



Agenda

Notice of a public meeting of Environment Directorate -
Corporate Director and Executive
Member - Highways and
Transportation

To: Councillor Keane Duncan.
Date: Thursday, 22nd February, 2024
Time: 3.00 pm
Venue: Via Microsoft Teams

Business

Items for Corporate Director decision

1. Opposed Public Footpath No.35.59-5 South Milford, Rail Crossing Extinguishment Order 2023 (*Pages 3 - 32*)
2. Proposed Introduction of Waiting Restrictions Main Street Welburn (*Pages 33 - 54*)
3. Proposed Review of 7.5T Weight Restriction on Norton Level Crossing (*Pages 55 - 90*)
4. Harrogate Cycle Network Development Prioritisation Outcomes (*Pages 91 - 112*)
5. Vehicle Telematic System Procurement for North Yorkshire Council 2024 (*Pages 113 - 126*)
6. Integrated Passenger Transport Funding for Community Transport Schemes (*Pages 127 - 136*)
7. Integrated Passenger Transport and Countryside Access Service Fees and Charges (*Pages 137 - 150*)
8. Local Electric Vehicle Infrastructure (LEVI) Capital Fund - Grant Acceptance (*Pages 151 - 172*)
9. Highways Capital Programme (*Pages 173 - 184*)

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Enquiries relating to this agenda please contact Maureen Wilson - maureen.wilson@northyorks.gov.uk Tel:
or e-mail

Website: www.northyorks.gov.uk

14/02/2024

North Yorkshire Council

Environment Executive Members

22 February 2024

Opposed Public Footpath No.35.59/5 South Milford Rail Crossing Extinguishment Order 2023

Report of the Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours

1.0 Purpose of the report

- 1.1 To advise the Corporate Director of Environment of the proposed submission to the Secretary of State (SoS) of an opposed Public Path Extinguishment Order. A location plan is attached to this report as **Plan 1**. The route is shown on **Plan 2**.
- 1.2 To request the Corporate Director, in consultation with the Local Member and Executive Member for Highways and Transportation, to decide whether to refer the opposed order to the SoS, and if so, to decide what stance the Authority should take in its submission, regarding the confirmation of the opposed Extinguishment Order.

2.0 Scheme of Delegation

- 2.1 Within the Council's scheme of delegation, it is delegated to the Assistant Director of Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours, to decide whether to abandon an opposed Public Path Order where the Authority is of the opinion that the requirements to confirm the Order may not be met and where an Inspector appointed by the Secretary of State may decline to confirm the Order, or to recommend to the Corporate Director of Environment that the Order be referred to the Secretary of State.

3.0 The Application

Applicant:	Liability Negotiations – Network Rail, York
Date of application:	16/06/2023
Type of Application	Rail Crossing Extinguishment Order S.118A Highways Act 1980
Parish:	South Milford
Local Member:	Cllr Tim Grogan
Applicant's grounds for making the application	As the requirements for a previously applied for Diversion Order could not be met, Network Rail decided to apply for an Extinguishment Order because having assessed the crossing, they remain firmly of the view that it is unsafe, and cannot reasonably be made safe for the following 3 reasons. 1. Sighting deficiencies - Sighting is severely limited at the crossing due to a railway bridge carrying another railway in very close proximity to the crossing which means that users have less visibility of oncoming trains.

	<p>2. Audibility - Audibility is an issue at this crossing that cannot be mitigated to allow the crossing to be made safe for use by the public, using reasonably practicable means.</p> <p>3. The risk of hidden trains (“Second Train Coming”). At Milford level crossing it is known that “hidden” trains are an additional risk to members of the public using the level crossing. This is when one train generally travelling away from the level crossing blocks visibility of another train approaching the level crossing, on the other line.</p>
--	---

4.0 General Description of Route(s) & Proposal

4.1 The Extinguishment Order would extinguish all of Public Footpath 35.59/5 which commences just off the A162 and runs generally eastwards via a railway level crossing along the foot of the embankment of the Leeds to Hull railway, then generally south via a further railway level crossing to join Common Lane; points A--B--C--D--E on Plan 2. A total length of approximately 1.2 km.

5.0 Relevant legal criteria

5.1 Under Section 118A of the Highways Act 1980, having consulted any other local authority, the Council may make an Order to extinguish a Public Right of Way if it finds it is expedient that the line of the route described in the Order should be extinguished in the interests of Rail Safety.

5.2 The Council charges applicants for the costs incurred in the processing/making of Public Path Orders, as provided for by the Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993 (S.I. 1993/407), amended by regulation 3 of the Local Authorities (Charges for Overseas Assistance and Public Path Orders) Regulations 1996 (S.I. 1996/1978).

5.3 Where an Order is opposed, the Council cannot confirm the Order; it can only be confirmed by the Secretary of State. The Council may either decide to abandon the process or to forward the opposed Order to the SoS for resolution. The Secretary of State will confirm the Order if satisfied that it is expedient that the line of the route described in the Order should be extinguished in the interests of Rail Safety; having particular regard to whether it is reasonably practicable to make the crossing safe for public use and also to what arrangements have been made for ensuring that, if the Order is confirmed, any appropriate barriers and signs will be erected and maintained.

6.0 Reason for the proposed extinguishment of the footpath

6.1 The crossing is classified by Network Rail as a “passive crossing” in that there are no measures in place such as warning lights, telephones or audible warning system to control or assist pedestrians using the crossing; there are “stop, look, listen” signs in place. Network Rail consider this crossing unsafe due to a bridge immediately adjacent to the crossing, limited sight lines and another bridge which compromise users’ ability to see or hear approaching trains. Network Rail have investigated the full range of mitigation measures which might be used to ensure user safety at the crossing but have determined that the high cost of any measure, renders implementation unjustified at this location. As required by the Highways Act 1980, Network Rail have carried out an assessment of the risks and provided full details of

all mitigation measures, a copy of the application form (redacted) which includes those details is included at Appendix 1 for information and an extract from the Network Rail Safety Assessment including costs is included at Appendix 2.

- 6.2 The path has been subject to a series of Temporary Traffic Regulation Orders (TTROs) since 2015. To the east of the railway crossing the path runs along the foot of the railway embankment and a length of the railway embankment partially collapsed resulting in closure whilst the repair work was carried out. This led to the new embankment and an enclosing fence obstructing the path; an attempt was made to divert the path outside of the fencing and onto Common Lane to the south, but this met with opposition from the adjacent landowners. In 2017, Network Rail closed the crossing on safety grounds and a TTRO was put in place, that TTRO has been subject to extensions and remains in place.
- 6.3 In August 2022, Network Rail submitted an application for a Rail Crossing Diversion Order to be made which diverted the path from near to its junction with the A162 south onto Common Lane. An informal consultation was carried out which resulted in objections from landowners, members of the public and the Parish Council. The Countryside Access Service (CAS) also had concerns in that the diversion directed users onto Common Lane and anyone intending to walk east would be required to negotiate a single track narrow road bridge used by heavy commercial vehicles where there was not sufficient space to provide a footway of any type. The view of CAS was that whilst we are not in a position to question Network Rail's assessment of Rail Safety, we are able to make a judgement on road safety and the application was therefore rejected.
- 6.4 In June 2023 Network Rail submitted the current application. An informal consultation on the proposal attracted objections.

7.0 Responses to the initial consultations

- 7.1 Three objectors opposed the proposed making of the Extinguishment Order, broadly on the same grounds as are detailed below in the responses to the Sealed Order consultation. The objectors at this stage were objectors 1, 2 and 3 as listed in 8.2 below.
- 7.2 One landowner supported the Extinguishment Order, on the grounds that the path had no modern useful purpose; the A162 crossing at the western end of Common Lane was safer than that at the western end of the Footpath, and the lane already had higher public rights so served a wider cross-section of the community.
- 7.3 Despite the objections received at the informal consultation stage it was felt the appropriate course of action would be to allow the proposal to be tested by following the formal process, including referral to the SoS if necessary and considered appropriate.
- 7.4 Therefore, the Extinguishment Order was made in September 2023, and was duly advertised by notice on Thursday 28 September 2023.

8.0 Responses to the publication of the sealed order

8.1 The objections received were as follows:

- Five objectors sent in opposition to the Order. All of them are detailed and raise several objections, most of which are admissible grounds (without judgement of their value at this point). Overall, 18 grounds of objection were made, some made by more than one objector.
- The objectors are:
 1. South Milford Parish Council (PC)
 2. The Ramblers Association ('The Ramblers'/ RA)
 3. Member of public – Objector 3
 4. Member of public – Objector 4
 5. Member of public – Objector 5
- The representations from the public appear to have been individually composed, although one of them copies the PC's last sentence. Their submissions were all received by email and do not bear their home addresses although they would all appear to be local people

Grounds for the Objection	Objector(s)
<p>(i) Network Rail (The Applicant) has failed to demonstrate that there is a safety issue at the level crossing in question</p>	<p>1, 4, 5</p>
<p>Officer Comment: NYC Countryside Access Service does not believe it can reasonably arbitrate on the relative safety of level crossings versus alternatives; Network Rail is the specialist and CAS would put the Council in an invidious position if it sought to contradict a rail safety assessment on safety grounds. Network Rail carried out a Level Crossing Risk Assessment, dated 09 June 2023 which runs to 38 pages, a summary of the options with costs is attached as Appendix 2.</p>	
<p>(ii) Network Rail (The Applicant) has failed to either take into account or discuss publicly the full range of options available to address perceived safety concerns, including technological solutions.</p>	<p>2, 3, 5</p>
<p>Officer Comment: An informal consultation of local Councils, statutory consultees, user-groups, affected landowners and parties with a legal interest in the affected land did take place with a view to diverting the Footpath, but any diversion would still either have to cross the railway line or make use of the narrow, traffic-light controlled bridge on Common Lane which is widely held to be unsafe for pedestrians. The landowners opposed a diversion. It was determined that if a Diversion Order was made and publicly consulted on, it would be objected to and would also suggest that the Applicant (and possibly the Council), were (by placing Footpath users onto Common Lane) implying that it was safer than the level crossings. Network Rail has studied technological solutions and building a footbridge, as part of their Level Crossing Risk Assessment, dated 09 June 2023 but their assessment is that the costs of any feasible mitigation measure far outweigh justification at this location. (See Appendix 2)</p>	

<p>(iii) There has been a long-running series of temporary closures on the Footpath without satisfactory reasons being given. Early reasons for closure were to make improvements to the surface of the crossing - and in 2017 to undertake embankment work - neither of which suggests there were any concerns then with the safety of the crossing. Plans were drawn up to reposition the Footpath as embankment reinforcements blocked the original position of the path, but the work was not completed, and no explanation given. (Only in 2019 were possible safety concerns about the crossing raised, even though the only material change in the intervening time had been a reduction in the number of trains using the track due to the closure/repurposing of 2 nearby power stations the line served)</p>	<p>1, 2, 3, 4</p> <p>1, 4</p>
<p>Officer Comment: On the temporary installation of a camera in 2020, vulnerable users were identified using the level crossing. Due to findings in other cases which have discussed risk at other level crossings, completed by the Rail Accident Investigation Bureau, general understanding of risk management has improved. Some earlier temporary closures did occur between 2012-2017; NR has limited records as to why, although from photographs held, one of these seems to have been to install decking where there was once none at all.</p>	
<p>(iv) Network Rail has failed, despite frequent requests, to explain why improvements were made to the fabric of the crossing if it was a dangerous crossing, or what has changed to make it now not safe</p>	<p>1, 4</p>
<p>Officer Comment: See (iii) above</p>	
<p>(v) Network Rail's proposed diversion to improve the safety of the footpath was to take users onto a single-track road with no roadside pavement which crosses two humpbacked bridges with poor visibility, one of them with three-way traffic control and heavy use by HGVs. Objectors' position, upheld by NYC, was that this was not a safe alternative. It suggests that NR was only interested in closing the crossing, (<i>and not in public safety - implied</i>). (Prior to consultations and without the permission of the landowner Network Rail carried out works to start to put this diversion in place)</p>	<p>1, 2, 3, 4</p> <p>1</p>
<p>Officer Comment: NYC Countryside Access Service does not believe it can reasonably arbitrate on the relative safety of level crossings versus alternatives; Network Rail is the specialist body regarding public safety in the vicinity of railways, and NYC are unlikely to contradict a rail safety assessment on safety grounds. Under S.119(A) HA 1980, Network Rail has the powers to pursue a diversion of a public right of way to avoid public use of a level crossing without the affected landowner(s)' consent and statutory compensation is payable, but they initially chose to apply for an alternative proposal rather than pursue what was certain to be an opposed Order. CAS had concerns regarding the diversion of the footpath onto Common Lane.</p>	
<p>(vi) Network Rail failed to adequately explain why they considered a diversion on the western side of the railway to be viable, but not on the eastern side, leaving the vast majority of the existing undisputedly safe footpath 'unnecessarily' closed</p>	<p>1</p>

Officer Comment: A diversion such as described would still leave the public needing to cross the railway line via Common Lane using the traffic-light controlled narrow bridge. This would mean most of the objections herein would still apply and the resultant route would also be considerably longer as well as potentially producing landowner objections.	
(vii) The crossing and the Footpath's future cannot be decided without proper investigation of the need for any action, with consideration of future options being revisited. The Applicant is also the body charged with assessing the safety of rail crossings and this duty should be separately evaluated.	1, 5
Officer Comment: This is the purpose of the proposed submission of the Order to the Secretary of State for determination.	
(viii) The proposed extinguishment is a disproportionate response to a perceived danger and significantly reduces the local traffic-free walking network. It should be rescinded rather than forwarded for determination.	2
Officer Comment: NYC Countryside Access Service does not believe it can reasonably arbitrate on the relative safety of level crossings versus alternatives; Network Rail is the specialist body and NYC are unlikely to contradict a rail safety assessment on safety grounds. The Footpath although long, does not lead anywhere; it mainly hugs the railway embankment and does not link to a wider network nor lead to a point of resort or another settlement, and does not seem to form part of a potential off-road commuter route. Abandoning the Order is an option open to the Council, however, this would imply that it is intended to enforce reinstatement of the current legal route or re-visit the options for diversion, neither of which are realistically feasible on safety grounds.	
(ix) By extinguishing the Footpath, the Council will expose walkers to greater danger from vehicles on the alternative route, Common Lane, (both when walking in the lane and when crossing the A162)	1, 2, 3
Officer Comment: NYC Countryside Access Service does not believe it can reasonably arbitrate on the relative safety of level crossings versus alternatives; Network Rail is the specialist and CAS would put the Council in an invidious position if it sought to contradict a rail safety assessment on safety grounds. A local supporter of extinguishment states he believes the crossing of the A162 at Common Lane is safer than that at the western end of the Footpath due to the relatively better visibility; the National speed-limit applies at both. NYC CAS is not seeking to infer that the minor road (Common Lane), is less dangerous than the Footpath, it is responding to an application based on the assessment of the specialists as to the safety of the level crossing on its own merits.	
(x) Objectors to the present order are unable to supply much evidence of the demand for the Footpath due to repeated Temporary Traffic Regulation Orders, gauged not least by the use people are making of the nearby Common Lane instead – a risk assessment cannot be carried out.	2, 3, 4

<p>Officer Comment: Network Rail have investigated the full range of mitigation measures which might be used to ensure user safety at the crossing but have determined that the high cost of any measure, renders implementation unjustified at this location. Network Rail has carried out an assessment of the risks and provided full details of all mitigation measures, some with costs. (See Appendix 2).</p>	
<p>(xi) The public has reported issues on the Footpath which must mean that intended / attempted usage is considerable, as most users will not make the effort to report issues.</p>	<p>2</p>
<p>Officer Comment: Between January 2012 and March 2017 there were two recorded reports of overgrown vegetation and one of missing signage. Between January 2015 and the end of 2020 there were six reports all related to the TTROs or related work by Network Rail to close the crossing. Three typical reports in five years does not of itself suggest high usage.</p>	
<p>(xii) If the order is submitted to the Secretary of State for determination, an Inspector would be asked by this objector to find that the alternative route, Common Lane, is so dangerous for pedestrians as to make it inexpedient to confirm the order. (Expediency is a test for Confirmation).</p>	<p>2</p>
<p>Officer Comment: NYC Countryside Access Service does not believe it can reasonably arbitrate on the relative safety of level crossings versus alternatives; Network Rail is the specialist and CAS would put the Council in an invidious position if it sought to contradict a Level Crossing Risk Assessment on safety grounds. This objection is based on the opinion of the Objector. It illustrates the purpose of referral to the Secretary of State. NYC CAS is not seeking to infer that the minor road (Common Lane), is less dangerous than the Footpath, it is responding to an application based on the assessment of the specialists as to the safety of the level crossing on its own merits.</p>	
<p>(xiii) Over a kilometre of good-quality, off-road walking will be lost if the path is extinguished. This is unfortunate given the environmental and health benefits of walking, for recreation or as part of everyday travel.</p>	<p>2</p>
<p>Officer Comment: The Footpath although long does not lead anywhere; it mainly hugs the railway embankment and does not link to a wider network nor lead to a point of resort or another settlement and does not seem to form part of a potential off-road commuter route.</p>	
<p>(xiv) The level crossing is close to a railway bridge. Visibility to the north is restricted somewhat, by the bend in the line. This problem could be mitigated by moving the crossing further away from the bridge</p>	<p>2</p>
<p>Officer Comment: The sighting is hindered by the rail bridge to the north of the crossing, which is a permanent structure. Network Rail state that discussions considering moving the level crossing (either further north or further south) have concluded that sighting requirements</p>	

still wouldn't be met, rather the risk would be moved from one location to another. Further south are sidings, adding an attendant noise interference problem.	
(xv) HGV usage of Common Lane has increased vastly over the past 4 years. The road provides access to various properties and businesses. Objectors believe it is less safe than the rail crossing.(On a site visit on Friday 13 October 2023, one objector's local member, while walking on the road, says he/she was passed by a dozen or more HGVs, most of them delivering to the compound just to the east of the narrow bridge, as well as by a number of vans and private vehicles)	2, 4
Officer Comment: The site at 'G' is believed to be a biodigester plant for converting organic waste into green electricity. The proposed extinguishment of the Footpath makes no assumptions about the safety of the road as an alternative route whereas a Diversion Order would have done.	
(xvi) The duty for the Council to provide a footway (under S.66(1) HA 1980), in the low-visibility and narrow sections of Common Lane will engage if this order is confirmed, because pedestrians will be obliged to use the road instead; failure to do this will be judicially reviewable. Improvements to the junction with the A162 will be required as the speed limit here is 60 mph and it requires crossing.	2
Officer Comment: The public will not be obliged to use the road. The Council would not be diverting the Footpath onto an alignment that took pedestrians to any particular section of the road, and therefore would not be imposing the Council's values as to the safety of the road, or parts of it, versus the Footpath, upon the public. It would be a matter for the public to choose whether to use the road or not as they saw fit. This objection illustrates the purpose of submitting the Order to the Secretary of State for determination.	
(xvii) The safety case for closure is vastly exaggerated, being based on booked train movements rather than actual data. (Objector 2 estimates 15 trains a day).	2, 3
Officer Comment: Data is based on actual movements, using the Real Time Trains website, which at the time of the Narrative Risk Assessment showed 174 trains a day and running for 24 hours per day*. Freight train frequencies vary unpredictably with demand. Diversions of other routes which are undergoing upgrades, will result in a future increase. (*N.R. response).	
(xviii) This footpath currently connects South Milford to Monk Fryston, Sherburn aerodrome and Bishops Wood and its loss would result in a greatly diminished network. Other routes do not exist.	5.
Officer Comment: Monk Fryston is some distance to the SE of South Milford and walking there via this Footpath is circuitous, there are alternatives via Lumby village, and via minor roads. The airfield and Bishops Wood can be accessed using this path plus a section of Common Lane to the east but these are also circuitous walks of several Km. which would take many people most of a day to complete as a circular walk. They can both be	

reached as easily by starting off northwards towards Sherburn in Elmet, or via Monk Fryston using minor roads, a Bridleway and other Footpaths. The Footpath in question is somewhat isolated from the wider network.

8.2 Responses in support of the Order (at the Informal Consultation) were as follows:

- One local resident with land near (east of) the A162 sent in a letter of support with three grounds; referred to below as Supporter 1. This representation was received to the initial Informal Consultation.

