of the public, local and national stakeholders in relation to our rural grass cutting policy.
- 2.2 The points raised are in relation to the impact of our grass cutting policy on the biodiversity of roadside verges with specific reference to the frequency and extent of our rural grass cuts. Whilst the current policy has led to a reduction in the amount of rural grass cut, specific concerns have been raised by some stakeholders about the potential biodiversity impacts of our policy particularly the 2.4m swathe cut on category 2, 3a and 3b roads.
- 2.3 There are potential options we could adopt to change our grass cutting policy, which would help to enhance biodiversity. These options would require further investigation to understand their effectiveness and impact on highway safety concerns. It is proposed to carry out a series of trials across the County to assess the effectiveness and impact of alternate grass cutting standards, before making any formal changes to our grass cutting policy.
- 2.4 Officers have met with representatives from Plantlife who are a wild plant conservation charity, to identify ways in which biodiversity within our verges could be enhanced. This has helped to understand what options are available and to learn from the experiences of some other local highway authorities.

3.0 Current policy

- 3.1 The grass in North Yorkshire which the County Council is responsible for maintaining is split into two categories:
- Urban Grass (subject to a speed limit of 40mph or less)
 - Rural Grass (subject to a speed limit of more than 40mph)

- 3.2 Urban Grass – Roads with a speed limit of 40mph or less. Five cuts per season
Extents:
- Highway junctions for visibility (all road categories)
 - Event/hazard warning signs (as required)
 - Remote Footways where it does not fall within a swathe cut. Grass shall be cut to 0.5m on both sides of the footway.
- 3.3 Following changes to the urban grass cutting standards 2015, only grass outlined above is cut by NYCC. Parish and Town Councils were given the opportunity to undertake urban grass cutting in their parish, whereby NYCC would pay the parish or town council based on the area of grass within visibility splays in their parish. This allows Parish / Town councils to combine NYCC funded visibility cuts with any cutting of other grass in their parish that they fund (e.g. parks, village green, verges).
- 3.4 Parish Councils who opted in to the scheme receive a contribution payment from NYCC, equivalent to the value that the NYCC grass cutting contractor would have received were they to be carrying out the cut.
- 3.5 Rural Grass - Roads with a speed limit over 40mph. Two cuts per season
Extents:
- Highway junctions for visibility (all road categories)
 - Forward overtaking sight distance visibility on all road categories as required
 - Event/hazard warning signs (as required)
 - Longitudinal Swathe along the carriageway edge (cut a minimum of 2.4m to a maximum of 3m) on category 2, 3a and 3b roads.
 - Remote footways which do not fall within a swathe cut to a width of 0.5m on both sides of the footway
- All rural grass Cutting is fully carried out by North Yorkshire County Council. The concerns about the impact on bio-diversity have focussed on the rural element of the grass cutting policy and therefore the trials will be solely carried out on routes that are classed as rural under the grass cutting policy and not on any urban routes.

4.0 Proposed Rural Grass Cutting trials

- 4.1 Several options have been proposed to enhance the biodiversity of rural roadside verges, they are outlined below:
Option 1 - Reduce cut frequency
Option 2 - Change cut timings
Option 3 - Reduce width of swathe cut
Option 4 - Introduce new plant life
Option 5 - Removal of cuttings
Option 6 – More unique management
- 4.2 An initial appraisal of the options has been completed to help determine which rural trial treatments are taken forward. Key findings from this appraisal are summarised in appendix A.
- 4.3 Given ongoing pressures on County Council revenue budgets, it is proposed that at this point in time, only trials that are cost neutral or are likely to generate a cost saving are carried out. Should funding from external sources become available trials of other options may be considered in the future.

- 4.4 The table below identifies what trial treatments are proposed to be carried out in 2021/22 and which would potentially start in future years subject to additional external funding and / or support.

Option	Proposed Trial	Proposal start data
1	Reduce cut frequency	Commence Trials in 2021/22
2	Change cut timings	Commence Trials in 2022/23
3	Reduce width of swathe cut	Commence Trials in 2021/22
4	Introduce new plant life	Not taken forward – would require additional funding or support
5	Removal of cuttings	Not taken forward – would require additional funding and / or support
6	More unique management	Commence trials in 2021/22 subject to identifying specific locations and external stakeholder input.

- 4.5 The trials would involve changing the grass cutting treatment on specific sections of the rural Cat 2,3a and 3b rural network, to assess the impact on highway safety, visibility, biodiversity and cost.
- 4.6 Trial locations are being identified by local highway area teams, and it is proposed to have multiple sites and treatments trialled in each highways area to reflect the varying growing and climatic conditions experienced across the County. Highway safety considerations will be fully considered when selecting trial locations. As a result trials will take place on straight sections of carriageway, so as not to affect visibility at junctions or bends. Additionally no trials will undertaken on or close to the crests of hills or inclines. Information signs will be deployed at the start of trial locations to make road users aware.
- 4.7 Given the transition towards the establishment of North Yorkshire Highways as our highways delivery partner, starting in June 2021, some rural cuts will be carried out through our existing contract with Ringway during May 2021. As such a small number of trial locations will be selected to commence in May 2021, with more sites added to commence in Summer 2021, with further sites added in 2022/23.

5.0 Trial duration and establishing success of the trials

- 5.1 It is proposed that the trials are monitored over an initial three-year period, with the potential to extend this duration if needed.
- 5.2 We would seek to work with the biodiversity team from NYCC alongside representatives from key stakeholders including the National Parks and Areas of Outstanding Natural Beauty. There are other local stakeholder groups that we would seek to involve in the monitoring of biodiversity impacts.
- 5.3 We will continue to monitor road user feedback from the trial locations and also monitor growth rates as part of regular highway safety inspections, with any additional cuts carried out for safety purposes recorded to understand any additional costs incurred.
- 5.4 Updates on the effectiveness of the trials will be provided to future meetings of the Corporate Director BES and Executive Members. Subject to the success of the trials, future changes may be proposed to the rural grass cutting policy.

6.0 Financial Implications

- 6.1 There are no significant financial implications to the trial process. Locations and revised treatments are being selected to be either cost neutral or provide a financial saving.

7.0 Equalities Implications

- 7.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendations. Officers consider that there are no adverse impacts arising from the recommendations in this report.
- 7.2 A copy of the 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix B.

8.0 Legal Implications

- 8.1 The County Council, in its capacity as the Local Highway Authority, Street Authority and Local Traffic Authority must act in accordance with a wide range of statutory powers and duties imposed by legislation.
- 8.2 The proposed trials have been developed in line with the relevant legislation such as the Highways Act 1980, the New Roads and Street Works Act 1991, the Road Traffic Regulation Act 1984, the Transport Act 2000, the Traffic Management Act 2004 and the Flood and Water Management Act 2010.

9.0 Climate Change Implications

- 9.1 A climate change impact assessment has been carried out, see Appendix C. As a result of these trials we anticipate a positive impact on the biodiversity and character of our rural areas.

10.0 Recommendation(S)

- 10.1 It is recommended that the Corporate Director BES in consultation with the BES Executive Members'
- i. Authorise commencement of trial options identified in section 4.4
 - ii. Approve the duration of the trials for three years and that updates on the effectiveness of the trials will be provided to future meetings of the Corporate Director BES and BES Executive Members
 - iii. Authorise officers to identify suitable trial locations in line with the points identified in section 4.6

BARRIE MASON
Assistant Director Highways and Transportation

Authors of Report; Heather Yendall and James Gilroy

Background Documents: None

Initial Summary of Rural Grass Cutting Options

Option	Option 1 - Reduce cut frequency
Summary	<p>Currently the cut frequency of verges in rural areas is 2 cuts per annum, however reducing this to a single cut would reduce expenditure and could promote an increase in biodiversity.</p> <p>Instead of following the existing model of an early and late seasonal cut, this would be replaced by a singular cut between August and September. Plantlife's recommended best code of practise for cutting is below;</p> <p>Start cutting as late as possible in the season, and cut the roads at lower altitude first, finishing with the roads verges on the higher land.</p> <p>Outside settlements cut vegetation within one swathe width of the carriageway edge along straight stretches. NB Neatness is not a priority – the verge that is left is a valuable habitat for wildlife and a valuable seed source.</p> <p>Where possible do not cut flowering plants, and plants which have yet to flower.</p>
Advantages	<p>Could reduce expenditure on facilitating and organising verge cutting.</p> <p>The biodiversity benefits include providing more time for plants to flower and seeds to settle. This will increase the diversity and quantity of wildlife.</p>
Disadvantages	<p>Verge height may become too great, which will greatly effect visibility distance on the highways.</p> <p>Could prevent pedestrians having a walkway where footways do not exist, and reduce the possibility for safe run off areas.</p>
Financial Impact	<p>Likely to be cost neutral or provide a reduction in costs.</p> <p>Normal cutting regime would continue for visibility and safety cuts, so areas where 1 cut implemented may need a separate cut out of sync with existing cutting regime.</p>

Option	Option 2 - Change cut timings
Summary	<p>The timings of verge cutting could be altered in an attempt to promote biodiversity. This includes either pushing back the first cut of the year to allow plant life to flower, or bringing it forward before plants flower.</p>
Advantages	<p>By altering the cut timings, it is possible to improve the biodiversity growth, by improving the amount of open soil for plant growth. In</p>