Grounds for Support	Supporter
<p>(i) The road crossing of the A162 at the western end of Common Lane is safer than the one at the western end of the Footpath (due to a bridge in the line of sight at the latter), despite being wider.</p>	<p>1.</p>
<p>Officer Comment: No official comment – Definitive Map Officer is not qualified to make this nature of judgement.</p>	
<p>(ii) Common Lane serves a wider sector of the community better than the Footpath because it has a higher highway status and has always been well used by non-motorist users</p>	<p>1.</p>
<p>Officer Comment: This statement may be true as written, but the NYC Countryside Access Service does not believe it can reasonably arbitrate on the routes' relative safety. The Extinguishment application is on the basis of an expert assessment of the rail-crossing on its own merits.</p>	
<p>(iii) The existing Public Right of Way was used by railway workers to walk from the railway cottages in South Milford to their work; it traversed the northern edge of a field, crossed the railway and went along the base of the railway embankment to Gascoigne Wood sidings and was never meant to be used by the general public, being on a railway embankment.</p>	<p>1.</p>
<p>Officer Comment: This may or may not have been true but it is by now unverifiable, in any event the route was recorded as a public right of way on the Definitive Map following the NPAC Act 1949 demonstrating its current public status.</p>	

9.0 Representation made by the local member

9.1 The Local Member did not oppose the Order at the Formal Consultation but had opposed it at the Informal Consultation. He had stated that he did not feel Network Rail had at that time made a clear and compelling case based on evidence. He accepted the organisation is committed to closing crossings on the grounds that trains and pedestrians do not mix, but he believed that correct procedures had not been followed in the past.

10.0 Financial implications

- 10.1 If the opposed Order were to be submitted to the SoS, the Order would be resolved by written representations, a Local Hearing or a Public Inquiry.
- 10.2 There would be a non-rechargeable cost to the Authority in preparing a submission to the SoS and responding to any queries raised by the SoS and these costs would be for officer time which would be met by the respective staffing budgets. If the Inspector chose to hold a Public Inquiry or Local Hearing, the costs of arranging, hosting and supporting the Inquiry/Hearing would fall to the Council, which excluding any external advocacy, would be likely to be less than £1,000.

11.0 Equalities implications

- 11.1 There are no significant equalities implications arising from this report.

12.0 Legal implications

- 12.1 The opposed Extinguishment Order would be determined by an Inspector appointed by the SoS, by way of, as stated above, either a Public Inquiry, a Local Hearing or written representations.
- 12.2 The Inspector, on the basis of the legal criteria summarised in paragraph 4.3 above, will decide whether or not to confirm the opposed Order. If he/she decides to confirm the Order, the existing route would be removed from the Definitive Map and Statement.

13.0 Climate change implications

- 13.1 There are no significant climate change implications arising from this report.

14.0 Current decisions to be made

- 14.1 The decisions to be made at this stage are, firstly, whether the Order is to be abandoned, or is to be forwarded to the SoS for resolution.
- 14.2 Secondly, if it is decided that the matter is to be forwarded to the SoS then a decision will also need to be made, namely which stance the authority would take within its submission to the SoS towards the confirmation of the Order; that is the Authority needs to decide if it:
- supports confirmation of the Order, or not
 - considers the circumstances are so finely balanced or are particularly unclear and wishes to take a neutral stance.

15.0 Conclusions

- 15.1 The NYC Countryside Access Service does not believe it can reasonably arbitrate on the relative safety of level crossings versus any alternatives; Network Rail is the specialist in terms of public safety in the vicinity of railways, an area which NYC would not be able to comment meaningfully upon. By making the Order NYC was responding to an application based on the assessment of the specialists as to the safety of the level crossing on its own merits.

- 15.2 Whilst some objections to the proposed loss of the footpath have been received there is also some acceptance by the public that the risk to the public cannot be ignored, and that there is no realistic alternative to the path being extinguished.
- 15.3 The Assistant Director, Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours has approved that it would be appropriate that the final decision on this matter is made by the SoS who have experience of making such comparative assessments relating to public safety, from dealing with other similar cases across the country. It is felt that the most appropriate procedure now is the determination of the opposed Order by the SoS.

16.0 Recommendation

- 16.1 It is therefore recommended that: the opposed Extinguishment Order should be referred to the Secretary of State and that the Authority takes a neutral stance towards the confirmation of the Order within its submission to the SoS.

Appendices:

APPENDIX 1 – Redacted copy of the Application Form

APPENDIX 2 - Extract from Milford Network Rail Safety Assessment

Background Documents: File Ref: SEL/2023/03/EO

PAUL THOMPSON

Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way & Harbours


Report Author – ROBIN RICHARDSON – DEFINITIVE MAP OFFICER

Presenter of Report – PENNY NOAKE – PRINCIPAL DEFINITIVE MAP OFFICER

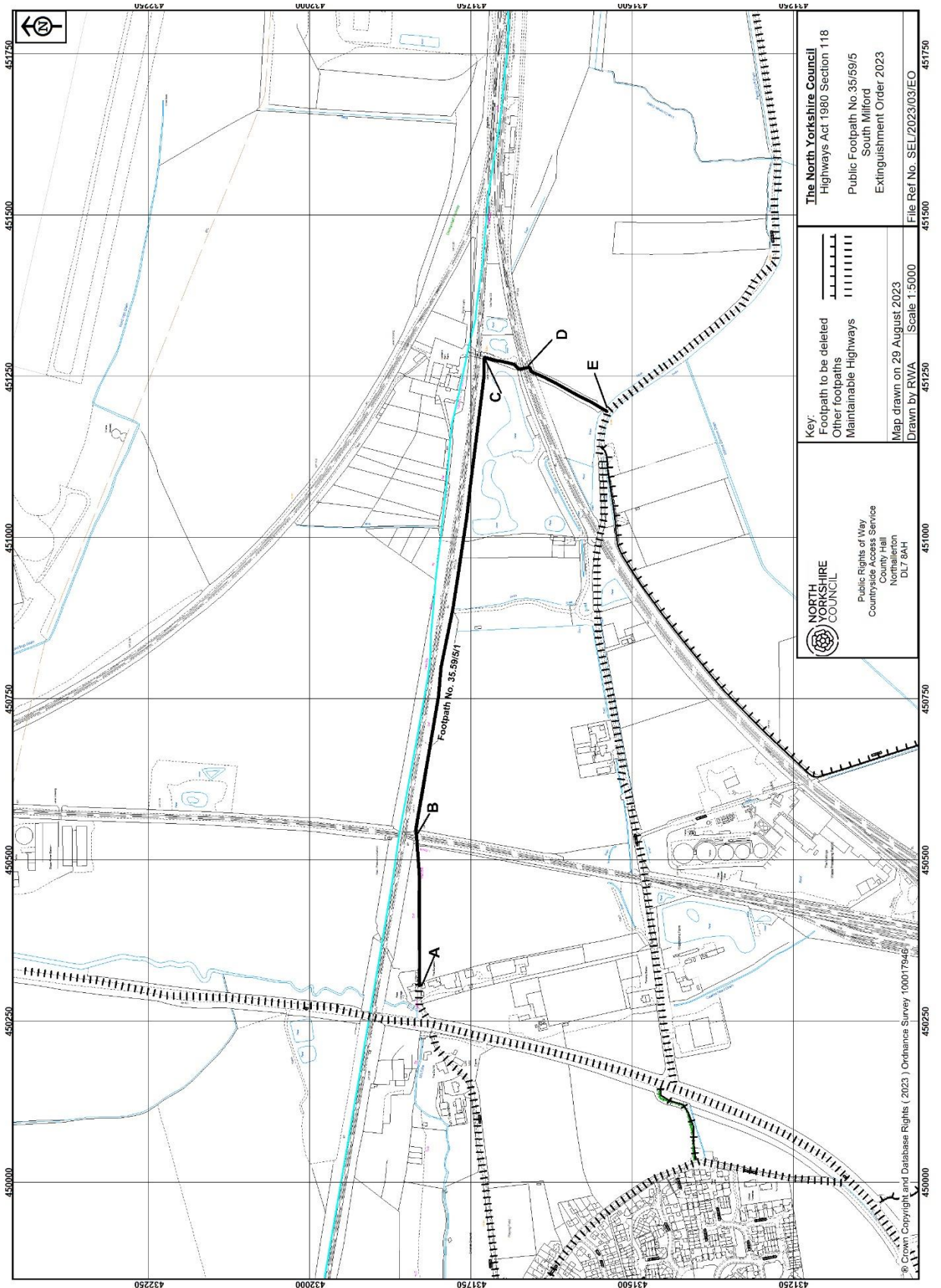
Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

PLAN 1



 <p>NORTH YORKSHIRE COUNCIL</p> <p>Public Rights of Way Countryside Access Service County Hall Northallerton DL7 8AH</p>	<p>KEY</p> <p>Public Footpaths ————</p> <p>Bridleways ————</p> <p>Map drawn on 26 July 2023 Drawn by RWA Scale 1:25000</p>	<p>The North Yorkshire Council</p> <p>South Milford Location Plan</p> <p>SEL/2023/03/EO</p>
--	---	---

PLAN 2





**REQUEST FOR A RAIL CROSSING EXTINGUISHMENT ORDER TO BE MADE
UNDER SECTION 118A OF THE HIGHWAYS ACT 1980
(INSERTED BY THE TRANSPORT AND WORKS ACT 1992)**

The following questions are to be answered and the information and maps requested to be supplied by the applicant to North Yorkshire Council which is to be requested to make the order. Circle/delete the relevant answers shown in some of the questions. **Note:** the council will need all the relevant information to enable them to proceed.

FOR AUTHORITY'S USE ONLY

File Ref:

Date acknowledged:

1. RAIL CROSSING TO BE EXTINGUISHED

- a) Name and location of rail crossing (including Grid Reference and Parish or District in which it is located).

Milford Level Crossing, South Milford Parish, Selby, GR 45053:431834

- b) Name(s) and Number(s) of any footpaths and/or bridleways and/or restricted byways leading to the crossing to be extinguished. (Indicate whether footpath or bridleway or restricted byway).

Public Footpath 35.59/5/1 to be extinguished

- c) Length in metres of any path or way to be extinguished:

Approximately 1204 metres

- d) Description of length of any path or way to be extinguished by reference to terminal points shown on attached map which must be to a scale of not less than 1:2,500 or, if no such map is available, on the largest scale readily available. (Please give grid references for the ends of the path or way and provide the map showing the section of path to be extinguished in brown).

From 450312:431829 on the west of the railway, heading in an easterly direction over Milford level crossing (450535:431834) then proceeding in an easterly direction to Nordens Barn Farm (451279:431732). Then heading in a southerly over Markham Lane Level Crossing (Markham Lane) to 451262:431668, then continuing in a southerly direction to Common Lane at 451192:431540 shown coloured brown on the attached plan titled 'Milford Level Crossing 118A Plan'

- e) List the name (s) and Address(es) of the owners, lessees and occupiers of the land on either side of any path or way to be extinguished.

Landowner	Address	Interest	Title number if registered
[REDACTED]	[REDACTED]	Freehold	N/A
[REDACTED]	[REDACTED]	Freehold	NYK371230
[REDACTED]	[REDACTED]	Freehold	NYK117208
[REDACTED]	[REDACTED]	Freehold	NYK312285
[REDACTED]	[REDACTED]	Freehold	NYK130763 NYK138566 NYK79585
[REDACTED]	[REDACTED]	Freehold	NYK420384

- f) Have you obtained the written consent of every person having an interest in the land over which any path or way to be extinguished passes, in so far as such consent is needed?

~~YES~~ / ~~NO~~ / **NOT NEEDED**

~~If YES, enclose all the written consents.~~

~~If NO, enclose all written consents that you now possess, and give particulars of those where consent has been refused or has yet to be obtained.~~

Network Rail states as the application is under Rail Safety, prior consent from landowners is not required.

- g) Are you prepared to enter into an agreement with North Yorkshire Council in accordance with section 118A (5) – (see regs)

YES NO

If NO give reasons.

- h) Is the crossing, or any path or way to be extinguished, subject to any limitations or conditions?

YES NO

If YES, give details.

2 gates either side of Milford Level Crossing and 2 stiles either side of Markham Lane Level Crossing.

The Crossing is also subject to a TTRO (Temporary Traffic Regulation Order)

- i) Give reasons for the proposed extinguishment of the rail crossing (use separate sheets if necessary). Include information about:
- i) The use currently made of the existing path, including numbers and types of users, and whether there are significant seasonal variations, giving the source for this information (any circumstances preventing or inhibiting such use must also be mentioned);

There is no current use of the level crossing. Due to safety concerns, the Level Crossing Manager instructed that the crossing (where footpath 35.59/5/1 crosses the operational railway) be locked out of use on the basis there is no mitigation available that would enable the level crossing to be made compliant to allow its reopening. TTRO have been in place since 3rd September 2020 and have been extended whilst Network Rail investigated all available options. At the time of applying under s118A to extinguish the route, a TTRO is in place. The expectation is that a further extension to this will be requested until such time that a permanent solution is found and implemented.

When the crossing was available to use, the most recent census (12/03/2020 to 12/04/2020) identified 20 pedestrians crossing 40 times in total. The footage showed that all but 1 user, turned back immediately and traversed back over the crossing again. The census identified a number of vulnerable users (defined as a user who is at a greater risk when using level crossings) such as young children, users with dogs, users wearing ear buds or using mobile phone devices when crossing the line.

- ii) The risk to the public of continuing to use the present crossing, and the circumstances that have given rise to the need to make the proposed Order;

The crossing is known in railway terminology as a “passive” crossing; it does not use forms of mitigation, such as warning lights, telephones or audible alarm system (i.e. covtec which sounds an alarm at the crossing itself). Users are asked to “Stop, Look and Listen” but it is ultimately down to their own judgement as to when they feel it is safe to cross the railway.

Network Rail's Level Crossing Manager has assessed that the crossing as being unsafe, and it cannot reasonably be made safe for the following 3 reasons;

1. Sighting deficiencies
2. Audibility and
3. The risk of hidden trains ("Second Train Coming")

1. Sighting deficiencies.

Sighting is severely limited at the crossing due to a railway bridge carrying the Hull to Leeds (HUL3) railway over the Normanton to Colton Junction Line (NOC) in very close proximity to the crossing which means that users have less visibility of oncoming trains. The bridge is approximately 16 metres from the level crossing and blocks sighting when members of the public are stood at either side of the crossing. This means members of the public are unable to accurately assess if it safe to cross the railway at the crossing.

Trains passing over the level crossing can travel up to 80 mph in both directions. In order to allow sufficient time to cross the railway safely, the distance users need to be able to see, to judge that it is safe to cross, when stood at the crossing (from either side) is 452 metres. This is not achievable at this level crossing because of the railway bridge obstructing the sightline. Common Lane road bridge to the east of the crossing also limits the available sighting. This risk cannot be mitigated against, as neither bridge can be moved.

The below table indicates the short fall sighting distances

Location of user	Minimum sighting distance required – metres	Measured sighting distance	Shortfall between Measured and Minimum
Up side looking south towards Selby (i.e., towards the nearside approaching train)	452	379	72
Up side looking toward York	452	683	N/A
Down side looking toward York	452	140	310
Down side looking toward Selby	451	351	100

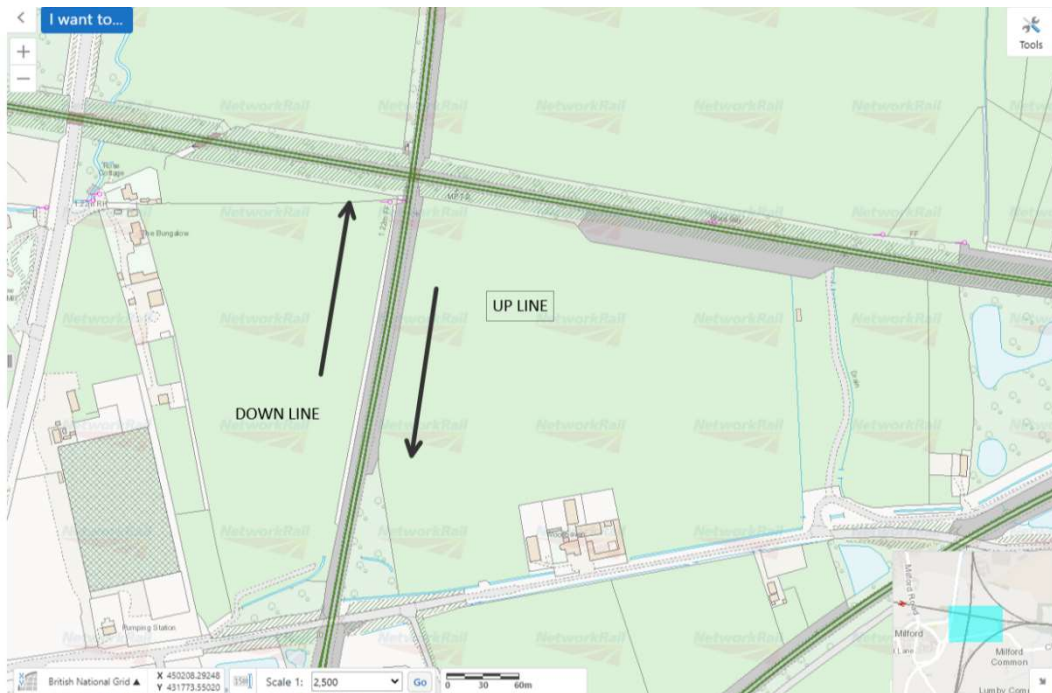
It should be noted that 'Down Side looking toward York' is in the direction of the rail over rail bridge where 'Down Side Looking towards Selby' is in the direction of Common Road Bridge.

Vulnerable users such as children, people on mobile phones, and with dogs have been identified at this crossing, and need additional time to cross the crossing safely, therefore the distance referenced above will need to be longer.

2. Audibility.

Audibility is an issue at this crossing that cannot be mitigated to allow the crossing to be made safe for use by the public, using reasonably practicable means. The level crossing currently has whistle boards that provide a warning of approaching trains but they are ineffective because they do not provide sufficient warning to users that a train is approaching the crossing.

A whistle board tells a train driver to sound their horn, providing users at a level crossing with an audible alert of an approaching train. At Milford level crossing the whistle boards are placed 408 metres on the up line (heading south) and 363 metres on the down line (heading north) from the crossing.



Under current ORR (Office of Rail and Road) and Level Crossing standards whistle boards should not be positioned further than 400 metres from a level crossing because it cannot be heard at the crossing. At Milford level crossing whistle on the down line is situated within the 400m distance, but the whistle board on the up line is not. This therefore results in members of the public being unable to hear whistle of an approaching train at the appropriate volume, warning them not to cross. The whistle boards on the up or down line cannot be moved to make it compliant for vulnerable users. Both whistle boards would need to be moved considerably further than the 400m distance to accommodate the traverse of a vulnerable user.

At Milford level crossing, audibility is further hindered by the bridge carrying the HUL3 line over the NOC line (approximately 16 metres from the crossing) and train movements/ noise at Milford sidings which starts circa 400 metres south of the crossing. Additionally aircraft from Sherburn Airfield may hinder audibility of trains further.

3. Second train coming.

At Milford level crossing it is known that “hidden” trains are an additional risk to members of the public using the level crossing. This is when one train generally travelling away from the level crossing blocks visibility of another train approaching the level crossing, on the other line. This is a significant risk as members of the public may deem the crossing safe to cross, as they have seen one train but are unable to view the second train coming in the opposite direction and therefore are unaware that another train is approaching and this is further exacerbated by the limited sighting and audibility issues in both the up and down directions.

As trains are timetabled to run 24 hours a day on this railway line there is a potential for this at any time during the day/night. There are also engineering trains and special trains such as steam trains that are not scheduled into a timetable which may also cause the ‘hidden’ train effect at any time.

- iii) The effect of the loss of the crossing on users, in particular whether there are alternative rights of way, the safety of these relative to the existing rail crossing, and the effect on any connecting rights of way and on the network as a whole;

If the footpath is extinguished the crossing can be closed, and the public is therefore protected from the risk that the crossing poses. In this instance this application is the last resort after all reasonably practicable measures (including relatively small changes, and a diversion of the Public Footpath) have been thoroughly explored, tested and discounted.

Public Footpath No. 35.59/5/1 (footpath No. 5) of which this application seeks to extinguish) does not connect to any other Public Rights of Way but is connected to two national speed limit Public Roads- the A162 and Common Lane (See Appendix 1). Users of footpath No. 5 currently must navigate one or both these roads to use the footpath. The A162 is a national speed limit road, where pedestrians crossing to use footpath No. 5 also have limited sighting due to the railway bridge to the north (carrying HUL3 line). Once over the A162 users would either use footpath No. 5 or use Common Lane. The Level Crossing carrying footpath No.5 has been closed on and off for the last 10 years, during which time members of the public would have had to use Common Lane instead if they wanted to access the remainder of Cross Lane to the east. Reported data along Common Lane (from Crashmaps.co.uk) indicate in the last 23 years (2021- 1999) there have been 2 minor incidents along Common Lane (2009 and 2013) and one serious incident at the junction with the A162 (2009) all involving vehicles. (See Appendix 2)

Common Lane, being the alternative route for pedestrians, forms access to Waste Processing Facilities as well as a dog rescue/ kennel business before continuing in an eastern direction. HGV's use Common Lane, over the road bridge to Turpin Lane to access the Waste Processing Facility. Information from one of the businesses along Turnpin Lane, Maltings Organic is “We are a 24hr facility with permits in excess of 200k tons. Our current vehicle movements are in excess of 30 HGV movements per day and 50 staff vehicle movements.” Because the road bridge over Common Lane is one way controlled by traffic lights this means traffic would only travel in one direction at a time and once over the bridge, road traffic along Common Lane is lighter. Network Rail is prepared to fund the cost of reasonable improvements for pedestrians on Common Lane (should any be identified) where the costs are within reason.

- iv) The opportunity for taking alternative action to remedy the problem such as a diversion, bridge or tunnel, or the carrying out of safety improvements to the existing crossing;

A Narrative Risk Assessment (NRA) was undertaken by the Level Crossing Manager (LCM) to identify if additional mitigations or any small changes could be implemented to reduce the risk at this crossing. It was identified that there are no mitigations or changes that could be made that are viable or financially proportionate given the crossing was lightly used when it was available. As such, closure of the crossing is the only appropriate/ way to address all of the safety concerns and protect members of the public.

Diversion of the Public Footpath- Network Rail has previously applied for a diversion application (under Rail Safety 119A of the Highways Act 1980) which would have seen the footpath diverted on the western side of the railway and link onto Common Road, it would still have required users to walk on part of Common Lane. This however, received 5 objections including the landowners and Parish Council and was ultimately rejected by the Local Highway Authority (LHA) on 7th December 2022. A diversion on the east of the railway was considered by Network Rail, but ultimately ruled out due to significant physical works to bring the route into existence (most likely a ramp up to meet Common Lane bridge) and the level of usage of the Public Footpath.

Bridge- Whilst it would be physically possible to construct a footbridge at this crossing location it is not considered a viable option for the following reasons- it would need to straddle 2 tracks of operational railway with the estimated cost in excess of £2 million. As an arm's length government body, Network Rail is funded by the taxpayer and is required to demonstrate that it is managing its funding appropriately. Given the minimal levels of public use, a footbridge is considered to be a disproportionate cost.

Tunnel- Network Rail has not explored the feasibility of installing an underpass here but if it were possible, the cost of works would be in excess of £10m.

Aside from major changes (i.e., bridges/ underpasses) the following relatively small changes have also been considered, but ultimately discounted.

- **Installing telephones** - Telephones at Public Footpath only crossings are not now recognized as suitable industry risk mitigation due to the high levels of non-compliance with the instructions to call from experience at other sites, plus additional workload for signallers etc. It is therefore considered to be unsuitable at this location.
- **Covtec-** Whistle boards must be compliant to enable covtec to be successfully used, as this is a supplementary audible warning device. As the whistle boards at Milford are not compliant, covtec is not suitable at this location.
- **Making improvements to the permanent way crossing point to speed up crossing times** - Whilst an anti-slip deck would minimize any slips, trips or fall hazards it does not address the sighting risks and the issues with ambient noise referenced above. Additional signage at the crossing is not considered to be appropriate as it would not address the safety concerns and would not mitigate the lack of sighting.
- **Improving the sight lines by removal of vegetation, trees, and hedges – reasonably practicable** - The sighting is hindered by the rail bridge to the north of the crossing, which is a permanent structure and would require relocating the HUL3 line for a considerable distance to achieve the required sighting lines. Discussions considering moving the level crossing (either further north or further south) have also concluded that the sighting

requirements still would not be met, rather the risk would be moved from one location to another.

- **Miniature stop lights (msl)**

An overlay system would not be feasible at this location due to proximity of signals. It is possible for a system fully integrated into the signalling system to be used at this site, however it has an estimated cost of £1.5 million. The expenditure of such a sum of money at this particular crossing, is considered to be disproportionate.

- **Reducing the speed of rolling stock**

The line speed at this location is 80 mph. The speed of all trains would have to be significantly reduced to bring the crossing into compliance- the estimated speeds that would make the crossing compliant is approximately 20mph. This would have a significant and extremely negative effect on the timetable and operational efficiency across this route and it is therefore not considered to be a practical measure. This measure is also not likely to be accepted by Train Operating Companies (TOC) or Freight Operating Companies (FOC).

- **Constructing steps, waiting platform and decking over the railway.**

Not appropriate at this location to reduce the risk to a suitable level.

- **Combining the above/ any option**

Combining the above options/ or a few of the options would not mitigate the risk at the crossing sufficiently to an acceptable level.

v) The estimated cost of any practicable measures identified under (iv) above;
The costs of the measures outline in (iv) are set out above and the associated costs are also referenced and fall within a bracket of £100,000 to £10 million.

vi) The barriers and/or signs that would need to be erected at the crossing or the point from which any path or way is to be extinguished, assuming the Order is confirmed;

Network Rail will erect fencing at the site of the level crossing to prevent access to the existing route. There is already palisade fencing on one side of the crossing which will need to be extended and the other side will be to be palisaded too.

Please note that the reasons given may be included in the initial consultation with users groups and other local authorities.

2. NAMES AND ADDRESSES OF PUBLIC UTILITY UNDERTAKERS IN AREA (whether or not their apparatus is likely to be affected):

- a) Public gas supplier
British Gas plc
Millstream, Maidenhead Road, Windsor, Berkshire SL4 5GD.
- b) Public electricity supplier
National Grid plc 1-3 The Strand London WC2N 5EH

- c) Water undertaker
Yorkshire Water Services limited
2nd Floor, Western House Western Way
Halifax Road Bradford BD6 2LZ
- d) Sewerage undertaker (if different)
Same as water undertaker
- e) Public telecommunications operator
British telecommunications plc
Providence Row, Durham, DH98 1BT
- f) Others (specify).
None known

3. MAPS AND PLANS

List all maps and plans, accompanying this request giving details of their scale and content. In addition to the map mentioned in paragraph 1(d), this must include a map of a scale not less than 1:25,000 or, if no such map is available, on the largest scale readily available, showing the crossing and any paths or ways to be extinguished, and any connecting paths or ways, within the context of the general rights of way network.

4. OTHER INFORMATION

Give any other information you consider relevant

5. CHARGES PAYABLE BY THE APPLICANT

The amount payable in respect of making the Order will not exceed the costs actually incurred and will comprise the following elements:

- A. The administration charge for the making of the Order.
- B. The full cost of two newspaper advertisements both for the making and for confirming the Order.

See charges schedule (as attached)

DECLARATION

I/ We

(a) understand that no authority for the extinguishment or obstruction of any path or way in this request is conferred unless or until a Rail Crossing Extinguishment Order has been confirmed and comes into force;

(b) request that a Rail Crossing Extinguishment Order be made to stop up the crossing and any path or way described in Section 1 above; and

(c) declare that, to the best of my / our knowledge and belief, the factual information included in this form is correct.

Signed: [REDACTED]

Name in Capitals: [REDACTED]

On behalf of (name or railway or tramway operator) Network Rail Infrastructure Limited.

Address: Network Rail Infrastructure Limited

Registered office: Waterloo General Office, London SE1 8SW

Registered in England and Wales No. 02904587

For Correspondence : Floor 4B, George Stephenson House, Toft Green, York, YO1 6TJ

Position held: Liability Negotiations Adviser

Date: 13/06/2023

Please return this form and associated documents to: Definitive Map Team, Countryside Access Service, North Yorkshire Council, Northallerton, DL7 8AH. We require a signed copy of the application form to be sent by post to this address.

OFFICIAL

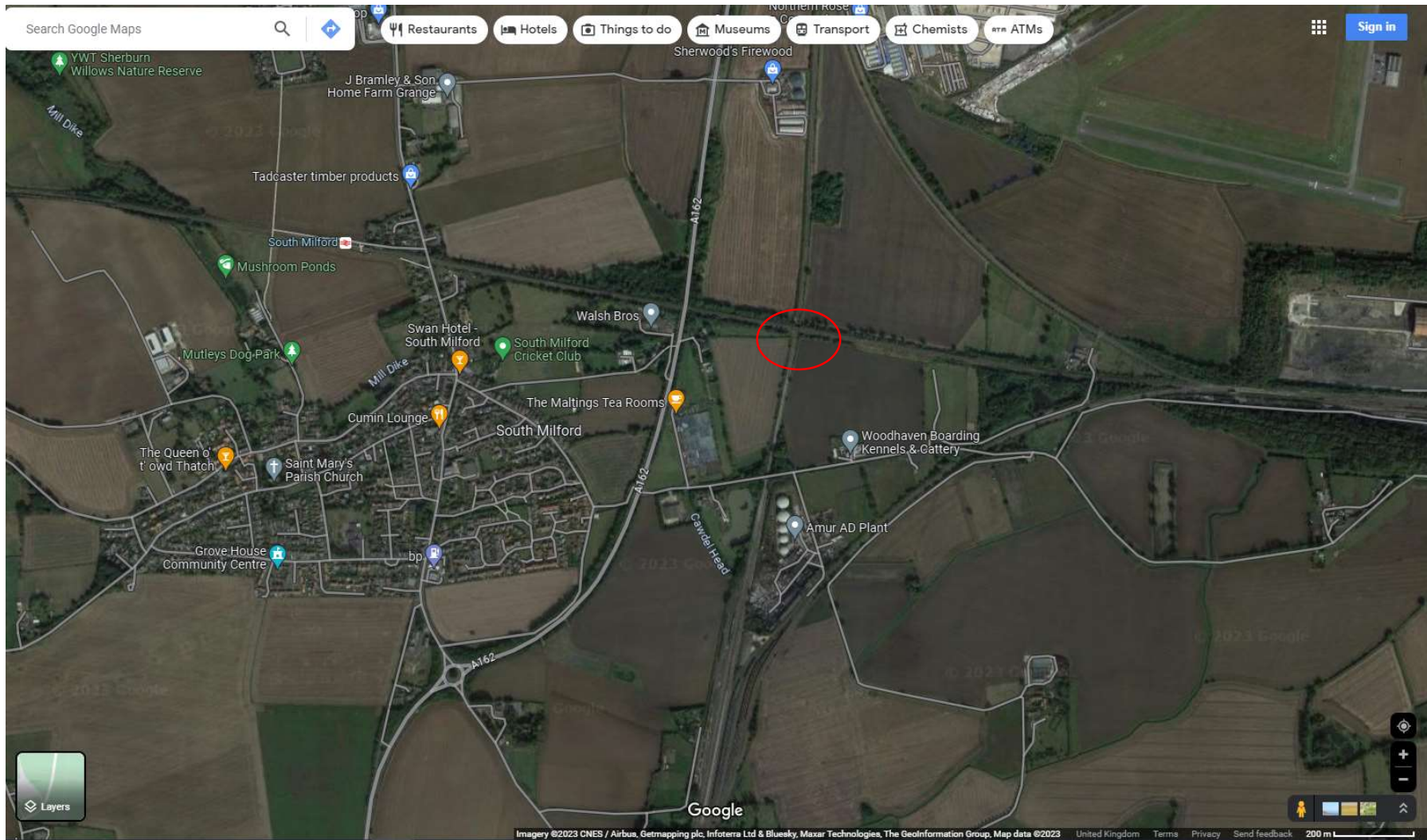
Supplemental Information- 118A Extinguishment Application- Milford Level Crossing

Appendix 1- location plan

Page 26



Milford Level Crossing shown in red circle



Milford Level Crossing shown in red circle

Appendix 2- Data from crashmaps.co.uk

The screenshot displays the CrashMap website interface. At the top, the browser address bar shows 'crashmap.co.uk/Search'. The website header includes the logo 'crashmap.co.uk', the text 'CrashMap Data: Great Britain 1999 - 2021 (verified)', and navigation links for 'Home', 'CrashMap Pro', 'FAQ', 'Contact us', and 'Log In'. The main map area shows a street view of South Milford with various crash markers. A legend in the bottom-left corner, titled 'Incident Severity', shows three icons: a yellow arrow for 'Slight', a red arrow for 'Serious', and a black arrow for 'Fatal'. Below the legend, it states '78 results found'. On the right side, a filter panel is visible with the following sections: 'Location' (set to 'South Milford'), 'Years' (set to '23 of 23 years selected'), 'Severity' (with checkboxes for 'Fatal', 'Serious', and 'Slight', all of which are checked), 'Casualty Types' (set to 'All Casualty Types'), and 'Vehicles Involved' (set to 'All Vehicle Types'). A 'Search' button is located at the bottom of the filter panel. The map also shows several business names such as 'Sherburn Aero Club', 'Sainsbury's Distribution Centre', and 'The Motorist Garage, MOT Centre & Bodyshop'.

Page 28

The screenshot displays the crashmap.co.uk interface. At the top, the logo and navigation links (Home, CrashMap Pro, FAQ, Contact us, Log In) are visible. The main map area shows a street view of South Milford with numerous crash markers. A legend in the bottom-left corner identifies the markers by severity: Slight (yellow), Serious (red), and Fatal (black). A search bar in the bottom-left corner shows "99 results found".

On the right side, a filter panel is open, showing the following settings:

- Location: South Milford
- Years: 23 of 23 years selected
- Severity: Fatal, Serious, Slight (all checked)
- Casualty Types: All Casualty Types
- Vehicles Involved: All Vehicle Types

Three incident detail pop-ups are visible on the map:

- Incident 1:** Date: 18/12/2009, Severity: Slight, Number of Vehicles Involved: 2, Number of Casualties Involved: 1.
- Incident 2:** Date: 30/01/2009, Severity: Serious, Number of Vehicles Involved: 2, Number of Casualties Involved: 3.
- Incident 3:** Date: 20/12/2013, Severity: Slight, Number of Vehicles Involved: 1, Number of Casualties Involved: 1.

Measure	Cost (where known)	Notes
Closure of the level crossing due to rail safety	Estimated £4,000,000 (cost of pedestrian over-bridge spanning two running lines is £2,100,000)	Due to the identification of vulnerable users in this location an Equalities Act compliant structure capable of traverses by users with vulnerabilities is likely to be required here, requiring a significant land purchase as well as significantly sized structure. Due to the proximity of the HUL3 rail line, with may also require some diversion of the public footpath. This option does not prove to be of cost benefit.
Closure by statutory diversion of public right of way	£50,000	Passed CBA. A statutory stopping up of the public right of way over the crossing has been sought.
Upgrade to Overlay Miniature Stop Light Crossing	£150,000	This option is not feasible at this location due to the proximity of signals and South Milford Station to the crossing. These features are outside of the usability criteria of this technology
Upgrade to a Miniature Stop Light Crossing that is fully integrated with the signalling system.	£1,500,000	This option would provide a level crossing solution integrated with the signalling system to overcome the limitations of an OMSL. An integrated MSL will allow a compliant solution regarding the signals within the strike in. However, the presence of the station so close to the level crossing would still lead to significant variability in level crossing warning time, which is outside of the design standards. Extended warning times are known to lead to increased levels of misuse. This option is not regarded as feasible and is rejected
Installation of telephones	£10,000	Telephones at Public Footpath only crossings are not now recognized as suitable industry risk mitigation due to the high levels of users ignoring this mitigation and failing to telephone. With the instructions to call from experience at other sites, this mitigation is deemed unsuitable. Plus, this creates additional workload for signallers etc
Installation of a supplementary audible warning device (SAWD)		This is a device that is fitted in conjunction with existing compliant whistle boards and provides a warning sound at the crossing itself. This option is not suitable as the whistle boards are non-compliant at this location. This system has also been phased out due to other mitigation will be needed to replace it come 2024.
Crossing deck and track level improvements		Whilst an anti-slip deck would minimize any slips, trips or fall hazards it does not address the sighting risks and the issues with ambient noise referenced above. Additional signage at the crossing is not considered to be appropriate as it would not address the safety concerns and would not mitigate the lack of sighting. The track levels result in undulations over the crossing though again this would not mitigate the lack of been able to sight or hear trains. The removal of excess vegetation would not mitigate the

		issues at this location. The sightlines are affected by permanent structures and so clearing vegetation would not help sight/hear trains. The option to move the crossing further North or South was also looked at though doing this would still not achieve the required sighting and would only be moving the current problem to a different location
Constructing steps, waiting platform and decking over the railway.		Creating a safe access area would not aid in the sighting/hearing of an approaching train and so this option is discounted.
Introduce speed restriction 20mph		The line speed at this location is 80 mph. The speed of all trains would have to be significantly reduced to bring the crossing into compliance- the estimated speeds that would make the crossing compliant is approximately 20mph. This would have a significant and extremely negative effect on the working timetable and operational efficiency across this route and it is therefore not considered to be a practical measure. This measure is also not likely to be accepted by Train Operating Companies (TOC) or Freight Operating Companies (FOC)
Combination of some of the no engineering solutions options above		A combination of some of the short-term options considered above is not considered to mitigate the inherent issue at this crossing which is the ability to sight and hear trains. The options are deemed insufficient to mitigate the risk so far is reasonably practicable.

This page is intentionally left blank

North Yorkshire Council

Environment Executive Members

22 February 2024

Proposed Introduction of Waiting Restrictions Main Street Welburn

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place with regard to this proposal and ask for a decision to be made on whether or not the proposal for parking restrictions at Main Street, Welburn be introduced or set aside in light of the objection received.

2.0 Background

- 2.1 The C91 Main Street provides the route through the village of Welburn linking to the A64 to the east. There are presently no waiting restrictions along Main Street.
- 2.2 The proposals are in response to a request made by the Parish Council. On road parking in Welburn has been an identified issue for previous Parish Councils over a number of years. The contributing factor to the on-road parking are tourists, those stopping to use the village services and residents without the benefit of off-road parking. The on-road parking can cause issues in the village interrupting the free flow of traffic and impeding access/egress from side road junctions.
- 2.3 The Parish Council was keen to see the introduction of some waiting restrictions in order to address the issues but at the same time acknowledged that a level of on-road parking had to be maintained for visitors and residents. Your officer understands the Parish Council engaged extensively with residents over parking restrictions, including drop-in sessions in the Village Hall, plans shared on the village Facebook page and asking for feedback by email.
- 2.4 The Parish Council recognised that any parking restrictions would have a significant impact on the village and plans were adapted as feedback was received. The final scheme presented in Appendix A was voted by the Parish Council to progress. This would introduce waiting restrictions around the junctions with Water Lane and Church Lane. Additionally, waiting restrictions would be introduced in the centre of the village on the southern side of the road where a significant amount of on-road parking occurs adjacent to the Shop/Café (Dogh) and Public House.

3.0 Consultation

- 3.1 The proposal has been 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 Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.
- 3.2 The TRO was advertised for public comment on 4 October 2023 as follows: North Yorkshire Council (Prohibition of Waiting and Loading and Provision of Parking) (Amendment) Order 2023. The last date for receipt of objections was 27 October 2023.
- 3.3 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 changed to a consultative role on 'wide area impact TROs'.

4.0 Responses, Objections and Officer Comments

- 4.1 There were a total of 10 responses, one commenting generally and nine objecting to the proposal, four of these objections were received 12 days after the closing date.
- 4.2 The objections were centred around the introduction of waiting restrictions in the centre of the village.
- 4.3 All the objections received are summarised in Appendix B with your officers' comments.

5.0 Local Member Comments

- 5.1 Local Member Councillor Caroline Goodrick the Ward Member representing Sheriff Hutton & Derwent division) was contacted during and after the consultation on her views to the proposals. Cllr Goodrick is supportive of the proposals.

6.0 Alternative Options Considered

- 6.1 The alternative option would be to just introduce waiting restrictions around the junctions with Water Lane and Church Lane.

7.0 Financial Implications

- 7.1 The cost of advertising the Traffic Regulation Order and installing the road markings is estimated at approximately £250 which will be funded from the local highways (Signs Lines and TROs) budget.

8.0 Legal Implications

- 8.1 In the event that the Corporate Director of Environment and Executive Member for Highways and Transportation resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The 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.

- 8.2 The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Environment Executive Members 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 for Environment in consultation with the Environment Executive Member. 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 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 Councillor.
- 8.3 The proposals are wholly within the village of Welburn, therefore this would not be classed as a wide area impact TRO.
- 8.4 In the event that the Corporate Director of Environment and Executive Member for Highways and Transportation resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The 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.
- 8.5 In the event that the Executive Member for Highways and Transportation resolves to approve changes to the Traffic Regulation Orders described in this report, then to accord with the relevant statutory regulations, the Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The Council will also be required to notify the objectors of its decision.
- 8.6 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 six weeks of the order being made.
- 8.7 In recommending the implementation of the proposed TRO, officers consider that it will enable the 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.
- 8.8 Statement of Reasons attached at Appendix C.
- 9.0 Public Inquiry Implications**
- 9.1 Consideration has been given to the requirement to cause a public inquiry to be held with regard to objections received.
- 9.2 Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires North Yorkshire Council, as order making authority, to cause a public inquiry to be held should the effect of the order be to prohibit the loading or unloading of vehicles or vehicles of any class in a road on any day of the week at all times or within certain times specified in the Act.