	<p>addition, the earlier cut would not disturb natural habitats such as nesting birds.</p>
Disadvantages	<p>There are significant difficulties that prevent changing the cutting periods. Mainly by cutting too early or late in the season, wetness can prevent cutting functionality. By October, the weather has most likely turned to a point where verges can't be cut as easily.</p> <p>Furthermore, bringing the first cut forward may be counterproductive, as the verge growth will be insignificant, therefore the cut will achieve very little.</p> <p>It also may have detrimental effects towards improved plant life, as the delayed second cut would allow a 'thatch' of dead vegetation to form over the soil preventing further growth. In fact, it just promotes more vigorous plant species that do not require open soil to grow, creating denser verge patterns.</p> <p>Grass verges are very sensitive to changes in management, therefore continuing to target the mid-July to September cutting window provides the best opportunity for a maximum diversity in species.</p>
Financial Impact	<p>Likely to be cost neutral or slight increase in costs.</p> <p>Potential increase in ad hoc cuts to manage excessive growth between cuts</p>

Option	Option 3 - Reduce width of swathe cut
Summary	<p>The current swathe cuts performed on category 2, 3a and 3b roads are between 2.4 and 3 meters. This cut width could be reduced down to 1 metre, especially on straighter, flatter extents.</p> <p>This could be a partial step, for example, the first cut could be 1 meter and the later cut in the year remain at 2.4 – 3 meters.</p>
Advantages	<p>The reduction of swathe width cut provides a happy medium, whereby visibility is still prioritised and a run off area is kept available for pedestrians, cyclists and horse riders, however biodiversity is maintained. Around 45% of natural flora are found on road verges, so reducing the extent of cuts will allow this wildlife and natural habitats to be preserved.</p> <p>Moreover, this step does not increase expenditure on verge cutting and will continue to keep the verge appearing well maintained, reducing levels of potential complaints.</p>
Disadvantages	<p>The main drawback to reduction in swathe cut width is the lack of run off area left for road users. People walking or riding alongside or on the carriageway may not be left with adequate room between them and the</p>

	<p>live traffic. Likewise, room for run off during breakdowns would be drastically limited. However, the width still cut should be adequate.</p> <p>In addition, the potential reduction in visibility caused to road users is a drawback. Reducing the width down to 1 meter would still provide adequate viewing distance for users in most areas, however for safety reasons the existing width should remain around junctions, tighter bends and other areas of significance.</p> <p>Moreover, by not cutting the verge further back the same negative effects to biodiversity could be caused as previously discussed in the document. Plantlife which doesn't need open soil to grow will flourish which may degrade the possibility of diverse plant life growing further back in the verge.</p>
Financial Impact	Cost Neutral

Option	Option 4 - Introduce new plant life
Summary	The introduction of new plant life into verges could help reduce growth rate of more invasive, fast growing grass species. Mainly the introduction of 'yellow rattle' is shown to have many positive effects. Also, the introduction of wild flowers can increase the biodiversity of a verge.
Advantages	<p>By planting 'yellow rattle' within the verge environments, it could result in a long-term reduction in need for verge management. This wild flower has three major benefits; it reduces grass growth by 60% meaning verge ways don't need to be cut as early or often, it opens up the grass sward allowing more room for other wild flowers to grow and it reduces the amount of cuttings for removal, if a cuttings removal strategy is implemented. There is a direct correlation between yellow rattle plant numbers and diversity of other flowers in grasslands.</p> <p>This plant has the potential to cause long-term benefits on verge management, moreover it could cause a positive influence on the other prospective strategies discussed.</p> <p>The addition of wild flowers is also a highly positive step for greatly improving the biodiversity of a verge, moreover it improves the aesthetic nature and suitability for living species.</p>
Disadvantages	A drawback is the unknown risks of what the introduction of a new wild flower could have on the existing environment. The introduction of any species has the potential to change an environment in a positive or negative way; any trials of introducing this species need to be conducted carefully.

	After consulting the ecology team at NYCC, a main drawback they believe is the difficulty of causing a new species to successfully implement itself into a new environment without fully stripping back the existing verge. The existing plant life in the verge will resist the addition of new species. This may increase difficulty of providing additional species to the environment.
Financial Impact	Additional costs to for planting and one off costs for verge clearance

Option	Option 5 - Removal of cuttings
Summary	This strategy option involves collecting the arising after verges are cut, hence allowing the reduction in growth rates of vegetation and allowing more diverse plant life the opportunity to grow.
Advantages	Decreasing soil fertility is a major strategy for the reduction of verge growth rates. By removing grass cuttings this fertility is greatly curbed, allowing the verges to be more easily managed. The removal of cuttings stops 'thatching' occurring, whereby open soil is covered preventing plant life germination. This practice would greatly increase the diversity of plant wildlife on the verges.
Disadvantages	The drawback that prevents the simple implementation of this method is cost. The necessary costing to remove vegetation after cutting could be 3-5 times the cost of cutting alone. Therefore, unless there is a functional way of carrying out this task without the additional cost, it will be very hard to implement, especially on a large scale.
Financial Impact	Significant cost increase

Option	Option 6 – More unique management
Summary	The introduction of more individual, specific approaches to verge management would act as a viable method to improve the biodiversity of verges, while also improving efficiency. By targeting different areas with different approaches, based on inspections and analysis, the most appropriate line of attack can be selected. Not all verges are equal, so should be treated in less general terms. Whilst this method would require an increase in resources to facilitate, it may improve the overall proficiency of measures carried out.
Advantages	By surveying the verges, a more in-depth knowledge of treatment methods can be gained. Depending on the grass type, climate conditions and soil type the way a verge grows and reacts to different management measures can be unique. This also allows verges that contain specialist species to be singled out, to prevent rarer wildlife being managed inappropriately. For example, the

	ecology team could identify these areas of special interest and could get them marked out on the sites.
Disadvantages	The main drawback for following this option is the increased level of surveying and analysis that would have to occur. This additional work may be difficult to produce in an efficient time span or at a reasonable cost.
Financial Impact	Dependent upon measures taken forward. May be possible to not cut specific areas and work with other stakeholders (National Parks, environmental groups, etc to implement alternate treatments)

Equality Impact Assessment Screening Form

Equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	BES		
Service area	H&T		
Proposal being screened	Rural Grass Cutting Trials		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	To seek authorisation for a series of rural grass cutting trials across the County, which differ to the current rural grass cutting policy. This is in the interests of improving biodiversity on highway verges and to potentially achieve further cost savings in the future with reduced cut frequencies and/or extents.		
Why are you proposing this? What are the desired outcomes?	To establish if changing rural grass cutting treatments can enhance biodiversity in highway verges and potentially reduce grass cutting costs.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	

Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	<p>The proposal seeks to establish the effectiveness of varying rural grass cutting options to enable a more informed decision in the future, regarding our highway grass cutting policy.</p> <p>Should a change be proposed to the grass cutting policy following these trials, an EIA Screening form will be completed.</p>		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	14/04/21		

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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Rural Grass Cutting Trials
Brief description of proposal	To seek authorisation for a series of rural grass cutting trials across the County, which differ to the current rural grass cutting policy. This is in the interests of improving biodiversity on highway verges and to potentially achieve further cost savings in the future with reduced cut frequencies and/or extents
Directorate	BES
Service area	Highways and Transportation
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	07.04.2021

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.

The only other option considered was to do nothing retain the existing grass cutting policy

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.

We anticipate that the proposals will be cost neutral or provide a cost saving

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>x</p>				
	<p>Emissions from construction</p>	<p>x</p>				
	<p>Emissions from</p>	<p>x</p>				

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>Page 46</p>	<p>running of buildings</p>						
	<p>Other</p>		<p>x</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>x</p>					
<p>Reduce water consumption</p>		<p>x</p>					
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>x</p>					
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>x</p>					

APPENDIX C

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>Enhance conservation and wildlife</p>	x			<p>Help to improve the biodiversity of highway verges in North Yorkshire</p>		<p>Feedback from the trials will help to inform the future wider grass cutting policy in North Yorkshire</p>
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	x			<p>Help to improve the biodiversity of highway verges in North Yorkshire</p> <p>Help to ensure the special quality of some highway verges ins maintained and enhanced.</p> <p>Enhance the local natural environment and characteristics of the or our rural areas.</p>		<p>Feedback from the trials will help to inform the future wider grass cutting policy in North Yorkshire</p>
<p>Other (please state below)</p>		x				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

The trial treatments are based on guidance form Plantlife.

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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.

We anticipate a positive impact on biodiversity and character of the local area as a result of the grass cutting trials.

Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	BES
Signature	J Gilroy
Completion date	07.04.2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 14/04/21

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 April 2021

Skid Resistance Investigatory Levels

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To seek authorisation to update the skid resistance investigatory levels on the County's Category 2, 3a and 3b carriageway network.

2.0 Background

- 2.1 The maintenance of adequate levels of skidding resistance on carriageways is an important aspect of highway maintenance given it contributes significantly to the safe usage of the network.
- 2.2 The existing Skid Resistance Policy was developed in 2006 and subsequently updated in October 2017. This policy was established in line with the Design Manual for Roads and Bridges (DMRB) note HD28/04 - the standard for Skidding Resistance on the National Strategic Road Network (Trunk Roads and Motorways). This standard was removed in 2015 and has been superseded in the DMRB by document [CS228](#), outlining the standards for skid resistance. As with all documents within the DMRB, the standards outlined are based on Motorways and All Purpose Trunk Roads. However they provide a useful reference point from which Local Highway Authorities can develop appropriate local policies and standards.
- 2.3 In order to measure skid resistance of the network a SCRIM* survey (Sideways Force Coefficient Routine Investigation Machine – Industry Standard skid resistance survey) is used. SCRIM surveys are carried out annually in each direction on all Cat 2, 3a and 3b roads (a length of about, 2184km or about 25% of the total NYCC network length). This coverage includes all the A roads in the County.