9.3 The proposal does not include the prohibition of loading or unloading and as such the Council does not consider there is a requirement to cause a public inquiry to be held. Loading and unloading is currently permitted on double yellow lines in the area, in accordance with the Highway Code.

10.0 Equalities Implications

10.1 Consideration has been given to the potential for any 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 screening form has been included in Appendix D.

11.0 Climate Change Implications

11.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and a copy of the Climate Change Impact Assessment decision form is attached as Appendix E.

12.0 Reasons For Recommendations

12.1 It is considered that the Parish Council has been diligent in its approach and has considered the impact parking restrictions would have on all areas of the village. Indeed, initial plans which included much wider parking restrictions along the North side of Main Street were withdrawn in order to keep on street parking for visitors to both the village shop/café (Dogh) and the Public House. The proposals as submitted by the Parish Council are fair, measured and have been produced following a thorough and diligent consultation.

12.2 The objectors mainly support restrictions around the junctions of Water Lane/Church Lane with Main Street as parking at those locations restricts the view of road users. This same argument can be applied to the junctions within the proposed restriction ie the service road to the café/shop/dwellings and the public house. Exiting these junctions can be an issue if vehicles are parked close or opposite. It is appropriate that the principle of protecting sight lines at junctions is consistent for all junctions in the village.

12.3 Whilst there is a comment by the objectors that the road in the centre of the village is at its widest, it is at this very same place that parking on either side of the road reduces traffic flow to one way only as when vehicles are parked on both sides the road it is not wide enough for opposing traffic to pass.

12.4 It is considered that the proposals are proportionate and still leave adequate on street parking throughout the village for visitors to facilities and the wider surroundings.

13.0 Recommendation(s)

13.1 The results of the consultation exercise are noted. It is recommended that:

- i) the Corporate Director of Environment, in consultation with the Environment Executive Member for Highways and Transportation, approves the introduction of No Waiting at any time as advertised and as shown in the Plan contained in Appendix A;
- ii) the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member in light of the objections received and that the objectors are notified within 14 days of the order being made.

Appendices:

Appendix A - Plan of proposed scheme.

Appendix B - Details of objections

Appendix C - Statement of Reasons

Appendix D - Equalities Impact screening form

Appendix E - Climate Change Assessment screening form

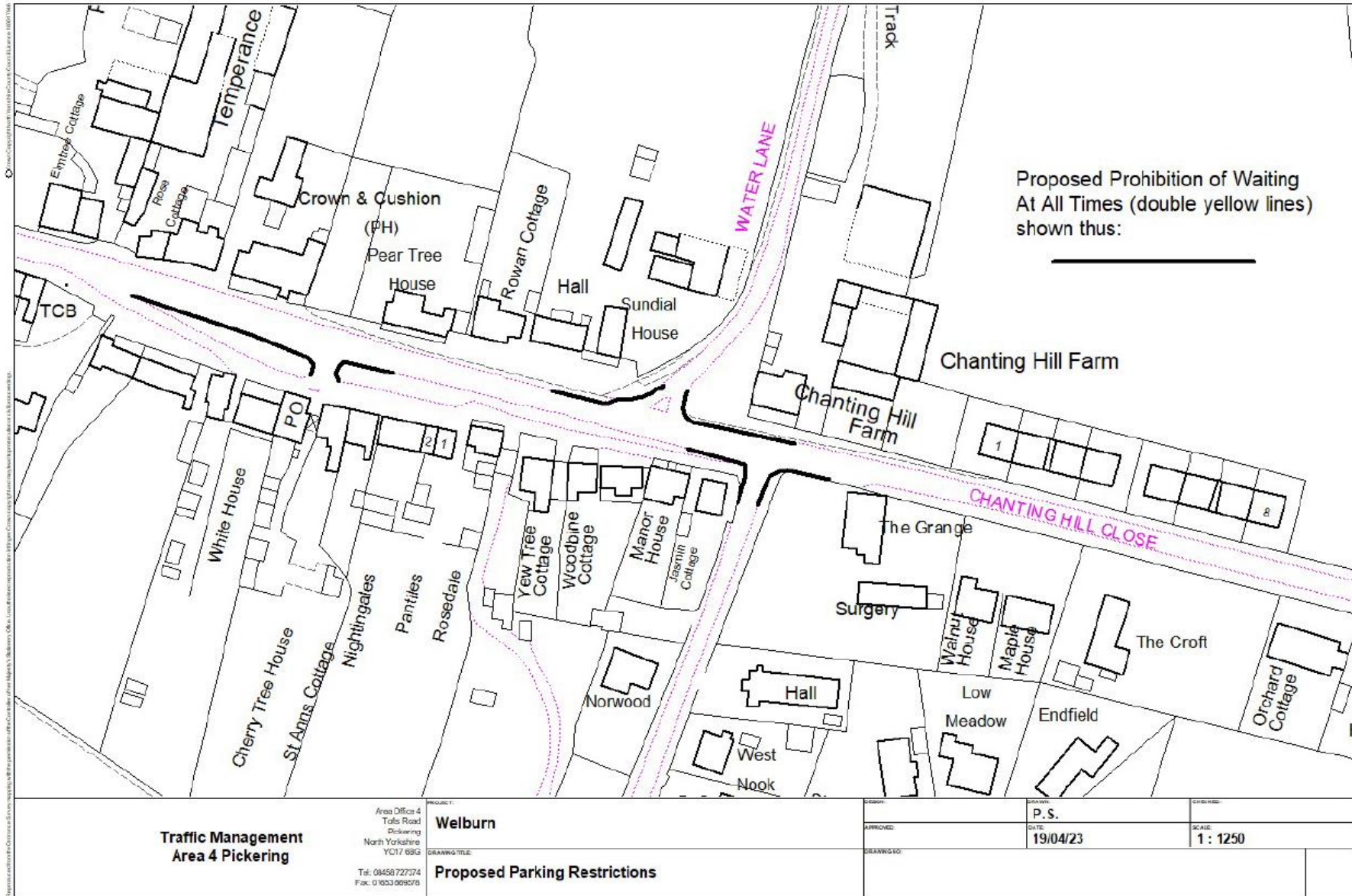
BACKGROUND DOCUMENTS: Emails/letters of objections received are held by the Kirby Misperton Area 4 Highways Office.

BARRIE MASON

Assistant Director – Highways & Transportation, Parking Services, Street Scene, Parks & Grounds

22 February 2024

Report Author and Presenter – Tim Coyne - Improvement Manager



Objector	Reason for Objection	Officers Response
1	<ul style="list-style-type: none"> • This part of the road through the village is actually the widest part, so cars are able to pass each other, even when cars are parked there. • The shop/cafe needs parking space for their customers to be viable. Our staff regularly use the shop/cafe for breakfast, lunch and other vital necessities as this is the only shop in our area, without having to travel to Malton. We are located in the Parish but on the other side of the A64, which means we have to use our cars to travel to the shop and therefore need to be able to park there. Same applies for villagers living in Crambeck, Holmes Crescent and Greets House Road. 	<ul style="list-style-type: none"> • The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic. • Based on the recommended length of end to end parking spaces the restriction will remove approximately 10 parking spaces from the centre of the village. It is considered that these could be accommodated elsewhere along Main Street without causing an issue. 800m is regularly quoted as an acceptable maximum walking distance to services. From the western end and eastern end of the villages built up area it is approximately 350m and 300m respectively to the village centre. As such it is not considered that walking to the to the shop/café from elsewhere in the village, if parking is not available directly outside, can be considered an issue.
2	<ul style="list-style-type: none"> • As a visitor to Welburn for over 25years I have never found the parking to cause any obstructions. There is enough space for lorries & emergency services to get through. I also believe that if you apply limited parking along that part of the road then people will just park in other areas of the village probably causing more problems in the width of the road plus obstructions to driveways & junctions or in front elderly people houses where notices are already placed asking people not to park there. Welburn is a place of outstanding beauty & is bound to (and always has) attracted tourists & visitors. There is no parking apart from on streets but 	<ul style="list-style-type: none"> • The parking issue was identified and raised by the Parish Council. • Approximately 10 parking spaces will be lost in the village centre and it is not considered that accommodating them elsewhere in the village would be an issue but parking will continue to be monitored.

	<p>currently people park with thought & courtesy to the people that live there.</p>	
<p>3</p>	<ul style="list-style-type: none"> • Yellow lines are proposed for a village in an area of outstanding natural beauty – Surely, this would spoil the aesthetics of the village. • Yellow lines will increase cars speeding through the village. Currently cars parked on both sides of the road are a deterrent for speeding cars. • I think that this could be detrimental and cause more accidents. • When there are major accidents on the A64, traffic is often diverted through welburn – Yellow lines would ensure that cars can drive faster in the village • The proposed yellow lines are in the centre of the village. This is also the widest part of the road in the village where even with cars parking on both sides, a single line of traffic passes through. With lines on one side, traffic would flow both ways at greater speed. Parking both sides, naturally slows down traffic. • The proposed restriction of parking, could possibly affect the small independently owned business Dogh, which is situated in the centre of the village. They rely on external customers from local businesses who come to buy lunch and platters, dog walkers and walkers, this proposal will restrict parking with no alternative provided. • The proposed yellow lines will almost certainly cause people to park further up the road or down side roads, where the street is narrower, causing even more obstructions. It's already tight sometimes driving though the village particularly at school pick up times 	<ul style="list-style-type: none"> • The narrower less obtrusive lines would be provided. • Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored. • There is no evidence to support that introducing waiting restrictions will cause collisions. • Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored. • The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic. • Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business. • It is not considered that accommodating parked vehicles elsewhere in the village would be an issue but parking will continue to be monitored.

	<ul style="list-style-type: none"> I think that there could be other traffic calming measures such as speed lights informing drivers of their speed when entering the village. 	<ul style="list-style-type: none"> It is not a traffic calming scheme
4	<ul style="list-style-type: none"> The current parking on both sides of the road in the centre of the village (between The Crown and Cushion and Dogh) provides a natural speed deterrent through the village. As a rural area with many walkers, cyclists and elderly people in the village, this currently provides some relief from cars speeding down the country lanes. If parking restrictions were placed in this area this could become a safety concern for the village, as we are all aware that small country back roads attract speeding due to lack of cameras or policing more often than not. The proposed area of lines outside of Dogh will surely impact our business at the café, as many of our patrons park close by to call into the café for takeaway and to use the shop. In addition, some patrons are elderly and cannot be expected to walk the long distances from the unmarked roads to use the café. If all other on street parking in the village is already full due to walkers and people who live in the village, we will lose customers who will not be able to stop in the village. The lines will also impact our ability to receive deliveries at the café without causing obstruction to others in the village The areas where the lines are proposed mostly covers the widest part of the village, this will surely push traffic down into the narrower lanes and closer to the school. These areas are already problematic for parking as they cannot facilitate large volumes of vehicles and often force people to park on the paths or grass. Preventing the parking at the widest section of the village will surely cause a real safety risk on the smaller lanes 	<ul style="list-style-type: none"> Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored Based on acceptable walking distances it is not considered that not being able to park directly outside Dogh will affect the business. Should delivery vehicles not be able to access the service road outside Dogh or find a parking space directly opposite, it is allowable to park on double yellow lines for a limited period of time for the purposes of loading/unloading. The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic.
5	<ul style="list-style-type: none"> This is one of the wider parts of the street through the village and even with cars parked at this point the passage of all traffic is possible. 	<ul style="list-style-type: none"> The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is

	<ul style="list-style-type: none"> • Putting double Yellow lines at this point may result due to the width of the road in increased traffic speed which is not desirable particularly outside the pub and shop • This is a very convenient spot to stop to collect food and goods from the shop. We frequently stop here to collect bread and other food as do so many people. Not having this parking space could impact seriously on the shops viability which would be very very detrimental to the village. • Putting double yellow lines outside the shop would almost certainly cause patrons to park on the service road directly outside the shop causing annoyance to residents who may have to wait for patrons to leave or egress from the other ends of the service road. • This is detrimental to the viability of the shop and the village, and the public who enjoy the shop and café. 	<p>only enough road space to allow a single flow of traffic.</p> <ul style="list-style-type: none"> • Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored • Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business. • There is nothing to suggest vehicles would park on the service road to the adjacent properties but parking will be monitored. • Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.
6	<ul style="list-style-type: none"> • I cannot perceive any point in having them in front of the shop. There is certainly plenty of space to park and allow the flow of traffic sensibly. • I believe it would have a detrimental impact on the village shop however and I can only assume that this is the petty reason behind it. That is how it appears to a newcomer to the area such as myself. 	<ul style="list-style-type: none"> • The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic. • Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.

<p>7</p>	<ul style="list-style-type: none"> • This restriction is in my opinion unnecessary and is discriminatory to the shop and its trade Welburn is situated on the first link road from Malton and therefore many people use this road as access to other villages, some do stop and use the village shop and its facilities. A restriction on parking would prevent this when the shop is busy the waiting time can be more than the regulation 2 minutes allow for loading on double yellow lines. • Welburn shop is not a straight forward ordinary shop, it has had to diversify over time and currently has a café and a takeaway service as well as tables both inside and outside. Food is cooked to order, this means that people can be waiting up to 15 minutes for their takeaway to be ready, as it would be an offence to park on double yellow lines for such a time those availing themselves of this service would in all likelihood park on the access road. My walking is a little restricted , I would find that I had to do this. • Welburn is a popular village for walkers, walking is encouraged by the ANOB who have produced a leaflet ‘walks from Welburn’ in order to attract people to the area. These people come in their cars, park in the village street before setting off on their walk,. The village street does at times become full of parked cars mainly on the north side, quite often from the Welburn village sign. These cars do not pose any problem in my estimation, we should be encouraging people to come into the countryside. However on completion of their walk many walkers like to enjoy refreshments at either the pub or the shop • If the proposed restrictions are passed then those who choose to use the shop will have walk a further distance from and back to their cars many will not do so reducing trade to the shop • I think that some thought needs to be given to the costs of enforcement of any proposed restrictions, who is going to undertake this and at what 	<ul style="list-style-type: none"> • Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business. • There is no evidence to suggest parking on the service road will occur, but parking can be monitored. • The parking issue was identified and raised by the Parish Council • Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.
----------	---	--

	<p>cost. Will the parish council have to pay for the cost of enforcement or will it be North Yorkshire who bears the cost. Given the amount of complaints regarding the village shop placing tables on the village green (for which I believe it had planning permission) generated by a small number of individuals in the past , I feel sure that there will be a similar number of complaints from the same persons regarding vehicles parking for more than the regulation time in the restricted area. Investigating these will be at a cost either to Welburn Parish council or to North Yorks CC</p> <ul style="list-style-type: none"> • I am a farmer and have lived in Welburn parish for over 60 years, I try to avoid travelling through Welburn with farm machinery where possible, sometimes it is unavoidable. The place where the street is at it narrowest is just after the telephone box travelling towards Bulmer it is here that restrictions should be placed rather than outside the village shop 	<ul style="list-style-type: none"> • North Yorkshire Councils Parking Services Team will be responsible for monitoring as they do elsewhere in the County. • The location was identified as an issue by the Parish Council. It is considered waiting restrictions at this location will improve vehicle flow. Also, they would improve manoeuvrability from the adjacent pub car park and the private road serving Dogh and the adjacent dwellings.
<p>8</p>	<ul style="list-style-type: none"> • Proposals will move the issue to the west of the village. 	<ul style="list-style-type: none"> • Parking will continue to be monitored
<p>9</p>	<ul style="list-style-type: none"> • In the centre of the village where the pub and café are located the road is wide enough for cars to park on both sides of the road and still allow the passage of larger vehicles such as buses, tractors & combine harvesters. This is no more restrictive than the narrower parts of the village where people park on the footpath. I understand that the vehicles cannot pass through quickly, but surely that is an advantage? With parking both sides, as long as one vehicle can pass through at a time, then this acts as a natural speed calming feature. • Having lines one or both sides will likely lead to speeding vehicles which is more of a safety issue than the inconvenience of parked vehicles. Parked vehicles do act as a speed restrictor. • Additionally, restricting parking in this area of the village is likely to increase parking in other places: Church Lane; the service road; near the 	<ul style="list-style-type: none"> • The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic. • Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds, but this can be monitored • It is not considered that accommodating parked vehicles elsewhere in the village

	<p>school (which is surely more important); & towards Chestnut Avenue. Shifting the problem will only make it more awkward for people who live in these areas and don't have any off-road parking themselves. We ourselves live along the service road and although it's convenient for us to park outside our house, I don't believe that we have any more right to park there than anybody else. We are lucky enough to have some alternative parking, but how would it work for those who don't?</p> <ul style="list-style-type: none"> • Looking at the plans, it would appear that theoretically, parking would be possible down both sides of Water Lane, both sides of Church Lane, both sides of Chanting Hill close, and both sides of the road outside Rowan Cottage. I don't think this would allow anything wider than a tricycle to pass through. • Finally, having an interest in the café, I wonder how we will be able to receive some of our deliveries which come in a 7.5 tonne vehicle? These vehicles are too big for the service road. If the proposals go ahead and cars are parked on the road outside the Crown & Cushion with yellow lines on the opposite side of the road, where will these delivery vehicles park? – They have 20kg. bags of sugar amongst many other items. • Personally, I would suspect that highways money is better spent on repairing potholes than painting lines (If it is the same budget?), or alternative traffic calming measures such as village gateways. 	<p>would be an issue but parking will continue to be monitored.</p> <ul style="list-style-type: none"> • In theory this can occur presently, but drivers have a responsibility to park with due care and attention so as not to cause an inconvenience to others • Should delivery vehicles not be able to access the service road outside Dogh or find a parking space directly opposite, it is allowable to park on double yellow lines for a limited period of time for the purposes of loading/unloading. • The proposal is not a maintenance of traffic calming scheme.
--	---	---

PROPOSED INTRODUCTION OF WAITING RESTRICTIONS AT WELBURN**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 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 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

Item	Road	Side	Length
1.	Main Street	South	From a point 19 metres east of the centreline of its junction with Church Lane, to a point 19 metres west of the centreline of its junction with Church Lane.
2.	Main Street	North	From a point 36 metres east of the centreline of its junction with Water Lane, to a point 29 metres west of the centreline of its junction with Water Lane.

Item	Road	Side	Length
3.	Main Street	South	From a point 98 metres west of the centreline of its junction with Church Lane, to a point 169 metres west of the centreline of its junction with Church Lane.
4.	Church Lane	Both	From its junction with Main Street, to a point 14 metres south of the centreline of its junction with Main Street.
6.	Water Lane	Both	From its junction with Main Street, to a point 11 metres north of the centreline of its junction with Main Street.

CONSIDERATION OF OBJECTIONS

Under the Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director of Environment in consultation with the Environmental Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director of Environment and the Environmental 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 of Environment 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 of Environment and the Environmental Executive Members seeking a decision on the consideration of the objections. The Corporate Director of Environment 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 of Environment 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 of Environment has delegated powers to make decisions on TROs where there are no objections.

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	Environment		
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds		
Proposal being screened	Proposed waiting restrictions, Main Street, Welburn		
Officer(s) carrying out screening	Tim Coyne		
What are you proposing to do?	Introduction of no waiting at any time restrictions at locations on Main Street, Welburn		
Why are you proposing this? What are the desired outcomes?	To improve the flow of traffic and safety and manoeuvrability at junctions.		
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 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 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.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	No	Yes	
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:	X	Continue to full EIA:	
Reason for decision	The reduced scheme should not create significant negative impacts on people with protected characteristics.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	05/02/2024			

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.

Page 50

Title of proposal	Proposed waiting restrictions, Main Street, Welburn
Brief description of proposal	Introduction of no waiting at any time restrictions on Main Street, Welburn
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Tim Coyne
Names and roles of other people involved in carrying out the impact assessment	None
Date impact assessment started	30/01/2024

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.

None. It is consider that the proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so 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.

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 cost of advertising the Traffic Regulation Order and installing the road markings will be funded from the local highways (Signs Lines and TROs) budget.

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	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>		<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.

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.

The proposed waiting restrictions order will require the installation of new road markings (Double yellow lines) but will not otherwise have an impact on the Environment. However, steps will be taken to ensure that construction emissions are reduced as far as possible.

Page 54

Sign off section

This climate change impact assessment was completed by:

Name	Tim Coyne
Job title	Improvement Manager
Service area	Highways & Transportation
Directorate	Environment
Signature	
Completion date	30/01/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 05/02/2024

North Yorkshire Council

Environment Executive Members

22 February 2024

Proposed Review of 7.5T Weight Restriction on Norton Level Crossing

Report of the Assistant Director – Highways & Transportation, Parking Services, Street Scene, Parks & Grounds

1.0 PURPOSE OF REPORT

- 1.1 At a meeting of the Business and Environmental Services (BES) Executive Members on 24 January 2020 it was resolved to introduce a 7.5T weight restriction on Norton Level Crossing with the provision that a further review of its impact on traffic flows and air quality would be undertaken when the implications of the increased rail service through Malton are fully appreciated.
- 1.2 As the planned increased rail service through Malton has not occurred and there is currently no date when it will be introduced a decision is sought from the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation as to whether or not the review should be brought forward.

2.0 BACKGROUND

- 2.1 An 18 month Experimental 7.5T Weight Restriction Order was introduced on Norton Level Crossing in February 2018. The restriction was sought to reduce the number of large vehicles in the Castlegate area in order to improve the air quality. Castlegate and the Butcher Corner area are covered by an Air Quality Management Plan (AQMA). The location plan is attached as Plan 1.
- 2.2 At the meeting of the Corporate Director - BES and the BES Executive Members on 24 January 2020 a report was considered whether or not an Experimental 7.5T Weight Restriction on Norton Level Crossing should be made permanent.
- 2.3 The report provided information on the impact of the Experimental 7.5T Weight Restriction and the results of a public and stakeholder consultation.
- 2.4 The decision of the Corporate Director - BES, in consultation with the BES Executive Members, was that -
- The 7.5T weight restriction at Norton Level Crossing is made permanent by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984.
 - The weight limit is reviewed again following the increase to the rail service in Malton and a review of the consequent impact on traffic flows and Air Quality.
- 2.5 The increase to the rail service, which could result in the doubling of the service, would be significant due to the additional amount of times the level crossing barriers would be down, resulting in increased queuing traffic on Castlegate through the AQMA.
- 2.6 The Order to make the weight restriction permanent came into force on 17 October 2020.

2.7 A copy of the Report from the 24 January 2020 Committee is attached as Appendix A and the Decision Record is attached in Appendix B.

3.0 PREVIOUS REPORT

- 3.1 The report in Appendix A set out the previous consultation responses which were received during the period the experimental order was in force. Also, the results of an on-line consultation in respect to the question as to whether the experimental order should be made permanent or not.
- 3.2 The main issue raised was the impact of the Heavy Goods Vehicle (HGV) Traffic which was displaced onto Highfield Road and Pasture Lane, particularly with regard to the two primary schools which are located on this route. Other issues raised were in terms of –
- Narrowness of the road.
 - Congestion.
 - Road damage.
 - Detrimental impact on residential properties
 - Difficulty for resident's crossing over the road
 - Speed of HGV's.
- 3.3 Three Hauliers who responded identified the difficulty HGV's have turning right from Old Maltongate into the B1257 at Butcher Corner due to the tight radius often resulting in mounting the footway. Their other comments were –
- HGVs are being forced to use unsuitable roads
 - HGV's still need to travel through the centre of Malton.
 - Increased travel time and transport costs.
- 3.4 Other comments received were in relation to the impact on the surrounding villages caused by the re-routing of HGVs.
- 3.5 129 Responses were received to the on-line consultation (1% of the population of Malton/Norton). Of these 33 were in favour of the restriction being made permanent and 96 against. Of the 96 against the restriction 24 (25%) were from the area around Highfield Road/Pasture Lane.
- 3.6 The officers response to those objections to the proposal to make the Experimental Order permanent were outlined in the previous report contained in Appendix 1 and these are included here in paragraphs 3.8 to 3.12 again for reference in *italics*.
- 3.7 *The experimental weight limit should not be considered in isolation but must be included as part of a bigger picture in terms of the planned increase in rail services in the town and any potential alterations to the operation of the existing highway network.*
- 3.8 *In terms of HGV impact on the Air Quality Management Area (AQMA) at Butcher Corner. Whilst no exceedances of the annual mean NO₂ objective have occurred within the Malton AQMA for the last three years, which includes a period before the weight restriction was introduced, Ryedale District Council have stated that they intend to keep the AQMA under review. This is due to the anticipated increases in queuing related congestion at the level crossing as a consequence of the proposed doubling of the rail service.*
- 3.9 *Whilst it is acknowledged that the experimental weight restriction has created some issues elsewhere on the network, its contribution towards improvements to air quality, particularly on Wheelgate and Castlegate cannot be ignored. To revoke the weight restriction before the implications of the increased rail service have been fully appraised could be considered premature.*

- 3.10 *However, the issues which have been raised surrounding the HGV restriction, such as HGV vehicles being displaced onto unsuitable routes are also important points to consider.*
- 3.11 *An extension to the existing experimental weight limit may have been considered the most practical solution in order that the impact of the increase in rail service on the highway network can be fully appraised. However, it is not possible to extend an experimental weight restriction order past the date it expires. It must either be revoked or made permanent.*
- 3.12 Taking everything into consideration, the recommendation to the NYCC Corporate Director – BES and the BES Executive Members was that the permanent Order was made but on the understanding that it will remain under review. A further decision as to whether or not the restriction should remain in force was to be taken when the implications of the increased rail service were fully appreciated.

4.0 Current Position

- 4.1 The former Ryedale District Council's (RDC) 2023 Air Quality Annual Status report acknowledges that concentrations of nitrogen dioxide (NO₂) at all monitoring sites within the Air Quality Management Area (AQMA) have shown an improving picture since 2013. This is considered to be due to a combination of vehicle emissions improvements and the increased use of the Brambling Fields A64 junction, removing traffic from the AQMA. Changes in priority at the junction of Church Street/Welham Road, made in 2016, have enabled eastbound traffic in Castlegate to clear quicker, which is acknowledged as possibly also contributing to air quality improvements in the vicinity of the AQMA. The HGV restriction on the level crossing introduced in a bid to reduce the number of Lorries travelling through the Malton AQMA is also acknowledged.
- 4.2 Whilst no exceedances of the annual mean NO₂ objective have occurred within the Malton AQMA for the last six years, increases in queuing related congestion at the level crossing are anticipated should the doubling of rail services through Malton go ahead. As such the AQMA will be kept under review until it can be demonstrated that compliant concentrations are stable over a sustained period. Should pollution levels remain well below the objectives from 2023 onwards, parts of the AQMA will be considered for revocation.
- 4.3 The former RDC previously acknowledged that the recorded improvements in air quality at the current time could not be attributed to one particular factor and that the contribution made by the HGV restriction cannot be individually identified. Indeed, there is no specific evidence or data at present which provides a direct correlation between the introduction of the restriction and improving air quality, or the extent to which the restriction is contributing to improving air quality.
- 4.4 Presently there is no confirmed date as to when the increase to the rail service in Malton, which could result in the doubling of the service, will come into force.
- 4.5 Concerns are still being raised regarding the impact of diverted HGV traffic, particularly along Highfield Road where it passes two primary schools.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The cost of appointing our consulting partners to undertake the review on Air Quality and Traffic Flows, estimated to cost £5,000 will be funded from ring fenced Section 106 monies accrued for the purposes of addressing air quality/traffic issues in Malton & Norton.

6.0 LEGAL IMPLICATIONS

6.1 There are no Legal Implications of undertaking the review.

7.0 EQUALITIES IMPLICATIONS

7.1 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 screening form has been included in Appendix C.

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 It is the view of officers that the recommendation does not have an adverse impact on Climate Change and a copy of the Climate Change Impact Assessment decision form is attached as Appendix D.

9.0 REASONS FOR RECOMMENDATIONS

9.1 While there is uncertainty regarding any increase in rail service though Malton, the issues on the surrounding network through the introduction of the HGV restriction on the level crossing remain. As such a review of the impact of removing HGVs from Castlegate and the AQMA measured against the downward trend of NO₂ monitoring site levels would provide evidence on the ongoing appropriateness of the restriction.

10.0 RECOMMENDATION

10.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, approves that the review of the 7.5T weight restriction on the level crossing, in terms of its impact on traffic flows and air quality, is brought forward considering the uncertainty regarding the proposed increase in rail services.

APPENDICES:

Appendix A - Copy of 24 January 2020 Report to the Corporate Director, BES and the BES Executive Members

Appendix B - Decision Record from the 24 January 2020 meeting of the Corporate Director, BES and the BES Executive Members

Appendix C - Equalities Impact screening form

Appendix D - Climate Change Assessment screening form

BACKGROUND DOCUMENTS: Copies of reports referred to are held by the Kirby Misperton Area 4 Highways Office.

Barrie Mason
Assistant Director – Highways & Transportation, Parking Services, Street Scene, Parks & Grounds
County Hall
Northallerton
22 February 2024

Report Author and Presenter – Tim Coyne - Improvement Manager

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

North Yorkshire County Council

Business and Environmental Services

Executive Members

24 January 2020

7.5T Weight Restriction – Norton Level Crossing

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 reason why, following the decision by the Corporate Director, BES and the BES Executive Members at the meeting of the 26 July 2019 to make the previous experimental weight restriction permanent that the Order was not made.
 - And for a decision to be made whether a new Order to make the 7.5T Weight Restriction should be made in view of the previous decision.
- 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 At the meeting of the Corporate Director, BES and the BES Executive Members on the 26 July 2019 a Report was considered whether or not an Experimental 7.5T Weight Restriction on Norton Level Crossing should be made permanent.
- 2.2 The Report provided information on the impact of the Experimental 7.5T Weight Restriction and the results of a public and stakeholder consultation.
- 2.3 The decision of the Corporate Director, BES, in consultation with the BES Executive Members, was that -
- The 7.5T weight restriction at Norton Level Crossing is made permanent by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984.
 - The weight limit is reviewed again following the increase to the rail service in Malton and a review of the consequent impact on traffic flows and Air Quality.
- 2.4 A copy of the Report from the 26 July 2019 Committee is attached as Appendix 1 and the Decision Record is attached in Appendix 2.
- 2.5 The Traffic Regulation Order was made to make the restriction permanent but was subsequently found to contain an error which meant the restriction could not be enforced.
- 2.6 It was advised by Legal Services that the proposal to make a permanent 7.5T Weight Restriction on Norton Level Crossing would need to be re-advertised.

3.0 Previous Consultation

- 3.1 The Report in Appendix 1 sets out the previous consultation responses which were received during the period the experimental order was in force. Also, the results of the on-line consultation in respect to the question as to whether the experimental order should be made permanent or not.
- 3.2 18 responses objections were received to the weight restriction during the period of the experimental order.
- 3.3 The main issue raised is the impact of the Heavy Goods Vehicle (HGV) Traffic which was displaced onto Highfield Road and Pasture Lane, particularly with regard to the two primary schools which are located on this route.

Other issues raised were in terms of –

- Narrowness of the road.
 - Congestion.
 - Road damage.
 - Detrimental impact on residential properties
 - Difficulty for resident's crossing over the road
 - Speed of HGV's.
- 3.4 Three Hauliers who have responded have identified the difficulty HGV's have turning right from Old Maltongate into the B1257 at Butcher Corner due to the tight radius often resulting in mounting the footway. Their other comments have been –
- HGV's are being forced to use unsuitable roads
 - HGV's still need to travel through the centre of Malton.
 - Increased travel time and transport costs.
- 3.5 Other comments received were in relation to the impact on the surrounding villages caused by the re-routing of HGVs.
- 3.6 129 Responses were received to the on-line consultation (1% of the population of Malton/Norton). Of these 33 were in favour of the restriction being made permanent and 96 against. Of the 96 against the restriction 24 (25%) were from the area around Highfield Road/Pasture Lane.

4.0 Re-Consultation

- 4.1 The proposal was re-advertised on 4 December 2019 and the objection period ended on 27 December 2019. No objections have been received to the advertisement of the permanent Order.
- 4.2 Key stakeholders were advised that their previous responses to the making of a permanent Order would be taken into account and no further response was necessary unless there was a change of view.
- 4.3 The only key stakeholder who objected to the previous consultation to make the Order permanent was County Councillor Keane Duncan. However, no grounds were presented with the objection. Councillor Duncan has been invited to attend this meeting.

5.0 Officers Response

- 5.1 The Officers response to those objections to the proposal to make the Experimental Order permanent were outlined in the previous Report contained in Appendix 1 and these are included here in paragraphs 5.2 to 5.6 again for reference.
- 5.2 The experimental weight limit should not be considered in isolation but must be included as part of a bigger picture in terms of the planned increase in rail services in the town and any potential alterations to the operation of the existing highway network.
- 5.3 In terms of HGV impact on the Air Quality Management Area (AQMA) at Butcher Corner. Whilst no exceedances of the annual mean NO₂ objective have occurred within the Malton AQMA for the last three years, which includes a period before the weight restriction was introduced, Ryedale District Council have stated that they intend to keep the AQMA under review. This is due to the anticipated increases in queuing related congestion at the level crossing as a consequence of the proposed doubling of the rail service.
- 5.4 Whilst it is acknowledged that the experimental weight restriction has created some issues elsewhere on the network, its contribution towards improvements to air quality, particularly on Wheelgate and Castlegate cannot be ignored. To revoke the weight restriction before the implications of the increased rail service have been fully appraised could be considered premature.
- 5.5 However, the issues which have been raised surrounding the HGV restriction, such as HGV vehicles being displaced onto unsuitable routes are also important points to consider.
- 5.6 An extension to the existing experimental weight limit may have been considered the most practical solution in order that the impact of the increase in rail service on the highway network can be fully appraised. However, it is not possible to extend an experimental weight restriction order past the date it expires. It must either be revoked or made permanent.
- 5.7 Taking everything into consideration, the recommendation to the NYCC Corporate Director, Business and Environmental Services and the BES Executive Members is that a permanent Order is made but on the understanding that it will remain under review. A further decision as to whether or not the restriction should remain in force will be taken when the implications of the increased rail service are fully appreciated

6.0 Equalities

- 6.1 Consideration has been given to the potential for any 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 and an Equalities Impact Assessment Screening form is attached in Appendix 3.

7.0 Finance

- 7.1 The cost of making and advertising the Traffic Regulation Order is estimated at approximately £300.

8.0 Legal

- 8.1 The Council has powers under Sections 1(1), 2(1), 2(2), 2(4) and 3(2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act to make a permanent Traffic Regulation Order (TRO) to prohibit any heavy commercial vehicle (ie, any goods vehicle which has an operating weight exceeding 7.5 tonnes) from driving along any road or length of road, except for certain permitted purposes (including exemptions for permit holders) which include the conveyance of goods/access to or from premises situated on or adjacent to any of those roads or for the garaging, servicing or repairing of a vehicle at premises accessible from and only from any of those roads.
- 8.2 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 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. 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 therefore.
- 8.3 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) and the provision of suitable and adequate parking facilities on and off the highway. A copy of the Statement of Reasons for the TRO is contained in Appendix 4.
- 8.4 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.
- 8.5 The relevant local member has been provided with a copy of this report and has been invited to the meeting on 24 January 2020.

9.0 Recommendations

- 9.1 A 7.5T weight restriction at Norton Level Crossing is made by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984 and the objectors are notified of the decision within 14 days of the Order being made.
- 9.2 The weight limit is reviewed again following the increase to the rail service in Malton and a review of the consequent impact on traffic flows and Air Quality.

BARRIE MASON
Assistant Director
Highways & Transportation

Author of Report: Tim Coyne

Background Documents: Responses to the Experimental Order are held in the scheme file held by the Kirby Misperton Area 4 Highways Office.

North Yorkshire County Council
Business and Environmental Services

Executive Members

26 July 2019

Experimental 7.5T Weight Restriction – Norton Level Crossing

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 with;
- information on the impact of the Experimental 7.5T Weight Restriction at Norton Level Crossing which has been in force since February 2018 and is due to expire in August 2019.
 - the outcome following public and stakeholder consultation in regard to whether or not the Order should be made permanent when it expires.
 - and for a decision to be made whether or not the weight restriction order should be made permanent in view of the information provided
- 1.2 The Corporate Director, BES and the BES Executive Members decision is sought regarding the recommended option.

2.0 Background

- 2.1 On 9 February 2018 an Order was made for the prohibition of heavy commercial vehicles with an operating weight exceeding 7.5 tonnes at Norton Level Crossing for an experimental period of eighteen months.
- 2.2 The experimental weight limit Order cannot be extended in time or amended in any way. It must be made permanent or revoked.
- 2.3 While the statutory six month period for objecting to the indefinite continuation of the Order expired, NYCC agreed to take any further representations up to 1 May 2019.
- 2.4 An on-line consultation via the NYCC website has also taken place between the 3 and 24 May 2019 which sought public views and reasons as to whether or not the weight limit should be made permanent.
- 2.5 The views were also sought from key stakeholders such as, Ryedale DC, Town Councils, Local Members, Parish Councils, Haulage Operators, Emergency Services and Network Rail.
- 2.6 The location of Norton Level Crossing is shown on Plan 1

3.0 Consultation Responses

- 3.1 A total of 18 responses in the form of objections to the Order were received to the weight restriction.

- 3.2 The main issue raised is the impact of the HGV Traffic which has been displaced onto Highfield Road/Pasture Lane with 12 of 18 responses raising concerns which can be summarised as follows –
- Detrimental impact on the two primary schools (pollution, noise pollution, road safety, intimidation)
 - Narrowness of road at the Old Malton end causing blockages and undesirable reversing movements back onto Old Malton Road.
 - Traffic jams as HGV's have difficulty manoeuvring around parked cars particularly at the start and end of the school day.
 - Damage to the road.
 - Detrimental impact on residential properties (pollution and noise pollution when HGV's rattle over the speed humps)
 - Damage to residential properties caused by the vibrations of HGV's as they rattle over the speed humps.
 - Difficulty for resident's crossing over the road due to increased numbers of HGV's.
 - Speed of HGV's.
- 3.3 Three Hauliers who have responded have identified the difficulty HGV's have turning right from Old Maltongate into the B1257 at Butcher Corner due to the tight radius often resulting in mounting the footway. Their other comments have been –
- HGV's are being forced to use unsuitable roads e.g. Highfield Road and the roads through Settrington and Scagglethorpe.
 - The restriction defeats the object in terms of air quality as HGV's still need to travel through the centre of Malton.
 - Increased travel time and transport costs.
 - HGV's are now one of the lowest polluting vehicles on the road.
- 3.4 Other comments received identify the following issues –
- Detrimental impact on Harton Village and the Howsham and Brasenthwaite bridges.
 - Quarry traffic having a detrimental impact on Welham Hill/Moor Hill through Burythorpe then Westow and Howsham.
 - Detrimental impact on roads through Settrington and Scagglethorpe.
 - Increase in traffic on Scarborough Road.
- 3.5 129 Responses were received to the on-line consultation (1% of the population of Malton/Norton). Of these 33 were in favour of the restriction being made permanent and 96 against. Of the 96 against the restriction 24 (25%) were from the area around Highfield Road/Pasture Lane.
- 3.6 The responses from stakeholders and the on-line consultation are summarised in Appendix A.
- 4.0 Enforcement**
- 4.1 The weight restriction has been monitored by the NYCC Trading Standards Team. The monitoring regime has been over and above any monitoring undertaken elsewhere in the County. The Trading Standards Team have had to divert staff from other duties to provide an enhanced programme of monitoring at the crossing.
- 4.2 To date there have been 36 prosecutions for contravening the restriction.

5.0 Air Quality

- 5.1 Information provided by Ryedale District Council identifies that concentrations of nitrogen dioxide (NO₂) levels at all monitoring sites within the Air Quality Management Area (AQMA) at Butcher Corner have shown a general downward trend since 2012/13.
- 5.2 Monitoring of NO₂ levels during 2018 has demonstrated that:
- The health-based annual mean NO₂ objective of 40 micrograms per cubic metre (µg/m³) was not exceeded at any monitoring location.
 - The highest annual mean concentration of NO₂ was 33 µg/m³ on Wheelgate and Yorkersgate.
 - 7 locations monitored lower concentrations in 2018 than in 2017. The greatest improvement was seen on Wheelgate, where there was a 15% reduction in annual mean NO₂ concentration between 2017 and 2018. Minor increases in NO₂ were observed at Old Maltongate and Yorkersgate, where levels increased by 3% and 9% respectively. On average, concentrations of NO₂ decreased by 4% across the AQMA.
 - The number of exceedances of the annual mean NO₂ objective in the AQMA has gradually fallen between 2012 and 2018 (7 exceedances in 2012, 3 in 2013, 2 in 2014, 1 in 2015 and no exceedances in 2016, 2017 or 2018).
 - Although there have been no exceedances since 2015, Ryedale District Council have stated that they intend to keep the AQMA under review. This is due to the anticipated increases in queuing related congestion at the level crossing as a consequence of the proposed doubling of the rail service.