3.0 Investigatory Levels

- 3.1 The requirements for skidding resistance vary across the network, dependent upon local factors, surface characteristics and the road geometry. As such, sites are categorised based on their characteristics into a site category. Each site category is then assigned an investigatory level (IL).
- 3.2 ILs are a pre-defined limit of minimum acceptable skid resistance. SCRIM measurements greater than the limit are considered satisfactory, while those equal to or less than the limit will trigger further investigation in line with the existing NYCC skid resistance policy.
- 3.3 An IL must be assigned to every part of the surveyed network by selecting an appropriate Site Category and associated IL.

- 3.4 A recommendation within CS228 states that “A procedure shall be put in place for reviewing the IL at least every three years”. The three yearly reviews only determine that the Site Category is appropriate and is generally completed using video and GIS based data. The NYCC network requires an update of site categories and ILs to ensure that they remain relevant. Informal reviews of the ILs and site categories have been carried out, however there is a need to carry a full formal review.
- 3.5 It is proposed to review the existing Site Category ILs to ensure that they are in line with those outlined within CS228. Using collated network information and survey data, the appropriate site category and associated IL would then be allocated to individual 10m lengths of the Cat2,3a and 3b network. Given changes to the network since the adoption of the skid resistance policy, we are seeking to ensure that site categories and associated ILs have been amended to reflect new road layouts and infrastructure, for example new junctions, speed limit changes, new pedestrian crossings etc.
- 3.6 It is proposed to carry out this review of ILs ahead of the 2021 surveying season to allow for collated results in 2021 to be compared against updated site category and IL data. The revised IL and site category information would then feed in to a wider review of the NYCC Skid Resistance Strategy.

4.0 Existing IL Information

- 4.1 The site category and IL thresholds were established in 2006 when the existing skid resistance policy was introduced as part of the Highway Maintenance Plan. See table below illustrating the existing ILs:

Site Category	Situation	SCRIM CSC/Grip Number Investigatory Levels at 50km/hr							
		0.30 0.35	0.35 0.41	0.40 0.47	0.45 0.53	0.50 0.59	0.55 0.65	0.60 0.71	0.65 0.76
A	Motorway								
B	Dual Carriageway non-event								
C	Single Carriageway non-event								
Q	Approaches to and across minor/major junctions, approaches to roundabouts								
K	Approaches to pedestrian crossings and other high risk situations								
R	Roundabout								
G1	Gradient 5–10% longer than 50m								
G2	Gradient > 10% longer than 50m								
S1	Bend radius <500m Dual Carriageway								
S2	Bend radius <500m Single Carriageway								

5.0 Revised Investigatory Levels

5.1 It is proposed that the following ILs, which are in line with CS228, are adopted by NYCC. They are consistent with the approach taken by other local highway authorities. These proposals have been prepared by NYCC officers alongside our network-surveying contractor (Perfect Circle) and have been reviewed against information prepared by WSP.

Site Category	Definition	Investigatory Level					
		0.30	0.35	0.40	0.45	0.50	0.55
A	Motorway						
BR	Non-event carriageway with one-way traffic						
BU							
CR	Non- event carriageway with two-way traffic						
CU							
QR	Approaches to and across minor and major junctions, approaches to roundabouts and traffic signals						
QU							
KR	Approaches to pedestrian crossings and other high-risk situations						
KU							
KS	Extents of school warning signs*						
RR	Roundabout						
RU							
G1R	Gradient 5-10%, longer than 50m						
G1U							
G2R	Gradient >10%, longer than 50m						
G2U							
S1R	Bend radius <500m – carriageway with one-way traffic						
S1U							
S2R	Bend radius <500m – carriageway with two-way traffic						
S2U							

Note - Sites with R = Rural (speed limit greater than 40mph). Sites with U = Urban (speed limit 40mph or lower)

*School warning signs is a proposed new category

- 5.2 The main differences from the existing ILs, is that site categories are split into Urban/Rural sub categories to differentiate between speed limits above or below 40mph. Rural (R) carry a higher investigatory level in all site categories. Approach lengths for site categories Q and K to be 50m.
- 5.3 If more than one site category is appropriate, then the site category with the highest recommended IL will be selected. If the highest recommended IL for the site categories are the same, then the category highest up the table shall be selected (A being the highest on the table and S2 the lowest).
- 5.4 An additional sub category for parts of the network within the extent of school warning signs is also proposed. This an enhancement of the existing ILs and brings routes close to schools in line with the IL for pedestrian crossing approaches on urban roads.

- 5.5 This proposed approach is easier to understand and provides a clear distinction between site categories and urban / rural roads within the same site category, reflecting the increased skid risk associated with increased vehicle speeds.
- 5.6 In line with the existing Skid Resistance Policy updated in 2017, following a site investigation, it may be necessary to amend the IL at a specific location. Should this be needed, a plan of the specific location alongside the proposed amendment as part of the site investigation recommendation will be supplied to our SCRIM contractor for them to update the IL to the specified level.

6.0 Financial Implications

- 6.1 There is an additional cost of £54K to carry out the IL review. It is proposed that this is funded from the existing network condition survey budget in 2021/22 and the additional cost is managed as part of the wider programme management process.
- 6.2 By carrying out a full review in 2021/22, subsequent three yearly reviews of the IL network will be less onerous and as a result will be delivered at a lower cost.

7.0 Equalities Implications

- 7.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendations. Officers consider that there are no adverse impacts arising from the recommendations in this report.
- 7.2 A copy of the 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix A.

8.0 Legal Implications

- 8.1 The County Council, in its capacity as the Local Highway Authority, Street Authority and Local Traffic Authority must act in accordance with a wide range of statutory powers and duties imposed by legislation.
- 8.2 The proposed amendments to the Skid resistance policy have been developed in line with the relevant legislation such as the Highways Act 1980, the New Roads and Street Works Act 1991, the Road Traffic Regulation Act 1984, the Transport Act 2000, the Traffic Management Act 2004 and the Flood and Water Management Act 2010.

9.0 Climate Change Implications

- 9.1 A climate change impact assessment has been carried out, see Appendix C. We do not envisage any climate change impacts as a result of the recommendations to this report.

10.0 Recommendation(S)

- 10.1 It is recommended that the Corporate Director BES in consultation with the BES Executive Members:
 - i. Approve the revised Skid Resistance Investigatory Levels in line with DMRB guidance note CS228
 - ii. Approve addition of an additional site category for parts of the network within the extent of school warning signs

BARRIE MASON
Assistant Direct Highways and Transportation

Author of Report; James Gilroy

Background Documents: CS228 Skidding Resistance – Standards for Highways - [50d43081-9726-41e8-9835-9cd55760ad9e \(standardsforhighways.co.uk\)](#)

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	Business and Environmental Services		
Service area	Highways & Transportation		
Proposal being screened	Skid Resistance Procedure		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	Revise North Yorkshire's skid resistance investigatory Levels,		
Why are you proposing this? What are the desired outcomes?	To bring the skid resistance investigatory levels on the category 2,3a,3b road network in line with the latest national standards		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or North Yorkshire County Council's additional agreed characteristic			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
North Yorkshire County Council additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known	No, the proposals do not negatively affect any groups of people.		

inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.				
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No, the proposals have no effect on how other organisations work.			
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	The proposals will ensure North Yorkshire County Council maintains a consistent and auditable approach to strategic asset management in line with current Codes of Practice.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	14/04/21			

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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Skid Resistance Investigatory Levels
Brief description of proposal	To seek authorisation to update the skid resistance investigatory levels on the County's Category2, 3a and 3b carriageway network.
Directorate	BES
Service area	Highways and Transportation
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	07.04.2021

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.
 No other options were considered

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.

There will be an increase in expenditure in 2021/22 of £54k to ensure that all parts of the Cat 2, 3a and 3b network have skid resistance investigatory levels in line with national standards.

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>x</p>				
	<p>Emissions from construction</p>	<p>x</p>				
	<p>Emissions from</p>	<p>x</p>				

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>Page 58</p>	<p>running of buildings</p>						
	<p>Other</p>		<p>x</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>x</p>					
<p>Reduce water consumption</p>		<p>x</p>					
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>x</p>					
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>x</p>					

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X				
<p>Other (please state below)</p>		x				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

No

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.

We do not anticipate any impacts on climate impact change from this proposal

Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	BES
Signature	J Gilroy
Completion date	07.04.2021

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

Date: 14/04/21

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 April 2021

Sleegill (Richmond) – Waiting Restrictions

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

1.1 The purpose of this report is to advise the Corporate Director Business and Environmental Services (BES) and the BES Executive Members of the outcome of the public consultation and statutory advertisement which took place with regard to this proposal and to ask for a decision to be made as to whether or not the proposed Waiting Restrictions should be introduced.

1.2 A decision from the Corporate Director BES and the BES Executive Members is sought regarding the proposed Recommendation outlined in this report.