6.0 Traffic Flows

- 6.1 Traffic surveys have been undertaken on a 3 monthly basis since the Order was implemented.
- 6.2 Impact on Butcher Corner
- 6.2.1 Flows along Yorkersgate have remained more or less constant during the Order period. The likely reason could be due to the fact that the weight restriction has not caused HGV traffic to significantly re-route, it has just required HGV's to travel straight ahead onto Old Maltongate instead of turning right onto Castlegate.
- 6.2.2 Old Maltongate has shown an increase in HGV traffic both directions, (11% towards town, 28% out of town). The likely reason could be that HGV traffic at Butcher Corner can no longer turn into Castlegate from Yorkersgate or Wheelgate. Also, Old Malton Road/Old Maltongate is the alternative route into Malton from the A64 instead of travelling over the level crossing and via Castlegate.
- 6.2.3 Flows on Wheelgate have shown a reduction in both directions, (49% into town, 58% out of town). This is likely due to HGV vehicles which would usually travel south towards Butcher Corner and onto Castlegate, re-routing along Pasture Lane/Highfield Road to access Old Malton Road and the A64. Similarly HGV vehicles which would usually enter Wheelgate from Castlegate are likely diverting along Highfield Road/Pasture Lane from Old Malton Road to avoid making a tight right turn at Butcher Corner.
- 6.2.4 Flows on Castlegate have fluctuated over the period of the restriction. HGV traffic appears to have decreased southbound towards the level crossing (50%). However, travelling north towards Butcher Corner surveys have only recently shown an identifiable decrease in HGV vehicles (15%). Trading Standards have also reported that over recent weeks recently there has been an identifiable decrease in infringements at the level crossing.

6.2.5 The increase in HGV traffic on the Old Maltongate arm of the AQMA is offset by the reductions on Wheelgate. Whilst there has been a reduction in HGV traffic heading south on Castlegate from the AQMA, HGV traffic heading north has only recently shown a reduction. With HGV traffic on Yorkersgate being largely consistent, it appears that the overall impact of the experimental Order is only now showing a reduction in HGV traffic on the roads adjacent to the AQMA.

6.3 Impact on other routes in Malton/Norton.

6.3.1 Highfield Road/Pasture Lane

Counts undertaken in September 2018 and December 2018 showed a significant increase in HGV traffic along this route (24% increase). However it must be borne in mind that Taylor Wimpey and Linden Homes are undertaking significant residential development off Pasture Lane, there has also been an extension to the Primary School. Many of the HGV trips along this route are likely contributable to construction traffic, particularly in relation to the significant off-site highway improvement works which were undertaken. The latest counts indicated an increase of just 2% over the baseline data. This may be a result of the off-site highway works being complete.

6.3.2 Welham Road

Counts have revealed a reduction (33%) of HGV traffic heading north towards the level crossing and an increase (12%) of HGV traffic heading south away from the level crossing.

6.3.3 Church Street

Counts have revealed a reduction in HGV traffic along this section of road (16% fewer travelling towards Castlegate and 8% fewer heading away from the junction).

7.0 **Other considerations**

7.1 Rail service frequencies are due to increase to two trains per hour in each direction from December 2019, therefore doubling the number of trains stopping in Malton each hour. This will result in the level crossing barriers being down for a greater overall duration across the hour which has the potential to create significant queuing, impacting on journey times, creating congestion and resulting delay.

7.2 The recent Malton & Norton Infrastructure and Connectivity Study identifies a set of priority interventions that could potentially be taken forward to reduce levels of congestion within the two towns. This included an "Internal Junction and Traffic Signal Strategy", to look at the impact of measures to change how the road network currently operates. There is also the need to fully understand the impact of the increase in rail usage, and related traffic growth, on the network performance of the two towns. A micro simulation Traffic Model was identified as being necessary to accurately reflect the impact of such changes will have on the highway network.

7.3 At the time of writing the Traffic Model is approaching completion.

8.0 **Conclusion**

8.1 The experimental weight limit should not be considered in isolation but must be included as part of a bigger picture in terms of the planned increase in rail services and any potential alterations to the operation of the existing highway network.

8.2 The traffic model will be used to test alterations to the highway network and how these may affect HGV routing.

- 8.3 Whilst no exceedances of the annual mean NO₂ objective have occurred within the Malton AQMA for the last 3 years Ryedale District Council have stated that they intend to keep the AQMA under review. This is due to the anticipated increases in queuing related congestion at the level crossing as a consequence of the proposed doubling of the rail service.
- 8.4 Whilst it is acknowledged that the experimental weight restriction has created some issues elsewhere on the network its contribution towards improvements to air quality, particularly on Wheelgate and Castlegate cannot be ignored. To revoke the weight restriction before the implications of the increased rail service have been fully appraised could be considered premature.
- 8.5 However, the issues which have been raised surrounding the HGV restriction, such as HGV vehicles being displaced onto unsuitable routes are also important points to consider.
- 8.6 Taking the above considerations into account, an extension to the existing experimental weight limit may have been considered the most practical solution in order that the impact of the increase in rail service can be fully appraised. However, as stated in 2.2 above, it is not possible to extend the experimental weight restriction order past the date it is due to expire on 9th August 2019. It must either be revoked or made permanent.
- 8.7 It is therefore the view of officers that the Order should be made permanent but on the understanding that it will remain under review. A further decision as to whether or not the restriction should remain in force can then be taken when the implications of the increased rail service are fully appreciated.

9.0 Equalities

- 9.1 Consideration has been given to the potential for any 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 and an Equalities Impact Assessment Screening form is attached in Appendix B.

10.0 Finance

- 10.1 The cost of making and advertising the Traffic Regulation Order is estimated at approximately £300 and this can be funded using existing allocated funding for Brambling Fields Complimentary Measures.

11.0 Legal

- 11.1 The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 to impose an Experimental Traffic Order to restrict the weight of vehicles passing a particular point in a street. An Experimental Traffic Order is like a permanent traffic order in that it is a legal document which imposes traffic and parking restrictions.
- 11.2 An Experimental Traffic Order cannot continue in force for longer than 18 months and any person may object within 6 months of the day on which the Order came into force.
- 11.3 The Council must follow the provisions set out under Regulation 22 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and if the Order is to be made permanent, Regulation 23 of the same. Regulation 23 specifies a shortened procedure for making an Order giving permanent effect to an Experimental Order, providing certain conditions are met. All conditions have been

met in this case, therefore the Council can proceed to make the proposed order without further consultation or giving Notice of Proposals, or inviting and considering further objections.

- 11.4 In the event that the BES Executive Members and the 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 Order and publish a notice of making the Order in the local press.
- 11.5 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) and the provision of suitable and adequate parking facilities on and off the highway. A copy of the Statement of Reasons for the TRO is contained in Appendix C.

12.0 Recommendation(S)

12.1 It is recommended that the Corporate Director, BES, in consultation with the BES Executive Members approves that;

(i)The 7.5T weight restriction at Norton Level Crossing is made permanent by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984.

(ii)The weight limit is reviewed again following the increase to the rail service in Malton and a review of the consequent impact on traffic flows and Air Quality.

BARRIE MASON
Assistant Director Highways & Transportation

Author of Report: Tim Coyne

Background Documents: Responses to the Experimental Order are held in the scheme file held by the Kirby Misperton Area 4 Highways Office.

Norton Level Crossing - 7.5T Weight Restriction

02 July 2019



Scale 1 : 2179



Stakeholder Response

Consultee	Make Restriction Permanent	Additional Comments
Ryedald District Council	Yes	Discontinuation of the restriction could be premature due to the forthcoming increase in rail services. Any reconsideration of the restriction should not be carried out until air quality monitoring is undertaken post the introduction of the increased rail services.
Norton Town Council	Yes	Address problem affected areas, specifically Highfield Road.
Malton Town Council	Yes	Address negative impact on Highfield Road, Town Street, Old Maltongate, Pasture Lane and Yorkersgate.
Settrington Parish Council	No recommendation	Plans for development between Beverley Road and Norton Ind. Estate to include a "through road" Improve Brambling Fields roundabout to make more amenable to HGV's. Upgrade gritting route through the village to a P1 status. Assess strength of Settrington road bridge and consider weight limit.
Network Rail	Yes	
County Councillor Lindsay Burr	Yes	Improve signage and address issues on Highfield Road
County Councillor Keane Duncan	No	
NFU	No recommendation	Agricultural Vehicles not affected

On-Line Consultation

Against Making the Restriction Permanent	For Making the Restriction Permanent
96 (74%)	33 (26%)
Total Number of Respondents	- 129 (1% population of Malton/Norton)

Reasons Against Making the Restriction Permanent	
Impact on Highfield Road	51
Moved the problem elsewhere/unsuitable roads	26
Longer Routes for HGVs	13
No Improvement	15
HGVs now use Cleaner Fuel	8

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	To make an Experimental Weight Restriction Order a permanent Order.
Officer(s) carrying out screening	Tim Coyne
What are you proposing to do?	An 18 month Experimental 7.5T Weight Restriction Order came into force in February 2018 at Norton Level Crossing. As the Order expires in August 2019 a decision has to be made as to whether the Order will be revoked or made permanent. The recommendation is that the Order is made permanent But that it continues to be reviewed.
Why are you proposing this? What are the desired outcomes?	The restriction was sought to reduce the number of large vehicles in the Castlegate area in order to improve the air quality. Castlegate and the Butcher Corner area are covered by an Air Quality Management Plan. There has been a year on year improvement in Air Quality at Butcher Corner and the restriction may have contributed to this. However, there are other issues around the routes HGV's are using to avoid the restriction. The matter is complicated by a Network Rail proposal to double the frequency of train services at Malton Station after Christmas 2019. This will result in the barrier at the level crossing coming down twice every hour. The increased occurrence of vehicles queuing may have a detrimental effect on the Air Quality Management Area at Butcher Corner. Although the proposal is to make the Weight Restriction permanent it will be reviewed once the implications of the increased rail service are known.
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 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? 	

<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	The proposal is simply to make permanent a weight restriction which has been in force for 18 months. No other changes are proposed.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	11/07/19		

**PROPOSED INTRODUCTION OF 7.5T WEIGHT LIMIT AT NORTON LEVEL CROSSING
FOLLOWING OF EXPIRY OF TIME LIMIT OF EXPERIMENTAL ORDER.**

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 (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

Norton [Plan 1]

The introduction of a permanent order to restrict vehicles over 7.5T travelling over Norton Level Crossing is sought to reduce the number of large vehicles in the Castlegate area in order to improve the air quality. Castlegate and the Butcher Corner area are within an Air Quality Management Area. Local Authorities have an obligation under the Environment Act 1985 to try to improve air quality in an Air Quality Management Area.

Traffic Officer: Tim Coyne (Area 4 Highways, Kirby Misperton)

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 Constituency 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 Constituency 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.

Reference Number: BES only - 26/19

NORTH YORKSHIRE COUNTY COUNCIL – Business and Environmental Services

DECISION RECORD

Experimental 7.5T Weight Restriction – Norton Level Crossing

The following decision has been taken: -

- a) The 7.5T weight restriction at Norton Level Crossing is made permanent by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984.
- b) The weight limit is reviewed again following the increase to the rail service in Malton and a review of the consequent impact on traffic flows and Air Quality.

By whom: David Bowe, Corporate Director – Business and Environmental Services in consultation with Executive Members, County Councillors Don Mackenzie and Andrew Lee

On: 26 July 2019

Reasons for decision: -

The experimental weight limit should not be considered in isolation but must be included as part of a bigger picture in terms of the planned increase in rail services and any potential alterations to the operation of the existing highway network.

Whilst it is acknowledged that the experimental weight restriction has created some issues elsewhere on the network its contribution towards improvements to air quality, particularly on Wheelgate and Castlegate cannot be ignored. To revoke the weight restriction before the implications of the increased rail service have been fully appraised could be considered premature.

Although an extension to the existing experimental weight limit may have been considered the most practical solution in order that the impact of the increase in rail service can be fully appraised, the Road Traffic Regulation Act does not allow such an extension.

Making the Order permanent will allow a further review of its impact to be undertaken when the implications of the increased rail service are fully appreciated.

Details of any alternative options considered and rejected: -

None.

Signed:

.....

Name: David Bowe

Directorate - Business and
Environmental Services

Note: This is not a key decision and therefore this decision record does not follow the publication procedures that "formal" decision records do and is just a record of the decision taken for BES.

Contact for further information: tim.coyne@northyorks.gov.uk

Contact for copy of report considered: area4.kirbymisperton@northyorks.gov.uk

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	7.5T Weight Restriction Order		
Officer(s) carrying out screening	Tim Coyne		
What are you proposing to do?	Introduce a 7.5T Weight Restriction Order on Norton Level Crossing. With the proviso that it will be reviewed once the implications of the increased rail services through the town are known.		
Why are you proposing this? What are the desired outcomes?	The restriction is sought to reduce the number of large vehicles in the Castlegate area in order to improve the air quality. Castlegate and the Butcher Corner area are covered by an Air Quality Management Plan. There has been a year on year improvement in Air Quality at Butcher Corner and the restriction may have contributed to this. However, there are other issues around the routes HGV's are using to avoid the restriction. The matter is complicated by a Network Rail proposal to double the frequency of train services at Malton Station in May. This will increase the frequency of the barrier at the level crossing coming down. The increased occurrence of vehicles queuing may have a detrimental impact on the Air Quality Management Area at Butcher Corner. Although the proposal is to make the Weight Restriction permanent it will be reviewed once the implications of the increased rail service are known.		
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	The proposal is to introduce a permanent order for a weight restriction which has previously been in force for 18 months. No other changes are proposed.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	16/01/20		

PROPOSED INTRODUCTION OF 7.5T WEIGHT LIMIT AT NORTON LEVEL CROSSING

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:-

- (h) 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
- (i) for preventing damage to the road or to any building on or near the road, or
- (j) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (k) 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
- (l) (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
- (m) for preserving or improving the amenities of the area through which the road runs; or
- (n) 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 (f) and (g) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:-

The introduction of a permanent order to restrict vehicles over 7.5T travelling over Norton Level Crossing is sought to reduce the number of large vehicles in the Castlegate area in order to improve the air quality. Castlegate and the junction intersection (known as Butcher Corner) are within an Air Quality Management Area (AQMA). The roads in the AQMA are narrow and are lined with buildings. The area experiences regular queuing and congestion around Butcher Corner. Queuing is exacerbated by the level crossing just outside Malton Railway Station that causes traffic to back up into the AQMA. The rail service in Malton is planned to double in May 2020 which will result in the level crossing barrier being lowered twice as often as it is presently. Local Authorities have an obligation under the Environment Act 1985 to try to

improve air quality in an Air Quality Management Area. Reducing the number of large vehicles in this area will also improve the amenity of the travelling public in the area who choose to use non-vehicular modes.

Location(s) of Proposed Order

Norton Level Crossing [Appendix 1, Plan 1]

Traffic Officer: Tim Coyne (Area 4 Highways, Kirby Misperton)

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 Constituency 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 Constituency 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.

Reference Number: BES only - 01/20

NORTH YORKSHIRE COUNTY COUNCIL – Business and Environmental Services

DECISION RECORD

7.5T Weight Restriction – Norton Level Crossing

The following decision has been taken: -
a) A 7.5T weight restriction at Norton Level Crossing is made permanent by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984.
b) The weight limit is reviewed again following the increase to the rail service in Malton and a review of the consequent impact on traffic flows and Air Quality.

By whom: David Bowe, Corporate Director – Business and Environmental Services in consultation with Executive Members, County Councillors Don Mackenzie and Andrew Lee

On: 24 January 2020

Reasons for decision: -

The proposed weight limit should not be considered in isolation but must be included as part of a bigger picture in terms of the planned increase in rail services and any potential alterations to the operation of the existing highway network.

Whilst it is acknowledged that the previous experimental weight restriction created some issues elsewhere on the network its contribution towards improvements to air quality, particularly on Wheelgate and Castlegate cannot be ignored. To revoke the weight restriction before the implications of the increased rail service have been fully appraised could be considered premature.

Although an extension to the previous experimental weight limit may have been considered the most practical solution in order that the impact of the increase in rail service can be fully appraised, the Road Traffic Regulation Act does not allow such an extension.

Making a permanent Order will allow a further review of its impact to be undertaken when the implications of the increased rail service are fully appreciated.

Details of any alternative options considered and rejected: -

None.

Signed: 27.01.2020

Name: David Bowe

Note: This is not a key decision and therefore this decision record does not follow the publication procedures that “formal” decision records do and is just a record of the decision taken for BES.

Directorate - Business and Environmental Services

Contact for further information: tim.coyne@northyorks.gov.uk

Contact for copy of report considered: tricia.richards@northyorks.gov.uk

Initial equality impact assessment screening form			
<p>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.</p>			
Directorate	Environment		
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds		
Proposal being screened	7.5t weight restriction on Norton Level Crossing		
Officer(s) carrying out screening	Tim Coyne		
What are you proposing to do?	To review the weight restriction on Norton Level Crossing in terms of the impact on Air Quality within the Malton Air Quality Management Area.		
Why are you proposing this? What are the desired outcomes?	The weight restriction came into force on 17 October 2010. It is considered appropriate to review the impact of the weight restriction against the continued general downward trend of nitrogen dioxide (NO ₂) at all monitoring sites within the Air Quality Management Area.		
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
	No	Yes	
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		

Appendix C

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	The reduced scheme should not create significant negative impacts on people with protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	05/02/2024		

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	Weight Restriction Review – Norton Level Crossing
Brief description of proposal	To review the weight restriction on Norton Level Crossing in terms of the impact on Air Quality within the Malton Air Quality Management Area
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Tim Coyne
Names and roles of other people involved in carrying out the impact assessment	None
Date impact assessment started	30/01/2024

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.

None appropriate.

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 cost of undertaking the review will be funded from ring fenced Section 106 monies for accrued for the purposes of addressing air quality/traffic issues in Malton & Norton.

Appendix D

<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				

Appendix D

<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>		<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.

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.

The proposed data review will not have an impact on the Environment.

Sign off section

This climate change impact assessment was completed by:

Name	Tim Coyne
Job title	Improvement Manager
Service area	Highways & Transportation
Directorate	Environment
Signature	
Completion date	30/01/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 05/02/2024

This page is intentionally left blank

North Yorkshire Council

Environment Executive Members

22 February 2024

Harrogate Cycle Network Development – Prioritisation Outcomes

Report of the Assistant Director Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To update on the outcomes of the Harrogate Cycle Network prioritisation assessment and recommend next steps as part of Stage 5 of the Harrogate Cycling Infrastructure Plan.
- 1.2 To recommend work starts on the Knaresborough cycle route priorities, using the same methodology as the Harrogate assessment, to ensure alignment with the original HCIP report.

2.0 BACKGROUND

- 2.1 In 2017 North Yorkshire Council (NYC) commissioned WSP to develop a Cycling Infrastructure Plan (CIP) for Harrogate (HCIP). The plan was created to operate as the basis for future bid work, influence junction design and highway schemes, and guide new development and developer contributions in creating a cohesive and safe cycle network.
- 2.2 The identification of four priority corridors acts as the first phase of network development. The development of the CIP was detailed in the Harrogate CIP Phase 1 report (2019), and then the four priority corridors were taken forward for further development in Phase 2 (2019).
- 2.3 The objective of Phase 2 was to take the priority corridors forward for initial development and generate high-level costs and economic benefits. The HCIP Phase 2 report recommended that additional corridors, from HCIP are taken forward for further development, and these corridors should be identified using appropriate stakeholder engagement.
- 2.4 In early 2021, NYC officers started to look at the additional corridors indicated on the HCIP cycle network map in more detail in partnership with Harrogate District Cycle Action (HDCA) given their knowledge and experience in using the local cycling network. The aim was to develop a list of cycling route priorities in the short, medium and long term as per the guidance for stage five of the Local Cycling and Walking Infrastructure Plan (LCWIP) process.
- 2.5 The LCWIP process consists of six stages:
 - 1. **Determining Scope;** Establish the geographical extent of the LCWIP and arrangements for governing and preparing the plan.
 - 2. **Gathering Information;** Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Reviewing related transport and land use policies and programmes.

3. **Network Planning for Cycling**; Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4. **Network Planning for Walking**; Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5. **Prioritising Improvements**; Prioritise improvements to develop a phased programme for future investment.
6. **Integration and Application**; Integrate outputs into local planning and transport policies, strategies, and delivery plans.

2.6 The first phase of the walking element of the Harrogate LCWIP was completed in December 2020, the Walking Infrastructure Plan (WIP) and CIP are two separate documents but together form a LCWIP for Harrogate.

2.7 When an opportunity to refresh these documents occurs in the future, we will merge them together to form one document.

3.0 CYCLE PRIORITY ASSESSMENT OUTCOMES

3.1 Following a report to the former BES Executive Members in May 2022, which detailed the prioritisation methodology, Officers completed an assessment of 160 individual potential cycle corridors across Harrogate.

3.2 Each corridor was assessed using 16 criteria, outlined in the LCWIP guidance, which covered:

Effectiveness	Forecast increase in number of cycle trips
	Importance to network
	Population served
	Key destinations served
Policy alignment	Improvement in road safety
	Air quality impact
	Schools
	Supports other schemes
	Visitor attractions
	Development sites
	Alignment with Harrogate Walking Infrastructure Plan priorities
Deliverability	Complexity of construction
	Dependant on other projects/ feasibility issues
	Politically acceptable
	Publicly acceptable
	Funding and support

3.3 All corridors were ranked between 1 and 160 based on the assessment, and the top priorities (alongside the existing four corridors) have been given indicative timeframes for delivery. The indicative timeframes are dependent on appropriate funding becoming available.

3.4 The top priorities also include Victoria Avenue, which although ranking outside of the top 20 priorities is at a detailed design stage with elements of the scheme to be delivered through an Active Travel Fund 2 underspend. For this reason, it has been included within the short-term cycle priorities.

3.5 The LCWIP guidance recommends that infrastructure improvements are prioritised into three categories:

Short term	(typically under <3 years) schemes which can be implemented quickly or are under development
Medium term	(typically <5 years) comprising improvements where there is a clear intention to act, but delivery is dependant on further funding availability or other issues (e.g. detailed design, securing planning permissions, land acquisition)
Long term	(typically >5 years) more aspirational improvements or those awaiting a defined solution

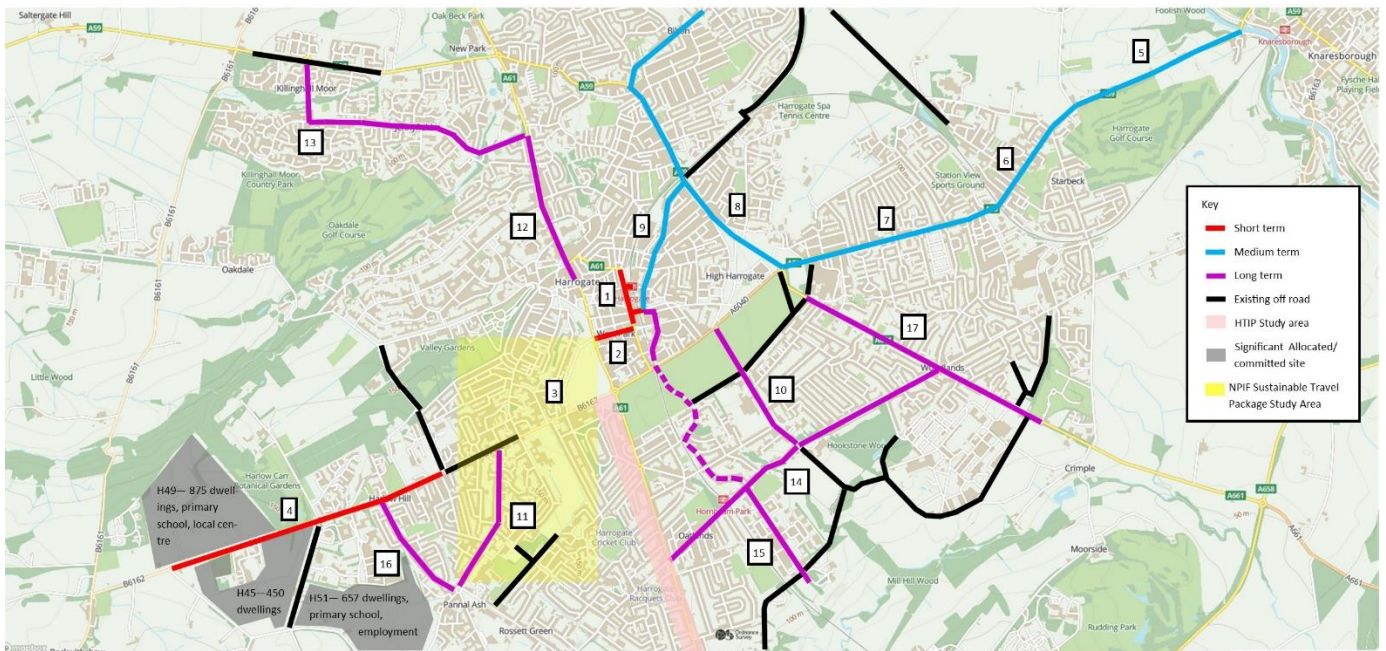
3.6 The LCWIP guidance also suggests that a high-level appraisal should be undertaken to help identify which improvements will be more likely than others to present value for money. The top priority schemes have all been assessed using the Active Mode Appraisal Tool to provide an indicative Benefit Cost Ratio (BCR). It must be noted that the BCR has only taken into account cycle benefits and does not take account of any pedestrian or wider benefits. The estimated scheme costs, to enable a 'light' Value for Money assessment to be undertaken, are derived from previous cost rates and studies and include appropriate risk provision, preliminary charges and design costs.

3.7 The proposed cycle priorities are:

	Corridor	Assessment priority ranking	BCR (High level)	High level Cost estimate £500k+(High), £100k - £500k (Medium), <£100k (Low)	Comments
Short term (<3 years)	Otley Road remainder (west of phase 1)	7	/	/	Developer funded phases through West of Harrogate
	Victoria Avenue	65	Pending due to redesign	/	Detailed design stage
	Station Gateway	3	/	/	Detailed design through TCF
	NPIF sustainable transport package	7	/	/	Package of sustainable transport measures in the vicinity of the Otley Road Corridor, the delivery of which will see the introduction of speed limits, new crossing facilities and the upgrade of bus tops
Medium term (<5 years)	A59 Starbeck level crossing to Empress Roundabout	2	1.36	High	Previous 2016 Knaresborough-Harrogate-Cardale park Cycle Route Feasibility Study has concept designs for this route, although they are not currently LTN 1/20 compliant
	A59 Forest Lane Head to	=3	1.3	High	Previous 2016 Knaresborough-Harrogate-

	Starbeck level crossing				Cardale park Cycle Route Feasibility Study has concept designs for this route, although they are not currently LTN 1/20 compliant
	East Parade (including Dragon Parade/Dragon Road)	=3	0.97	Medium	BCR based solely on East Parade. Outline design/LTN 1/20 refreshed. Junction improvements also needed.
	Skipton Road A59	9	2.7	High	Outline design/LTN 1/20 refreshed. Option to include Bilton Lane.
	A59 Maple Close to Knaresborough	/	1	High	Feasibility design stage (AMAT with 23% OB)
Long term (>5 years)	Pannal Ash Road	1	1.51	High	
	Hookstone Drive	9	1.19	High	
	Ripon Road (Jennyfield Drive to Parliament Street)	=11	1.18	High	Outline Design (HCIP Phase 2 report)
	Hookstone Road	=11	2.01	High	
	Hornbeam Park Avenue	=13	1	High	Outline Design (HCIP Phase 2 report). Development of full corridor includes Rayleigh Rd, Hamilton Ave, Warwick Crescent, St James Drive, Stray Reign, South Park Rd, North Park Rd, Slingsby Walk
	Jennyfield Drive	=13	1	High	Outline Design (HCIP Phase 2 report). Option to include Strawberry Drive
	Beckwith Road	=13	/	/	No defined infrastructure solution
	Wetherby Road	18	1.64	High	
	Oatlands Drive	20	/	/	No defined infrastructure solution

3.8 The short, medium and long term priorities are annotated on a map below, which is also attached in appendix A.



- 3.9 The cycle priority map includes all four priority corridors developed within the HCIP phase two work alongside several key high scoring routes picked up from the recent assessment process.
- 3.10 The map also highlights the ongoing HTIP (A61 corridor) study area as well as highlighting the NPIF programme area of improvements. Upon completion of the HTIP study and further development of the NPIF work, preferred routing of cycles will become more apparent and further links can be added to the map to ensure routes progress into Harrogate town centre. It is important that a cohesive network exists and as each priority route develops officers will work to ensure appropriate links are identified that connect into key destinations and existing provision.
- 3.11 The list represents the priority routes NYC should focus on going forward in terms of developing feasibility studies, detailed designs and also construction. Clearly, the timeframes are dependent on appropriate funding becoming available.
- 3.12 Active Travel England are keen to see a pipeline of schemes emerging from all of our LCWIPs and given the recent focus within ATF2 and ATF4 in Harrogate, a clear strategic plan of how the cycle routes will link up will support future bids for schemes within Harrogate.

4.0 NEXT STEPS

- 4.1 The LCWIP guidance states that stage 5 (prioritising improvements) should be shared with the appropriate relevant stakeholders and time should be taken to collect the views of all parties who may be interested or impacted, with the opportunity given for people to express their views.
- 4.2 Whilst we have assessed routes against a set of criteria, many are still an aspiration and lack sufficient detail to enable us to meaningfully engage with the public, therefore officers believe engagement with key stakeholders at this point will ensure that the direction of travel for this piece of work remains on track, whilst gaining valuable feedback on the emerging priorities. Clearly, as each scheme is developed over time, wider consultation will be undertaken.

- 4.3 It is proposed that engagement on the emerging priorities is focused on key stakeholders only and officers would recommend approaching the same stakeholders involved in the HCIP phase two report:
- Ward Councillors
 - Harrogate College
 - Harrogate Hospital
 - NYC Officers (Economic Growth, Development Management, PROW, Traffic Engineering, Highways, Public Health, Passenger Transport, Sport & Active lifestyles, Area Team and Transport Planning.
 - Harrogate District Cycle Action
 - Harrogate Bus Company / Transdev
 - Northern Rail
- 4.4 Whilst engagement with stakeholders gets underway, the short-term priorities of Victoria Avenue, Station Gateway, NPIF sustainable transport package and Otley Road remain the most logical schemes to progress given their stage of development and available funding. Engagement therefore is significantly focused on seeking views on the medium to long term priorities.
- 4.5 Alongside stakeholder engagement of the emerging Harrogate priorities, officers also recommend that a review of the Knaresborough cycle route priorities is undertaken. Harrogate and Knaresborough are connected by the ambition to provide cycle infrastructure on the A59 which was part of a recent unsuccessful Active Travel Fund tranche four bid. The HCIP phase one network map covered the Knaresborough area, although no routes were prioritised for further development in the phase two report. Assessing the Knaresborough area using the same methodology as previously used within Harrogate, will ensure that opportunities to improve cycling routes in Knaresborough are assessed and prioritised within one piece of work – mirroring the original HCIP report. This has the added benefit of identifying smaller, quick win schemes and identifying what type of infrastructure (and therefore typical cost) would be suitable for routes within Knaresborough.
- 4.6 The Harrogate Congestion study showed that almost half of the trips being made in the busiest periods both start and end within Harrogate and Knaresborough. These trips are short (less than 1.6miles on average), are generally commuter trips and are mostly made by car. These trips are the ones most easily shifted to more sustainable modes (walking, cycling or public transport) and this would make a measurable difference to the level of congestion on the roads.
- 4.7 Improving cycle infrastructure, starting with a pipeline of schemes, in both Harrogate and Knaresborough will encourage more cycling trips, aligning with the long standing ‘Cycling Walking Investment Strategy’ (CWIS) ambitions and the vision set out within ‘Gear Change’.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers considered using consultants to complete the stage five work but decided to use the expertise available in house to avoid any further consultant charges on the HCIP work.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The completed cycle priority list will provide the blueprint for developing cycle schemes in Harrogate, influencing active travel bidding opportunities. However, at this stage there are no financial impacts apart from Officer time to complete the cycle priority list or begin study work in Knaresborough.

7.0 LEGAL IMPLICATIONS

7.1 There are no legal implications arising from completing stage five of the HCIP. Work to progress stage five has been undertaken following DfT guidance.

8.0 EQUALITIES IMPLICATIONS

8.1 There are no significant equalities implications arising from this report.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 There are no significant climate change implications arising from this report.

10.0 CONCLUSIONS

10.1 Officers recommend beginning key stakeholder engagement to seek views on the emerging Harrogate cycle priorities in order to progress to stage 6 of the LCWIP process which embeds this work onto local planning and transport policies, strategies and delivery plans.

10.2 Having a clear view of which schemes to develop to a 'shovel ready' status will be key when future capital funding opportunities become available.

10.3 Officers also recommend commencing work on the Knaresborough cycle priorities, using the same methodology as the Harrogate assessment, to ensure alignment with the original HCIP report.

11.0 REASONS FOR RECOMMENDATIONS

11.1 The LCWIP guidance suggests that stage 5 (prioritisation of improvements) should be shared with relevant stakeholders and time should be taken to collect the views of all parties who may be interested or impacted, with the opportunity given for people to express their views.

11.2 Assessing the Knaresborough cycle routes alongside the Harrogate cycle routes presents a broader view of the strategy for cycling within the two towns and better mirrors the original HCIP work.

11.3 Efforts to improve walking, wheeling and cycling within North Yorkshire align with the Cycling Walking and Investment Strategy (CWIS 1&2), the Gear Change vision and decarbonisation and net zero ambitions.

12.0 RECOMMENDATION(S)

12.1 It is recommended that the Corporate Director, in consultation with the Executive Member for Highways and Transportation approves the following:

- i. Engage key stakeholders on the Harrogate Cycle Network prioritisation outcomes and collect views on the emerging priorities.
- ii. Commence work on the Knaresborough cycle route priorities and include these as one piece of work alongside the completed Harrogate priorities.

APPENDICES:

Appendix A – Priorities Map

Appendix B – Harrogate LCWIP Prioritisation Assessment

BACKGROUND DOCUMENTS: HCIP Phase 1 report & HCIP Phase 2 report

Barrie Mason

Assistant Director Highways & Transportation, Parking Services, Street Scene, Parks & Grounds
County Hall

Northallerton

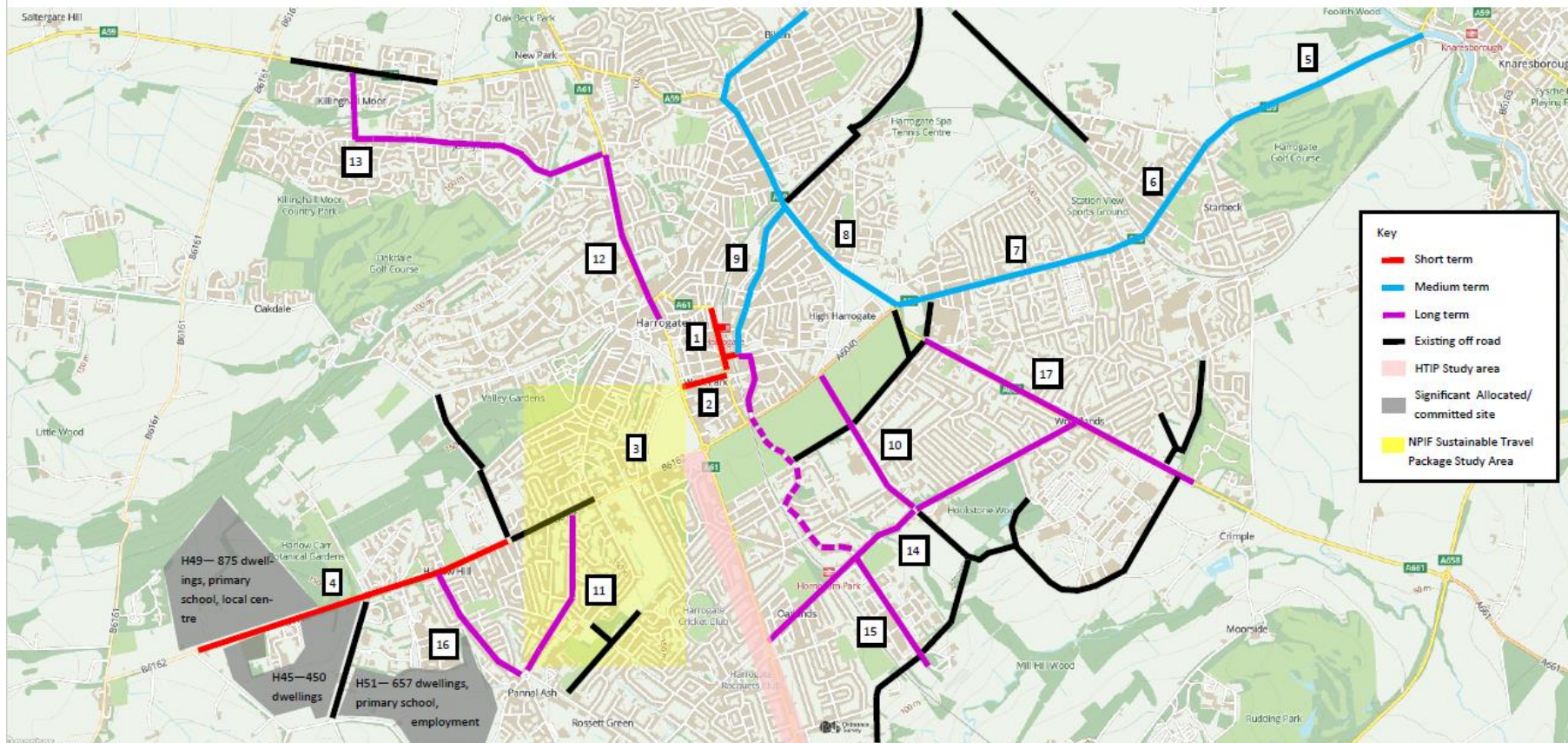
22 February 2024

Report Author – Alexander Kay, Senior Transport Planning Officer

Presenter of Report – Alexander Kay

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

Harrogate Cycling Infrastructure Plan Priorities



Key

- Short term
- Medium term
- Long term
- Existing off road
- HTIP Study area
- Significant Allocated/ committed site
- NPIF Sustainable Travel Package Study Area

Short term (<3 years) schemes that can be implanted quickly or are under development

1. Station Gateway
2. Victoria Avenue
3. NPIF sustainable transport package
4. Otley Road remainder

Medium term (<5 years) comprising improvements where there is a clear intention to act, but delivery is dependant on further funding availability or other issues (e.g detailed design, securing planning permissions, land acquisition)

5. A59 Maple Close to Knaresborough
6. A59 Forest Lane Head to Starbeck Level Crossing
7. A59 Starbeck Level Crossing to Empress Roundabout
8. A59 Skipton Road and Bilton Lane
9. East Parade (including Dragon Parade/Dragon Road)

Long term (typically >5 years) - more aspirational improvements or those awaiting a defined solution

10. Oatlands Drive
11. Pannal Ash Road
12. Ripon Road (Jennyfield to Parliament Street)
13. Jennyfield Drive and Crowberry Drive
14. Hookstone Drive / Hookstone Road
15. Hornbeam Park Avenue, Rayleigh Rd, Hamilton Ave, Warkwick Crescent, St James Dr, Stray Reign, S Park Ro, N Park Rd
16. Beckwith Road
17. Wetherby Road

(*please note that all timescales are subject to gaining access to funding through bidding processes with the exception of Station Gateway and NPIF sustainable transport package, for which funding has been secured. Otley Road is also expected to be funded through West of Harrogate development)

This page is intentionally left blank

- Summary** lists the top 30 scoring segments
- Scoring Criteria** shows the criteria and scoring system
- Assessment** displays the mulit criteria assessment of links
- Timeframe** route priorities in the short, medium and long terms as per the guidance for stage 5 of the LCWIP process.
- Context Map** shows HCIP corridors and associated projects

This page is intentionally left blank

HARROGATE CYCLE PRIORITISATION SUMMARY - TOP 30

Definition of scenarios	
1	Score rank - Based on the scoring against each of the prioritisation criteria

Short term (typically under <3 years) which can be implemented quickly or are under development
Medium term (typically <5 years) comprising improvements where there is a clear intention to act, but delivery is dependant on further funding availability or other issues (e.g detailed design, securing planning permissions, land acquisition)
Long term (typically >5 years) - more aspirational improvements or those awaiting a defined solution

Ref	Corridor	Score rank	Zone
1	Pannal Ash Road	1	Zone 1
2	A59 Starbeck Level Crossing to Empress Roundabout	2	Zone 11
3	A59 Forest Lane Head to Starbeck Level Crossing	3	Zone 11
4	Station Parade	3	Zone 24
5	East Parade	3	Zone 6
6	Ripon Road (Skipton Road to Jennyfield Drive)	6	Zone 22
7	Otley Road Section 2, West End Avenue to Cold Bath Road/Arthur's Avenue	7	Zone 5
8	Cheltenham Crescent/Cheltenham Parade	7	Zone 24
9	Hookstone Drive	9	Zone 4
10	Skipton Road A59	9	Zone 15
11	Hookstone Road	11	Zone 4
12	Ripon Road (Jennyfield Drive to Parliament Street)	11	Zone 22
13	Otley Road Section 4, Harlow Moor Road to Crag Lane (Primary On-Highway)	13	Zone 5
14	Hornbeam Park Avenue	13	Zone 7
15	Jennyfield Drive	13	Zone 14
16	Beckwith Road	13	Zone 1
17	Otley Road Section 5, Crag Lane to Beckwithshaw (Primary On-Highway)	13	Zone 5
18	Wetherby Road Woodlands Junction to Slingsby Walk	18	Zone 8
19	Beech Grove	18	Zone 18
20	Skipton Road (Roberts Crescent to Quarry Lane)	20	Zone 17
21	Wetherby Road Cemetary to Woodlands junction	20	Zone 8
22	Oatlands Drive	20	Zone 4
23	Otley Road Section 3, Cold Bath Road to Harlow Moor Road (Primary On-Highway)	20	Zone 5
24	A61 West Park	24	Zone 3
25	Hookstone Chase	24	Zone 9
26	Cold Bath Road	24	Zone 18
27	Parliament Street	24	Zone 22
28	Kings Road: Springfield Avenue to the A59 (Primary On-Highway)	24	Zone 21
29	Kings Road A61 Junction to Springfield Avenue (Primary On-Highway)	24	Zone 21
30	A61 Leeds Road (9) St George's roundabout to Prince of Wales roundabout	30	Zone 3