2.0 Background

2.1 Your officers have been made aware of an ongoing issue with the parking of vehicles on Sleegill in Richmond which is the section of road leading south eastwards out of the town to the south of the river.

2.2 The parking of vehicles at the location in question has been observed to cause problems for the free flow of traffic and occurs mainly during peak holiday periods and on bank holidays when there is an overspill from the parking facilities in the town centre and also when there is a match at the adjacent football ground. Many of the vehicles parked at the location in question are left partly on the footway adjacent to the carriageway which in turn causes problems for pedestrians.

2.3 A site meeting was held with the local County Councillor in order to agree the limits of the proposal which is as shown on the map provided as Appendix A.

3.0 Consultation

3.1 The proposal has been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (TRO) was advertised for public comment in the local press, published on North Yorkshire County Council's website and by means of a Legal Notice placed on street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.

3.2 A copy of the accompanying 'Statement Of Reasons' which accompanied the details of the proposal is provided with this report as Appendix B.

3.3 At the conclusion of the consultation and public advertisement stages, a number of comments both in support of the proposal and objecting to the proposal had been received. These are summarised in Appendix C along with officer comments.

3.4 Members will note that as a result of one of the objections which was received, the proposed scheme has been amended so as to allow the parking of vehicles on a particular short section of Highway Verge. The amended proposal is as shown on the map provided with this report as Appendix D.

4.0 Officer Comments

4.1 Officers have considered each of the responses received and have summarised those responses along with an officer comment as Appendix C for consideration

4.2 It is considered that the introduction of the proposed waiting restrictions as amended in line with the details shown on the map provided with this report as Appendix D will assist in addressing the road safety concerns observed at the location in question.

4.3 The proposed measures will also enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise its functions as road traffic authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network.

5.0 Financial Implications

5.1 The funding for the Order and the works is to be met from the Elected Members Locality Budget and has been transferred to the Area 1 Signs, Lines and TROs budget for 2021/22.

6.0 Equalities Implications

6.1 An initial equality and impact assessment screening form has been completed for the proposed waiting restrictions and a copy is provided with this report as Appendix E.

7.0 Legal Implications

7.1 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014.

7.2 The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Constituency Committee is changed to a consultative role on 'wide area impact TROs'. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members.

7.3 The new decision making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A 'wide area impact TRO' is classed as a proposal satisfying all of the three criteria set out below:

- The proposal affects more than one street or road and;
- The proposal affects more than one community and;
- The proposal is located within the ward of more than one County Councillor.

7.4 The proposed TRO for Sleegill has not been classed as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.

- 7.5 In the event that the BES Executive Members and BES Corporate Director resolves to follow the Recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the County Council will be required to make the relevant Traffic Regulation Orders (with or without modifications) and publish a notice of making the Orders in the local press before the Order comes into operation. The County Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 7.6 In accordance with the protocol for BES Executive Member reports, the Local Member will be provided with a copy of this report and be invited to the meeting on 23 April 2021
- 7.7 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 7.8 In recommending the implementation of the proposed TRO, officers consider that it will enable the County Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004, as detailed in Paragraph 4.2 and 4.3 of this report.

8.0 Climate Change

- 8.1 A climate change impact assessment has been carried out, see Appendix F. The impact of any changes to the waiting restrictions will be minimal at first due to vehicles that used to parking in the area will need to find alternatives, but once implemented for a period of time this will no longer take place as the restrictions will be acknowledged and the expectation to park in this location will no longer exist

9.0 Recommendations

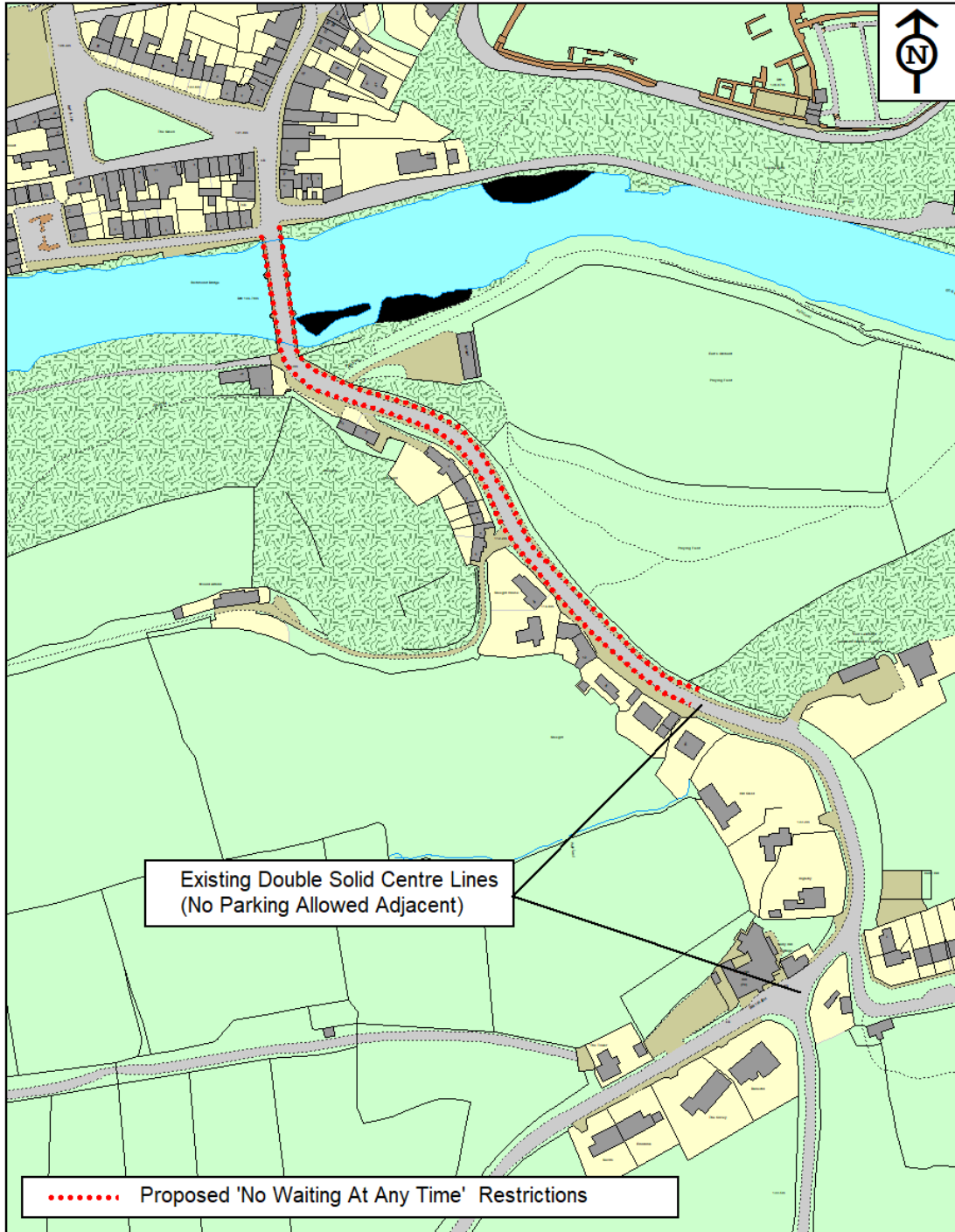
- 9.1 It is recommended that:
- i. The proposal to implement 'No Waiting At Any Time' restrictions as outlined in Appendix D under the delegated authority of the Corporate Director, BES, is approved.
 - ii. That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order to give effect to the proposed 'No Waiting At Any Time' restrictions as identified in Appendix D, (subject to the amendments and recommendations approved by the Corporate Director (BES) in consultation with the BES Executive Members in light of the objections received) and that the objectors are notified within 14 days of the Order being made.

BARRIE MASON
Assistant Director – Highways & Transportation


Author of Report: Ian Beighton

Background Documents: None

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..... Proposed 'No Waiting At Any Time' Restrictions

 <p>North Yorkshire County Council Business & Environmental Services Corporate Director: David Bowe Highways North Yorkshire Assistant Director : Barrie Mason, Highways</p>	Project:- Proposed Waiting Restrictions			
	Drawing Title:- Sleegill - Richmond			
Area 1 Richmond	Drawn By:- I Beighton	Date:- 9 July 2020	Scale 1:2215	Drawing No.:- A1.811 (a)

PROPOSED INTRODUCTION OF WAITING RESTRICTIONS
BRIDGE STREET / SLEEGILL, RICHMOND

STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER

LEGAL POWERS AND DUTIES

Under Section 1(1) of the Road Traffic Regulation Act 1984 the County Council, as traffic authority for North Yorkshire, has powers to make a Traffic Regulation Order (TRO) where it appears expedient to make it on one or more of the following grounds:-

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- b) for preventing damage to the road or to any building on or near the road, or
- c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- f) for preserving or improving the amenities of the area through which the road runs; or
- g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality).

Section 122(1) of the Road Traffic Regulation Act 1984 also provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

REASONS FOR MAKING THE ORDER

The County Council considers that it is expedient to make this TRO on grounds (a) (c) and (f) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:-

Location(s) of Proposed Order

The proposal seeks to introduce a 'No Waiting At Any Time' restriction on part of Bridge Street and Sleegill.

The proposed restriction is believed necessary in order to discourage indiscriminate parking at the location which is near to various areas of public open space. This parking can cause problems for the free flow of traffic and obstruction to the adjacent footways.

The proposal is as illustrated on Plan A1.811 (a).

Traffic Officer - Ian Beighton (Area 1 Highways)

CONSIDERATION OF OBJECTIONS

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all of the three criteria set out below:

- The proposal affects more than one street or road and,
- The proposal affects more than one community and,
- The proposal is located within the ward of more than one County Councillor

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

Results Of Consultation On Proposed Waiting Restrictions - Sleegill, Richmond

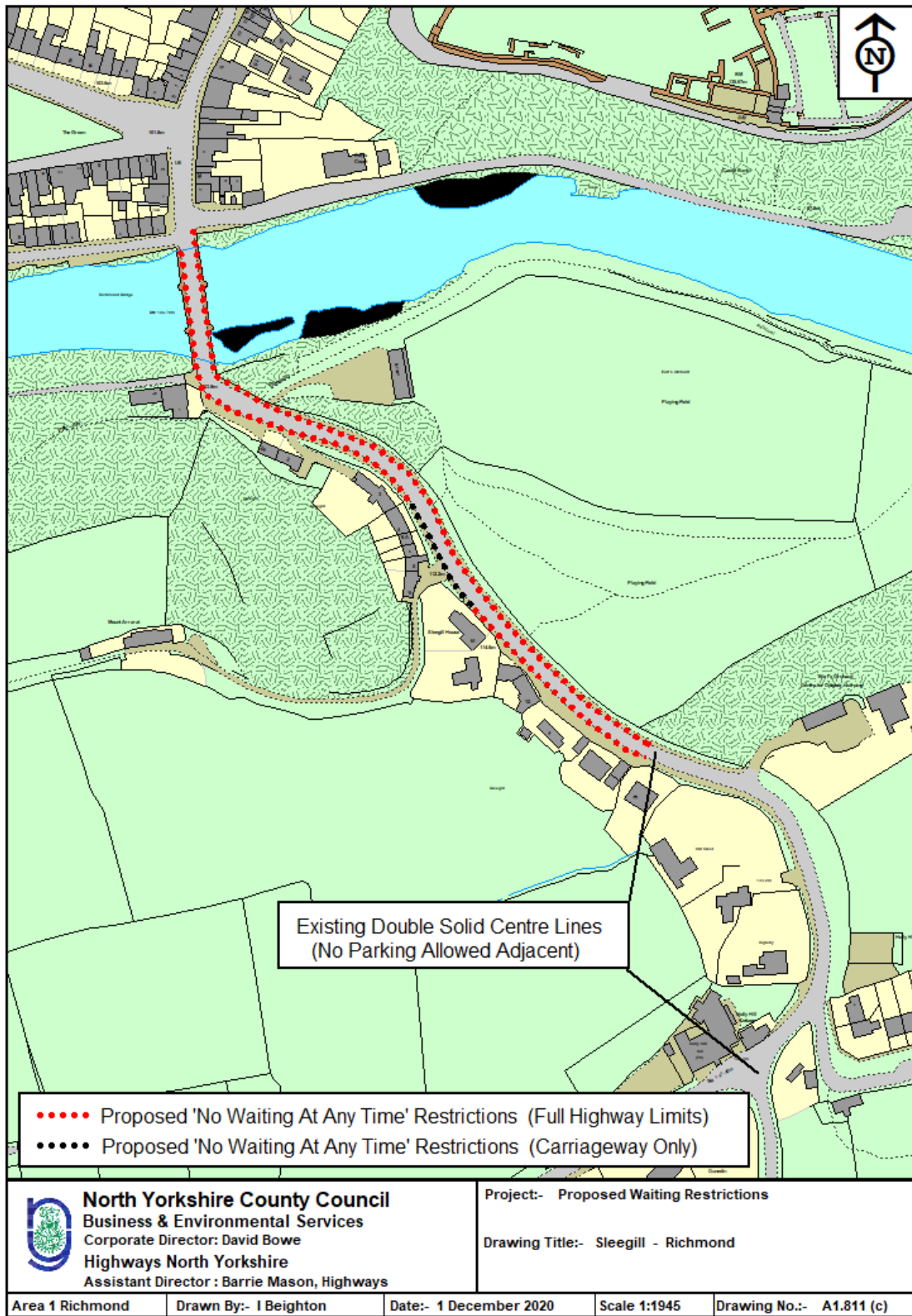
Schedule Of Responses In Support Of Proposal

<u>Consultee</u>	<u>Consultee Comment</u>	<u>Officer Comment</u>
-	-	-
County Councillor Grant	In Support	Noted
Richmond Town Council	In Support	Noted
NYCC Passenger Transport	In Support	Noted
Resident 1	In Support	Noted
Resident 2	In Support	Noted
Resident 3	In Support	Noted
Resident 4	In Support	Noted
Resident 5	In Support	Noted
Resident 6	Proposal is welcomed to restrict inconsiderate and at times dangerous parking along Sleegill	Noted

Results Of Consultation On Proposed Waiting Restrictions - Slegill, RichmondSchedule Of Responses Not In Support Of Proposal

<u>Consultee</u>	<u>Consultee Comment</u>	<u>Officer Comment</u>
Resident 1	The only times that the need for Waiting Restrictions has been noted is on Richmond Football Club match days and during two recent illegal raves at Richmond Falls	Noted
	If the Waiting Restrictions are to be introduced then does not want corresponding signs and posts at the edge of the road or unsightly urban double yellow lines	There would be no requirement for any additional signs or posts to be provided. Double yellow lines would however need to be provided in order to give legal effect to the restrictions. These would be of a narrower style than those ordinarily used being 50 mm in width rather than the usual 100 mm
Resident 2	Parks on the carriageway adjacent to their property for short periods of time on occasions	The area immediately adjacent to the property in question is not appropriate for parking being adjacent to a bend in the road
	Suggests limiting on-street parking to a short period of time	The proposal seeks to remove instances of inappropriate parking so allowing short term parking would not be acceptable
	Temporary measures to prevent parking were introduced during the summer of 2020 but these weren't enforced.	This is a matter for the enforcement team. Should the permanent restrictions be introduced it is however expected that they will be enforced in line with other similar restrictions in the town
	The proposal seeks to address issues which are prevalent for short periods of time and the use of temporary restrictions as when there is a football match would be a better alternative. There is no justification for permanent restrictions.	The use of temporary restrictions is unduly demanding in terms of staff time and the loss of cones / barriers which are prone to vandalism
	The proposal would change the character of the area making it appear more urban	No new signs or posts would be required and any double yellow lines placed would be of a narrower style than those ordinarily used
Resident 3	The property is used as a holiday let and guests rely on being able to park a car on the Highway Verge either adjacent to or opposite the property. The proposal would prohibit this.	The proposal has been amended to allow this parking to continue on the Highway Verge immediately adjacent to the property but not on the opposite side of the road. The revised proposal is as shown on the map provided as Appendix D
	Parking at the location only takes place when there is a football match with cars parked on the verges with a couple of wheels in the carriageway which doesn't hinder passing traffic.	The parked cars are partly on the footway which causes issues for pedestrians
	The proposal is out of proportion to the perceived problem and temporary measures on match days may be better	The use of temporary restrictions is unduly demanding in terms of staff time and the loss of cones / barriers which are prone to vandalism

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Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	BES		
Service area	H&T		
Proposal being screened	Sleegill (Richmond) Waiting Restrictions		
Officer(s) carrying out screening	Neil Linfoot		
What are you proposing to do?	Introduce waiting restrictions along the above named road to address parking concerns		
Why are you proposing this? What are the desired outcomes?	Residents and 3 rd parties have requested waiting restrictions to address the parking concerns		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	

Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No impact		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The proposed waiting restrictions will have no negative impact on people with protected characteristics (or NYCCs additional characteristics) and will enable the County Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	14/04/21		



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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Proposed Introduction of Waiting Restrictions – Sleegill, Richmond
Brief description of proposal	Introduction of waiting restrictions on a bank to remove the parking which causes concerns during busy periods for people travelling in both directions
Directorate	Business and Environmental Services
Service area	Highways and Transportation
Lead officer	Neil Linfoot
Names and roles of other people involved in carrying out the impact assessment	Ian Beighton
Date impact assessment started	05/04/21

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.

Limited waiting and waiting restrictions for certain times of the year were investigated but this would have required associated signage and the concern is not restricted to any one part of the year

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 implementation costs are to be met from the Elected Members Locality Budget, but the long term impact is that the road markings will need to be refreshed at certain points throughout the lifetime of the Order. This will be undertaken within current programmes and the overall impact will be minimal

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APPENDIX F

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X			<p>Initially this may have an impact as people who normally park here will need to find elsewhere to park, but once they are aware of the restrictions will not return to park in this location</p>		
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Other		X				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X					
<p>Reduce water consumption</p>		X					

APPENDIX F

<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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 pollution (including air, land, water, light and noise)</p>		X				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X				
<p>Other (please state below)</p>		X				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

The works will comply with the Traffic Signs Regulations and General Directions 2016 and in addition will utilise primrose yellow paint which is identified for use in conservation areas

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 proposals will be utilised to address a safety concern raised by residents and also the travelling public and other bodies. The residents have other locations to park cars and currently do not park on the carriageway so will have no impact on the current situation for them

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Sign off section

This climate change impact assessment was completed by:

Name	Neil Linfoot
Job title	Improvement Manager
Service area	Highways and Transportation
Directorate	Business and Environmental
Signature	<i>N Linfoot</i>
Completion date	08/04/21

Authorised by relevant Assistant Director (signature):Barrie Mason

Date: 14/04/21

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 April 2021

Harrogate Smart Parking – Update and Procurement

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 The purpose of this report is:
to provide a final update on the performance of the Smart Parking trial;
to outline core elements of the Business Case (pended as supplemental information) reviewed and agreed by BES Management Team on 08 March and to seek approval to continue smart parking services in the Harrogate area, and for HBC to commence a procurement process on behalf of NYCC and HBC.

2.0 Background

- 2.1 On 20 April 2018, the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members approved an 18-month pilot of smart parking in Harrogate Town in partnership with Harrogate Borough Council (HBC).
- 2.2 The 18-month pilot went live on 28 January 2019, at which Harrogate was the first town/city in the UK to have an end-to-end smart parking system (encompassing bay occupancy identification/navigation and 'one click' payments).
- 2.3 In February 2020, a proposal was brought forward to the Corporate Director of BES and BES Executive Members requesting a 12-month extension to the trial (to 28 July 2021).
- 2.4 The extension aimed to provide the local authorities with the opportunity to fully develop/evaluate a business case for a longer term smart parking solution in the District. This extension also provided additional time to undertake a meaningful trial of the delayed barrier solution for Jubilee/Victoria Multi Story Car Parks and imminent product developments. Whilst the barrier solution is not an on-street matter it was recognised that the improved off-street offer could have positive traffic management benefits in accordance with the strategic approach to parking management.
- 2.5 The extension was agreed and in September 2020, a Project Manager was allocated to the project with a range of objectives including:
- To determine the success of the pilot by maximising the use of the data to capture the full benefit of having the solution in place.
 - To capture all of the benefits for both Councils.
 - To capture and understand (Mitigating where necessary.) the risks of keeping and ceasing use of the solution.
 - To provide key stakeholders in both NYCC and HBC, including Elected Members with sufficient detail in terms of benefits to enable a decision to be taken on how to proceed.

- To agree the next steps in terms of continuation with a SMART Parking solution, whether to consider other options with a possible countywide solution.
- To identify and agree sufficient resource capacity is available from both Council's to achieve a successful outcome to this project.
- To deliver the project before the current pilot extension expires (July 2021).

2.6 A joint project team was established with Officers from NYCC (Technology & Change and Highways and Transportation Services) and HBC (from Parking Services & Economic Development Teams) to undertake an analysis of the parking trial and support the delivery of the project's objectives.

2.7 This project team reported to the Smart Harrogate Board, which has joint senior officer membership across both NYCC and HBC.

3.0 Smart Parking Trial

3.1 The Smart Parking Pilot provided the opportunity to gather data and insight across both on-street (using the App and on-street sensors) and off-street parking (using the sensors, the integrated barrier solution and payments via app).

3.2 Over 2,200 sensors were deployed across on-street and off-street parking locations with over 14,500 users of the solution to the end of August 2020 (146k parking sessions).

3.3 The table below outlines a selection of supporting KPIs captured over the life of the pilot to the end of August 2020 (date of analysis).

KPI	Performance
Average spend for on-street smart parking sessions compared to Pay & Display sessions	12.8% or £0.25 higher spend on average per session
Average spend for off-street smart parking sessions compared to Pay & Display sessions	19.8% or £0.50 higher spend on average per session
Duration of average on-street smart parking stays compared to Pay & Display average stays	7.2 mins longer on average per session
Duration of average off-street smart parking stays compared to Pay & Display average stays	49.2 mins longer on average per session
% of respondents who prefer smart parking to Pay & Display	93%
% of respondents who say smart parking saved them time	83%
% of respondents who say smart parking reduced stress levels	83%

3.4 The parking pilot was also recognised by the British Parking Association and the Department for Transport and has won two National Awards.

3.5 Using information gathered during the smart parking pilot, a detailed review of the data generated, feedback and response to the solution and its impact on service delivery was undertaken. The Smart Harrogate Project Team proposed that the pilot to be a success, and that work to explore a continued smart parking solution was recommended.

- 3.6 The Smart Harrogate Board endorsed the success of the trial and agreed a 9-month plan of work which included:
- A Request For Information (RFI) soft market testing exercise to understand the “art of the possible” in smart parking technology in the market
 - Development of a business case including pertinent risk assessments and other considerations
 - All to be delivered to ensure (if applicable) to ensure the continuity of smart parking solution is maintained

4.0 Continuation of Smart Parking

- 4.1 Building on the benefits outlined above, the Business Case outlined three measurable primary benefits that demonstrated the viability for the continuation of Smart Parking provision (outlined below):

No.	Benefit Description	Benefit Measure	Baseline Actual Measure	Actions Required to Achieve Measures	Planned Benefit Delivery Date
1	Additional User spend anticipated from parking sessions paid for through App	Average spend through smart parking app vs pay & display machines (targeting 7.5% utilisation)	25p on average greater spend through app	Marketing and engagement activity will accompany the renewal of the contract	Ongoing
2	Reduced transaction costs to the authority	An increase in the number of parking sessions paid for by the App vs Pay & Display machines (increased utilisation) as this will demonstrate a reduction in Council costs associated with P&D machines	8.1% on-street transactions	Marketing and engagement activity will accompany the renewal of the contract	Ongoing
3	Improved customer experience	Increasing levels of customer satisfaction for visitors to Harrogate Town Centre across a range of metrics	A baseline of 84.75% satisfaction (against 4 questions outlined in FBC) was captured during the pilot. A new baseline may be required.	An increase in utilisation of the app should lead to increased levels of satisfaction and a greater sample size to use to demonstrate the achievement of this benefit.	Ongoing

- 4.3 During the smart parking trial, the average utilisation of the app was 8.1% for on-street parking transactions and 5.4% for off-street parking transactions.

5.0 Market Engagement & Procurement

- 5.1 Although the solution provided by supplier A was seen as being innovative when first put in place in early 2019, it was important to ensure the project team explored other solutions currently available in the sector.
- 5.2 A RFI (Request For Information) was published on YORtender for a three-week period and notifications were placed through the British Parking Association (BPA) to ensure there were a range representative set of response submissions. The aim was to understand “the art of the possible” in terms of what solutions (and indicative costs) were available in the market to meet a set of benefits associated with having a

smart parking solution. The exercise would support the development of the Council's requirements for procurement.

- 5.3 16 responses were received, from which six suppliers were identified as proposing solutions that could meet the outcomes outlined in the RFI and were invited to present to the joint HBC/NYCC project team.
- 5.4 Key findings from engagement with the market:
- Most solutions presented were predicated on hardware (i.e. sensors/camera)
 - Hardware was the largest element of cost for any of the proposed solutions (based on information provided in the RFI responses)
 - Sector has developed since initial pilot proposal but is still in its' infancy
 - Many suppliers were still in development / pilot phases with other local authorities and were not fully tested, market ready solutions.
 - Machine learning / AI "predictive availability" early in development
 - Many suppliers were either Software or Hardware based and required partnerships with other suppliers to enable the delivery of a complete solution.
 - Hardware was required to meet the requirement for actual/live parking availability
 - There did not seem to be any significant benefits from moving to a new hardware solution at this time.

6.0 Recommended Option

- 6.1 The existing sensors (secured at no charge to the Councils as part of the smart parking trial) installed have an estimated life expectancy of 10 years, meaning that if the sensors were to be removed, there would be a loss of potential benefit to be derived from an insitu asset.
- 6.2 There is also a long-term ambition to explore the potential for a scalable solution, which could be utilised more widely than the existing geographical area. The Local Government Review (LGR) process causes uncertainty over the long-term geographical requirements for a long-term solution.
- 6.3 Following an options appraisal, the project team considered the best value approach to extending smart parking provision was to appoint a software supplier that can utilise the existing hardware on a short-term basis so as to take advantage of remaining sensor lifespan. This would also allow for any larger-scale review, procurement and deployment following LGR.
- 6.4 Options for appointing a supplier included a bid process, the Spark Dynamic Purchasing System or the G-Cloud 12 Framework. A desk-based evaluation of the G-Cloud framework identified a single supplier that was able to meet the LAs requirements for a Software as a Service (SaaS) based license utilising the existing hardware at relatively low cost.
- 6.5 This option delivers the project objectives whilst also:
- Securing a new short term (2 + 1 + 1 Year contract) that will utilise existing hardware.
 - Providing best value through utilisation of existing hardware for the duration of the estimated lifespan
 - Enabling HBC/NYCC to continue gathering data from smart parking provision to continue to inform parking, transport and traffic management strategy

- Managing reputational risk of not continuing the provisions of a smart parking solution
- Providing time for the smart parking industry to further develop both hardware and software solutions
- Buying time to conclude the outcome of LGR. This will ensure that any long-term solution with a wider geographical coverage is chosen based on the outcome of LGR.

7.0 Contracting Arrangements

7.1 HBC currently manage on-street parking (including the contracting for on-street pay and display machines) on behalf of NYCC. As the G-Cloud framework does not facilitate a tripartite approach to contracting (a tripartite contract was utilised for the trial period), it was decided that HBC would be the Contracting Authority for the procurement process and enter into the agreement with the new supplier and a Collaborative agreement would be put into place between HBC and NYCC. This would mirror the existing parking management relationship in place between both organisations.

7.2 Performance indicators and targets will be established for the smart parking solution, however initial efforts will focus on increasing uptake as people return to Harrogate Town in 2021. Other applications HBC have identified to be explored include deployment in mobility hubs and retailer/BID involvement.

8.0 Governance

8.1 A Final Business Case was taken to BES Management Team on 08 March, providing authorisation:

- To split the costs associated with the smart parking solution with HBC
- For HBC to be the contracting authority

8.2 HBC Cabinet are considering a report on 28 April requesting authorisation to enter into the arrangements outlined above.

9.0 Conclusions

9.1 Smart parking is more convenient for the customer, increases dwell time in Harrogate Town Centre and enhances its offer. Furthermore, the data/insight supports strategic and operational decision-making.

9.2 The analysis outlined above and within the Business Case demonstrates the benefits to both the Councils (HBC and NYCC), and those choosing to park in Harrogate Town Centre.

9.3 The recommended option to put in place a smart parking provision on a medium-term basis (2-4 years) maintains delivery of the identified benefits and enables planning for a longer-term, scalable solution when uncertainty relating to LGR is removed.

10.0 Equalities Implications

10.1 An Equality Impact Assessment was undertaken with no negative impacts identified the assessment is included as Appendix A to this report.

11.0 Climate Change Implications

- 11.1 The impact assessment identified that there are a number of positive environmental, resident/visitor and economic impacts of maintaining and building upon the smart parking solution within the Harrogate Town Centre.
- 11.2 These include:
- A reduction in carbon emissions and improved air quality due to less time and distance travelled searching for a parking space
 - Provides a foundation for future “smart” solutions that could evolve to include things like improved public transport, air quality monitoring etc...
 - With the growth in Electric Vehicle infrastructure (e.g. charging points), a smart parking solution provides a foundation to potentially include future developments such as charger maps and navigation, booking and payment via an app.
 - The solution will provide valuable data to NYCC to support the development of traffic management strategies and decision-making, aiming to reduce congestion in the Harrogate area.
- 11.3 This smart parking solution may provide a foundation to build upon in future that could reap further environmental benefits, which support the Council’s ambition to become Carbon neutral by 2030 the assessment is included as Appendix B to this report.

12.0 Data Protection Implications

- 12.1 A full DPIA was undertaken using information relating to the smart parking provider by NYCC. A full Privacy Impact Assessment has also been undertaken by HBC, and HBC have obtained a Cyber Essentials certificate of assurance.

13.0 Financial Implications

- 13.1 The financial impact of implementing the recommended option is an annual cost of £18k, year 1 costs to be met from the CPE annual surplus. Costs for subsequent years to be borne by HBC and recouped from costs of managing on-street parking on behalf of NYCC under the existing Service Level Agreement (SLA).

14.0 Legal Implications

- 14.1 The Traffic Regulation Order providing for charges in the Pay and Display zone(s) (“the TRO”) was previously varied by the (HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE)(PARKING AND WAITING)(NO 33) MINOR ORDER 2018 to cover the trial period of 18 months and subsequently to cover the 12 month extension. A Traffic Regulation Order (TRO) under the Road Traffic Regulation Act 1984 will be required to facilitate the future delivery of the scheme in Harrogate.
- 14.2 HBC will carry out a procurement process on behalf of HBC and NYCC to appoint the contractor via a compliant procurement route: G Cloud Framework.
- 14.3 A Collaboration Agreement will be drafted and put into place between HBC and NYCC to define the relationship between both parties in relation to smart parking provision.

15.0 Recommendations

15.1 It is recommended that the Corporate Director, in consultation with BES Executive Members:

Note the success of the Smart Parking Trial; Authorise NYCC to continue with smart parking provision in Harrogate, with HBC leading the project

BARRIE MASON
Assistant Director – Highways and Transportation

Author of report: Jon Savage

Background Documents: None

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Smart Parking Solution Harrogate		
Officer(s) carrying out screening	Jon Savage		
What are you proposing to do?	Update on the performance of the smart parking trial in Harrogate.		
Why are you proposing this? What are the desired outcomes?	To request endorsement for the recommended continuation of smart parking services in the Harrogate area.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Proposal of a two-year contract for both on and off street parking £72k (£36 PA) cost shared equally between NYCC & HBC.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
NYCC additional characteristic			
People in rural areas		No	

People on a low income		No	
Carer (unpaid family or friend)		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:
Reason for decision	To request endorsement for the recommended continuation of smart parking services in the Harrogate area.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	14 April 2021		



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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Harrogate Smart Parking
Brief description of proposal	Harrogate Smart Parking – Post Trial Provision
Directorate	BES
Service area	Traffic Engineering
Lead officer	Jon Savage
Names and roles of other people involved in carrying out the impact assessment	Andrew Clare
Date impact assessment started	12.4.21

<p>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.</p> <p>None</p>
<p>What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?</p> <p>Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.</p> <p>Two year contract for both on and off street parking £72 (£36 PA) costs shared between NYCC & HBC.</p>

APPENDIX B

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>X</p>					
	<p>Emissions from construction</p>		<p>X</p>				
	<p>Emissions from running of buildings</p>		<p>X</p>				
	<p>Other</p>		<p>X</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>X</p>					
<p>Reduce water consumption</p>		<p>X</p>					

APPENDIX B

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 pollution (including air, land, water, light and noise)</p>	<p>X</p>					
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk mitigating effects of drier, hotter summers</p>		<p>X</p>				
<p>Enhance conservation and wildlife</p>		<p>X</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</p>				
<p>Other (please state below)</p>		<p>X</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

None

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.

A reduction in carbon emissions and improved air quality due to less time and distance travelled searching for a parking space. Provides a foundation for future 'Smart' solutions that could evolve to include improved public transport, air quality monitoring etc. With growth in electric vehicle infrastructure, a smart parking solution provides the foundation to potentially include future developments such as EV charger maps and navigation, booking and payment via an app.

Sign off section

This climate change impact assessment was completed by:

Name	David Kirkpatrick
Job title	Traffic Engineering Team Leader
Service area	Traffic Engineering
Directorate	BES
Signature	<i>David Kirkpatrick</i>
Completion date	12.4.21

Authorised by relevant Assistant Director (signature): Barrie Mason

Date:

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 April 2021

Drax Bioenergy with Carbon Capture and Storage (BECCS)

Report of the Assistant Director – Growth, Planning and Trading Standards

1.0 Purpose of the report

1.1 The purpose of the report is to set out:

- An overview of the project
- The Consenting Regime
- The County Council's involvement in the project to date
- The joint working with Selby District Council

1.2 Also to recommend that the BES Executive Members authorise the Corporate Director, BES to use delegated powers to authorise the Local Impact Report, the Statement of Common Ground and further representations in response to questions from the Examining Authority on behalf of the County Council in relation to the proposal.

2.0 The Project – Drax Bioenergy with Carbon Capture and Storage (BECCS)

2.1 Drax Power Limited intends to install post combustion carbon capture technology at up to two of the existing 600 MWe biomass power generating units at the Drax Power Station in Selby, North Yorkshire. This will remove up to 95% of the carbon dioxide from the flue gas, resulting in overall negative emissions of greenhouse gases.

2.2 Biomass will be sourced from sustainably managed forests to generate electricity. As the forests used to create biomass absorb carbon dioxide while growing, the carbon dioxide released when it is used as fuel is already accounted for, making the whole process carbon neutral. By then capturing and storing any carbon dioxide emitted in safe underground deposits, the process of electricity generation becomes carbon negative, as more carbon has been removed from the atmosphere than has been added.

2.3 The Proposed Scheme includes the following:

- Carbon capture infrastructure at the Drax Power Station;
- Compression and treatment of carbon dioxide at the Drax Power Station to allow connection to a National Grid carbon dioxide transport system;
- Potential Upgraded Drax Jetty and Road Improvements to facilitate the transport of abnormal indivisible loads; and
- Potential Environmental Mitigation Area to the north of the Drax Power Station.

2.4 The carbon dioxide captured will be transported via the proposed National Grid Ventures pipeline for compression at Easington and storage under the southern North Sea. Transport and storage infrastructure will be consented through separate applications.

2.5 NYCC has recently been contacted about the pipeline Development Consent Order (DCO) and we will report to BES Exec members in due course.

3.0 The Consenting Regime

- 3.1 The project is a Nationally Significant Infrastructure Project (NSIP) due to its size and nature. Councillors Lee and Mackenzie will be familiar with the NSIP process through recent applications at Drax as well as at Eggborough Power Stations. A review of the overall process is as follows:
- 3.2 The planning application will take the form of a DCO which will be determined by the Secretary of State. Selby District Council is the relevant planning authority for the discharge of the planning requirements within the DCO. North Yorkshire County Council is the Highways Authority and will be a consultee. The final decision however as to whether to grant permission for the development lies with the Secretary of State.
- 3.3 The Applicant is aiming to submit its application in March 2022. Once submitted an Examiner will be appointed. NYCC will register the Council's interest in the application and the Examiner will ask for the Council's advice on it through written submissions and verbal submission at hearings. NYCC will aim to work with the Applicant over the coming months to work through and resolve as many areas of disagreement as possible before going into the examination and hopefully no areas of disagreement will remain by the end of the examination period.
- 3.4 NYCC will do that using familiar methods of mitigation either by requirements contained in the DCO itself or through section 106 if necessary (at the time of writing this report no section 106 needs have been identified).
- 3.5 The Examination period will last for 6 months. The Examiner will then make a recommendation to the Secretary of State who will have a further 6 months to decide.

4.0 Joint Working with Selby District Council

- 4.1 Throughout the process NYCC staff will work with Selby District Council to respond to the application jointly as 'The Local Authorities'. Examples of this approach will be to submit one joint Local Impact Report and to agree one joint Statement of Common Ground with the Applicant.
- 4.2 This approach is favourable to the applicant and to the Planning Inspectorate which has expressed its desirability to the applicant because it fosters a closer working relationship with the Local Authorities and therefore, theoretically, a smoother examination process. It is how the two councils have worked together on other NSIPs. Together the two Authorities have the necessary technical specialists to respond to the application fully i.e. NYCC will respond as the Highway Authority and on ecological matters amongst others. Selby District Council officers will respond as Local Planning Authority and environmental health matters such as noise and air pollution.
- 4.3 To date council staff have attended the briefings together and have already submitted the local authorities' response to the applicants Scoping Report.
- 4.4 NYCC and Selby staff have set up monthly meetings to manage the application attended by key planning officers and technical officers. Senior management will be invited as and where required.

5.0 Planning Performance Agreement (PPA)

- 5.1 The County Council and Selby District Council intends to enter into a planning performance agreement (PPA) with the Applicant. This allows NYCC to claim against funds set aside by the Applicant for professional officer time costs in dealing with the application. The funds that can be claimed extend to the use of consultants where required.
- 5.2 In exchange for the agreement calls for the officers to respond in a timely manner to the application and encourages close working with the applicant. It is considered to be an appropriate method of working by the examining Authority.
- 5.3 The County Council has done this with the previous NSIP applications at Drax and Eggborough Power Stations to good effect.

6.0 Delegation

- 6.1 Leading up to the submission of the application to the examiner there will be significant resource implications for the council hence the PPA. Once submitted the examination timetable is set, creating its own time pressure. Officers have found it helpful in the past to have agreement of documents such as the Local Impact Report and the Statement of Common Ground delegated to the Director for Business and Environmental Services to assist in meeting these tight timescales.

7.0 Financial Implications

- 7.1 As in section 5, the County Council and Selby District Council intend to enter into a planning performance agreement (PPA) with the Applicant. This allows the County Council to claim against funds set aside by the Applicant for professional officer time costs in dealing with the application. The funds that can be claimed extend to the use of consultants where required.
- 7.2 The PPA agreement provides funding for the estimated amount of officer time needed to work on this application and is reclaimed using timesheets in arrears. The estimates are based on experience with previous applications of this type. Should additional complex issues arise on the application, there may be additional officer time needed that will not be covered by the PPA. Additional costs may be agreed through negotiation with the applicant in this case, but this is not guaranteed and so additional officer time would be borne by the specialist service areas providing the advice.
- 7.3 In terms of discharging the requirements of the DCO that relate to the land within the administrative boundary of North Yorkshire, fees will be payable to Selby District Council as the relevant planning authority for the purpose of the DCO. The County Council may also seek to agree appropriate planning obligations, in conjunction with Selby District Council, to address the impacts referred to above, if considered necessary in planning terms.

8.0 Legal Implications

- 8.1 The County Council is a Statutory Consultee and support for the scheme is subject to agreeing the requirements in the DCO and section 106 Agreement if required.
- 8.2 The County Council will have further involvement in its role as Statutory Consultee following submission of the application and during the examinations period, including possible attendance at issue specific, and DCO public hearings.

9.0 Equalities

- 9.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. The initial Equalities Impact Assessment form is attached at Appendix A.

10.0 Environmental Impact Assessment

- 10.1 The Application is not a County Council Scheme, see Appendix B for our initial assessment. A full Environmental Statement will be prepared by the applicant and submitted as part of the application. Through the application process Local Authority officers will respond on the scoping report and the Preliminary Environmental Impact Report (PEIR) and finally the full Environmental Statement. Our response to this will form a large part of our response to the application.

11. Recommendations

- 11.1 It is recommended that the contents of this report are noted and
- a) the County Council supports this NSIP Development Consent Order application in principle, subject to agreement in relation to specific and localised matters of detail;
 - b) BES Executive Members authorise the Corporate Director, BES to use delegated powers to authorise the Local Impact Report, the Statement of Common Ground and further representations in response to questions from the Examining Authority on behalf of the County Council in relation to the proposal.

MATT O'NEILL

Assistant Director Growth, Planning and Trading Standards

Author of Report: Michael Reynolds, Senior Policy Officer (Infrastructure)

Backing Documents: None

Initial equality impact assessment screening form	
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	Business and Environmental Services
Service area	Growth, Planning and Trading Standards
Proposal being screened	Drax Bioenergy and Carbon Capture Storage NSIP application
Officer(s) carrying out screening	Michael Reynolds
What are you proposing to do?	<p>Drax Power Limited intends to install post combustion carbon capture technology at up to two of the existing 600 MWe biomass power generating units at the Drax Power Station in Selby, North Yorkshire.</p> <ul style="list-style-type: none"> • Carbon capture infrastructure at the Drax Power Station; • Compression and treatment of carbon dioxide at the Drax Power Station to allow connection to a National Grid carbon dioxide transport system; • Potential Upgraded Drax Jetty and Road Improvements to facilitate the transport of abnormal indivisible loads; and • Potential Environmental Mitigation Area to the north of the Drax Power Station. <p>The scheme is a Nationally Significant Infrastructure Project (NSIP) to be determined by the Planning Inspectorate. Drax is currently in the first phase of non statutory consultation. It is anticipated that Drax will submit a Development Consent Order (DCO) application at the end of March 2022.</p> <p>This report:</p> <p>(a) seeks the support in principle of the County Council for the project as a Statutory Consultee (and relevant Highways Authority) and</p> <p>(b) asks Executive Members to authorise the Corporate Director, BES to authorise the Local Impact Report, Statement of Common Ground and further representations by the County Council.</p>
Why are you proposing this? What are the desired outcomes?	NYCC has a statutory role in the planning work relating to a NSIP. The county has no reason to object to the proposals and therefore is seeking authorisation to express its support in principle.

	The desired outcome is clarity to the Applicant and to the other parties over the county council's role and position in regard to the application, and to how items of work surrounding the application will be undertaken.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	NYCC resources will be met by Drax Power Limited under the proposed Planning Performance Agreement.		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <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 Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please	No		

explain why you have reached this conclusion.				
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
Reason for decision	<p>The report asks for authorisation for technical planning work to be undertaken within a clear context. This will allow the application to be developed further, in order that a planning consent decision can be taken at some point in the future.</p> <p>The technical work will not of itself have any 'on the ground' impact'. Therefore, it is not considered that there will be any impact on any of the people who fall within any of the protected characteristic groups.</p>			
Signed (Assistant Director or equivalent)	Matt O'Neill			
Date	26 March 2021			



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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

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Title of proposal	Drax Bioenergy and Carbon Capture Storage
Brief description of proposal	<p>Drax Power Limited intends to install post combustion carbon capture technology at up to two of the existing 600 MWe biomass power generating units at the Drax Power Station in Selby, North Yorkshire.</p> <ul style="list-style-type: none"> • Carbon capture infrastructure at the Drax Power Station; • Compression and treatment of carbon dioxide at the Drax Power Station to allow connection to a National Grid carbon dioxide transport system; • Potential Upgraded Drax Jetty and Road Improvements to facilitate the transport of abnormal indivisible loads; and • Potential Environmental Mitigation Area to the north of the Drax Power Station.

Directorate	Business and Environmental Services
Service area	Growth Planning and Trading Standards
Lead officer	Michael Reynolds
Names and roles of other people involved in carrying out the impact assessment	-
Date impact assessment started	26-03-2021

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.

The proposal is put forward by Drax Power Limited

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.

Resource implications on the Council will be covered by the proposed Planning Performance Agreement with the Applicant

APPENDIX B

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel					
	Emissions from construction					
	Emissions from running of buildings					
	Other					
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>						
<p>Reduce water consumption</p>						

APPENDIX B

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 pollution (including air, land, water, light and noise)</p>						
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>						
<p>Enhance conservation and wildlife</p>						
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>						
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

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.

This is not a County Council Scheme.

The Application is a Nationally Significant Infrastructure Project (NSIP).

A full Environmental Statement will be submitted as part of the application. Prior to submission the applicant will draft and consult upon the Preliminary Environmental Impact Report. (PEIR)

County Council Officers together with officers from Selby District Council have and will continue to engage with the application in the following environmental areas which will include the completed project and construction impacts:

- Ecology and Biodiversity
- Historic Landscape and Heritage
- Landscape
- Minerals and Waste Planning
- Air Pollution
- Noise Pollution
- Light Pollution
- Land Contamination
- Impact upon the highway
- Drainage and water impact
- Wider climate change impact
- Socio Economic Impacts

To date the County Council has submitted a joint response to the applicants scoping report and been engaged in technical meetings on some of the above topic areas.

Following assessment of the application when it has been received the County Council officers will seek to impact the application through:

Change of the application itself

Development Consent Order requirements
Mitigation through S106 agreement

Sign off section

This climate change impact assessment was completed by:

Name	Michael Reynolds
Job title	Senior Policy Officer (Infrastructure)
Service area	Growth Planning and Trading Standards
Directorate	Business and Environmental Services
Signature	
Completion date	26 March 2021

Authorised by relevant Assistant Director (signature): Matt O'Neill

Date: 26 March 2021

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