Corridor	Assessment priority	Very high level BCR (cycle benefits only assessment with 46% OB)	Very high level Indicative cost	Comments
< 3 years	Otley Road remainder (west of phase 1)	7	/	Dev funded phases through WoH
	Victoria Avenue	65	Pending due to re-design	Detailed design
	Station Gateway	3	/	Detailed design through TCF
	NPIF sustainable transport package	7	/	Package of sustainable transport measures in the vicinity of the Otley Road Corridor, the delivery of which will see the introduction of speed limits, new crossing facilities and the upgrade of bus tops
< 5 years	A59 Starbeck level crossing to Empress Rdabout	2	1.36	High 2016 Knaresborough-Harrogate-Cardale park Cycle Route Feasibility Study - Concept design Not LTN 1/20 compliant
	A59 Forest Lane Head to Starbeck level crossing	3	1.3	High 2016 Knaresborough-Harrogate-Cardale park Cycle Route Feasibility Study - Concept design Not LTN 1/20 compliant
	East Parade (including Dragon Parade/Dragon Road)	3	0.97	Medium BCR based solely on East Parade. Outline design/LTN 1/20 refreshed (Part of Corridor 2 Bilton to Hornbeam). Junction improvements also needed.
	Skipton Road A59	9	2.7	High Outline design/LTN 1/20 refreshed (Part of Corridor 2 Bilton to Hornbeam) Option to include Bilton Lane
	A59 Maple Close to Knaresborough	/	1	High Feasibility (AMAT with 23% OB)
> 5 years	Pannal Ash Road	1	1.51	High
	Hookstone Drive	9	1.19	High
	Ripon Road (Jennyfield Drive to Parliament Street)	11	1.18	High Outline Design (part of Corridor 3 Jennyfield to Town Centre)
	Hookstone Road	11	2.01	High
	Hornbeam Park Avenue	13	1	High Outline Design (part of Corridor 2 Bilton to Hornbeam) Full corridor includes Rayleigh Rd/Hamilton Ave/Warwick Crescent/St James Drive/Stray Reign/South Park Rd/North Park Rd/Slingsby Walk
	Jennyfield Drive	13	1	High Outline Design (part of Corridor 3 Jennyfield to Town Centre) Option to include Strawberry Drive
	Beckwith Road	13	/	/ No defined infrastructure solution
	Wetherby Road	18	1.64	High
	Oatlands Drive	20	/	/ Study ongoing

This page is intentionally left blank

HARROGATE LCWIP PRIORITISATION FRAMEWORK

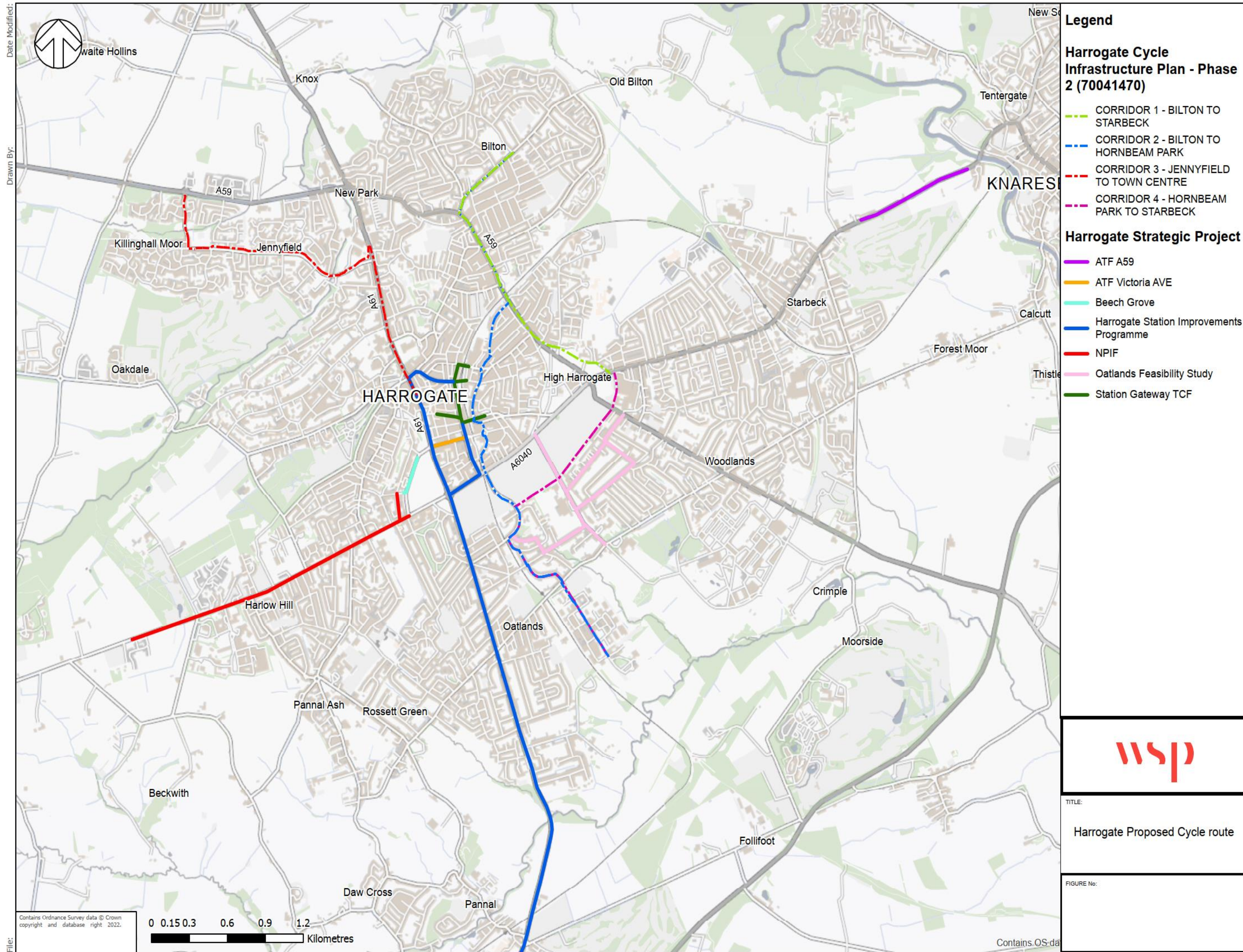
	Ref	Criteria	Description	Source	Low (1-2)	Intermediate (3-4)	High (5-6)
EFFECTIVENESS	1	Forecast increase in number of cycling trips	Segment PCT value in line with Government Target (near market)	Propensity to cycle tool	10-30 trips	30-150 trips	150+
	2	Importance to network	Segment contributes to the goal of a network of active travel connections	Plan; knowledge of schemes	No	Somewhat	Delivers a key connector
	3	Population served	Connects to a residential population	Plan - housing density	No/fewer	Middle	Dense population
	4	Key destinations served	Workplaces, bus and rail connections, park and ride, universities, civic offices; high street	Plan elements and notes	No key destinations; does not connect to nearby key destinations	Key destination within segment or nearby	Has or connects near cluster of key destinations
POLICY ALIGNMENT	5	Improvement in road safety	Number of collisions within the segment over the last 3 years.	Last 3 years collision data	1 or under 'slight' collisions (no serious or fatal)	2 'slight' collisions (no serious or fatal)	3+ collisions or any serious or fatal
	6	Air quality impact	Segment proximity to declared Air Quality Management Area	Plan - LAQM Annual Status Report 2022	No AQMA's near to segment	Segment is close to an AQMA	Passes through one or more AQMA's
	7	Schools	Number of schools served - primary, secondary, colleges	Plan elements	No schools or small school only	1 schools / larger school	1+ schools or larger schools
	8	Supports other schemes	Does the route connect with any parallel schemes or other planned transport improvement?	NYCC; plan of adjacent schemes	No	Connects to or overlaps with one or more other planned schemes / projects	Provides an important interface with one or more other schemes
	9	Visitor attractions	Does the segment pass key visitor attractions?	NYCC; plan elements	0 visitor attractions	1 visitor attractions	1+ visitor attractions
	10	Development sites	Scale & proximity of sites with planning permission and/or allocated development sites	NYCC	No site with planning permission or allocated sites	Includes a housing site with 50-100 units that is < 500m from the network Or Includes an employment site that is between 250m & 500m from the network	Includes a housing site with 100+ units that is <500m from the network Or Includes an employment site that is <250m from the network
11	Alignment with Harrogate Walking Infrastructure Plan priorities	Segment interaction and overlap with walking priorities indicated within the HTIP report.	HTIP Walking Network Map	Segment is on a secondary walking route	Segment is on a Primary walking route	Segment is on a Prestige walking route	
DELIVERABILITY	12	Complexity of construction	Segment includes elements that are likely to be costly, have difficult-to-assess risk, or require prolonged construction	Assessment of elements	Elements that are costly, risk-heavy	Contains elements that may be prolonged but are less costly or more predictable	Straightforward construction expected
	13	Dependent on other projects / Feasibility issues	Requires another project or dependency in order to be useful or buildable; Known land ownership issues.	NYCC	Land ownership, environmental or other issue unlikely to be overcome; Requires another project or dependency	Dependent on another scheme or third party land, or environmental constraints, likely to be overcome	No issues, scheme feasible to be undertaken with no prerequisite projects.
	14	Politically acceptable	Likelihood of support or opposition for the scheme - political support for change in this area	NYCC	Limited support for change in this area	Neutral / unknown	Likely to be supported
	15	Publicly acceptability	Likelihood of support or opposition for the scheme - previous consultation shows support or elements that have been supported/controversial or problematic elsewhere: affects parking, tree removal, adds amenities	NYCC/previous consultation; Observation	Likely to be opposition	Neutral / unknown	Likely to be supported
	16	Funding and support	Meets Active Travel England strategic aims; possible private funding	NYCC	Less likely to meet strategic aims; no private options	Meets aims; may have some opportunities	Strongly demonstrates aims; development suggests additional funding options

This page is intentionally left blank

Zone	Corridor	Corridor length (approx m)	PCT Gov Target (near market)	Users that benefit from the scheme		Effectiveness				Policy Alignment							Deliverability						Total					
				Walking	Cycling	Forecast increase in number of cycling trips	Importance to network	Population served	Key destinations served	Improvement in road safety	Air quality impact	Schools	Supports other schemes	Visitor attractions	Development sites	Alignment with Harrogate Walking Infrastructure Plan priorities	Complexity of construction (REVI)	Dependent on other projects / Feasibility issues	Politically acceptable	Publicly acceptable	Funding and support	Total score		Ranking	Timescales	Effectiveness	Policy	Deliverability
Zone 1	Beckwith Head Road	751	0	Yes	Yes	0	5	4	5	1	0	1	3	0	6	0	5	6	3	3	4	46	51		14	11	21	96
Zone 1	West End Avenue	692	8	Yes	Yes	0	3	4	2	1	0	3	3	3	3	0	5	6	3	3	2	41	70		9	13	19	46
Zone 1	Pannal Ash Road	1010	53	Yes	Yes	3	5	4	1	4	0	6	5	4	6	1	4	6	5	5	3	62	1		13	26	23	62
Zone 1	Park Avenue	1371	27	Yes	Yes	4	5	2	0	0	0	4	1	4	0	1	5	6	4	4	3	43	60		11	10	22	43
Zone 1	Arthur's Avenue	1900	4	Yes	Yes	1	2	2	0	3	0	6	1	1	4	0	4	6	5	5	1	41	70		5	15	21	41
Zone 1	Beckwith Road	800	1	Yes	Yes	0	3	4	5	5	0	6	5	3	6	0	4	3	3	2	5	54	13		12	25	17	54
Zone 2	Leadhall Drive	340	/	Yes	Yes	0	0	5	1	0	0	3	0	3	0	0	5	3	3	3	1	27	150		6	6	15	27
Zone 2	Daleside Avenue	125	/	Yes	Yes	0	0	3	0	0	0	0	0	0	0	0	5	3	3	3	1	18	159		3	0	15	18
Zone 2	Firs Crescent	365	/	Yes	Yes	0	4	3	0	0	0	0	3	0	0	0	5	6	3	3	2	29	142		7	3	19	29
Zone 2	Rossett Drive	770	/	Yes	Yes	0	5	3	0	0	0	5	0	3	3	0	5	4	3	3	3	37	96		8	11	18	37
Zone 2	Yew Tree Lane	1590	/	No	Yes	0	1	1	1	0	0	5	0	0	5	0	4	5	3	3	1	29	142		3	10	16	29
Zone 2	Leadhall Crescent Green Lane	225	43	No	Yes	3	4	3	0	0	0	0	3	0	0	0	5	6	3	3	3	33	122		10	3	20	33
Zone 2	Leadhall Lane	860	46	No	Yes	3	4	2	0	2	0	6	5	0	5	0	4	6	3	3	3	46	51		9	18	19	46
Zone 2	Leadhall Lane	970	56	Yes	Yes	3	5	5	3	0	0	3	5	0	0	0	4	3	3	3	1	38	88		16	8	14	38
Zone 2	Mallinson Way	130	11	No	Yes	1	3	3	0	0	0	0	0	0	0	0	5	6	3	3	3	27	150		7	0	20	27
Zone 2	Rossett Green Lane	600	10	No	Yes	1	0	2	0	0	0	0	0	0	5	0	5	1	3	3	1	21	158		3	5	13	21
Zone 3	Thirkill Drive	550	/	Yes	Yes	0	0	1	0	0	0	0	0	0	3	0	5	5	3	3	3	23	156		1	3	19	23
Zone 3	A61 Leeds Road (1) Bellway roundabout to BMW dealer	330	/	Yes	Yes	0	5	3	3	0	0	0	4	0	3	0	5	3	3	3	4	36	100		11	7	18	36
Zone 3	A61 Leeds Road (2) BMW dealer to Pannal traffic lights	140	/	Yes	Yes	0	5	3	3	0	0	0	4	0	3	0	5	3	3	3	4	36	100		11	7	18	36
Zone 3	A61 Leeds Road (3) Pannal traffic lights	40	/	Yes	Yes	0	5	3	3	0	0	0	4	0	3	0	5	5	3	3	4	38	88		11	7	20	38
Zone 3	Pannal Village	900	5	Yes	No	0	1	3	4	0	0	2	3	0	3	0	4	3	3	3	2	31	134		8	8	15	31
Zone 3	Church Lane	1160	4	No	Yes	0	0	1	0	0	0	0	0	0	3	0	5	0	3	3	1	16	160		1	3	12	16
Zone 3	A61 West Park	520	53	Yes	Yes	3	5	5	6	5	0	0	6	0	2	4	3	2	3	3	4	51	24		19	17	15	51
Zone 3	A61 Leeds Road (7) Leadhall lane junction and shops	100	37	Yes	Yes	3	5	5	4	0	0	5	4	0	0	4	5	5	3	3	3	49	35		17	13	19	49
Zone 3	A61 Leeds Road (4) Pannal traffic lights to petrol station	350	17	Yes	Yes	2	5	3	3	1	0	0	4	0	3	0	5	3	3	3	4	39	81		13	8	18	39
Zone 3	A61 Leeds Road (5) Petrol Station to Fulwith Mill Lane	960	17	Yes	Yes	2	5	3	3	0	0	0	4	0	3	0	5	3	3	3	4	38	88		13	7	18	38
Zone 3	A61 Leeds Road (6) Fulwith Mill Lane to Leadhall lane junction	875	16	Yes	Yes	2	5	4	5	0	0	0	4	0	0	0	5	3	3	3	4	38	88		16	4	18	38
Zone 3	A61 Leeds Road (9) St George's roundabout to Prince of Wales roundabout	535	65	Yes	Yes	3	5	4	3	4	0	0	6	6	0	2	4	3	3	3	4	50	30		15	18	17	50
Zone 3	A61 Leeds Road (8) Leadhall lane junction to St Mark's roundabout	660	70	Yes	Yes	3	5	5	4	1	0	0	4	6	0	4	4	3	3	3	4	49	35		17	15	17	49
Zone 4	Rayleigh Road/Hamilton Ave/Warwick Crescent	600	/	No	Yes	0	5	4	6	0	0	4	0	0	6	2	6	6	3	3	3	48	39		15	12	21	48
Zone 4	St Hilda's Road	565	91	Yes	Yes	4	4	4	0	0	0	6	4	0	2	0	5	6	3	3	3	44	55		12	12	20	44
Zone 4	Hookstone Road	1170	32	Yes	Yes	3	3	4	6	1	0	6	4	4	6	4	1	3	3	3	4	55	11		16	25	14	55
Zone 4	Oatlands Drive	980	90	Yes	Yes	4	5	4	4	5	0	5	3	0	3	2	4	3	3	3	4	52	20		17	18	17	52
Zone 4	Stray Rein	355	52	Yes	Yes	3	5	4	3	0	0	2	4	5	0	2	6	3	3	3	4	47	42		15	13	19	47
Zone 4	Wayside Crescent	395	17	No	Yes	2	2	4	1	0	0	0	4	0	0	0	5	4	3	3	4	32	128		9	4	19	32
Zone 4	South Drive	228	55	No	Yes	3	5	4	0	0	0	0	0	5	0	0	5	4	3	3	4	36	100		12	5	19	36
Zone 4	Hookstone Drive	1080	135	Yes	Yes	4	5	4	0	0	5	6	4	4	4	2	4	4	3	3	4	56	9		13	25	18	56
Zone 4	St James's Drive	380	106	No	Yes	4	5	4	0	0	0	0	3	5	0	2	6	4	3	3	4	43	60		13	10	20	43
Zone 4	Slingsby Walk	660	86	Yes	Yes	4	5	4	6	0	0	6	3	0	0	0	6	3	3	3	6	49	35		19	9	21	49
Zone 5	POW Roundabout (Otley Road/West Park Arm)	50	15	Yes	Yes	1	4	3	3	5	0	0	3	0	0	4	5	3	3	3	3	40	75		11	12	17	40
Zone 5	Otley Road Section 2, West End Avenue to Cold Bath Road/Arthur's Avenue	250	41	Yes	Yes	3	5	5	2	5	0	6	4	4	0	4	4	5	3	3	4	57	7		15	23	19	57
Zone 5	Otley Road Section 3, Cold Bath Road to Harlow Moor Road (Primary On-Highway)	530	68	Yes	Yes	3	5	5	2	4	0	4	4	4	0	2	4	5	3	3	4	52	20		15	18	19	52
Zone 5	Otley Road Section 1, PoW roundabout to West End Avenue	460	37	Yes	Yes	3	5	4	2	5	0	1	4	4	0	4	5	1	3	3	3	47	42		14	18	15	47
Zone 5	Otley Road Section 4, Harlow Moor Road to Crag Lane (Primary On-Highway)	920	60	Yes	Yes	3	5	5	6	2	0	0	4	4	6	2	2	5	3	3	4	54	13		19	18	17	54
Zone 5	Otley Road Section 5, Crag Lane to Beckwithshaw (Primary On-Highway)	1600	6	Yes	Yes	0	5	5	6	4	0	0	4	4	6	0	5	5	3	3	4	54	13		16	18	20	54

Zone	Corridor	Corridor length (approx m)	PCT Gov Target (near market)	Users that benefit from the scheme		Effectiveness				Policy Alignment							Deliverability						Total						
				Walking	Cycling	Forecast increase in number of cycling trips	Importance to network	Population served	Key destinations served	Improvement in road safety	Air quality impact	Schools	Supports other schemes	Visitor attractions	Development sites	Alignment with Harrogate Walking Infrastructure Plan priorities	Complexity of construction (REVI)	Dependent on other projects / Feasibility issues	Politically acceptable	Publicly acceptable	Funding and support	Total score		Ranking	Timescales	Effectiveness	Policy	Deliverability	
																						96			24	42	30	96	
Zone 5	Beckwithshaw, Otley Road junction to Shaw Lane junction	410	7	No	Yes	0	1	1	0	0	0	0	0	0	5	0	5	4	3	3	3	25	154			2	5	18	25
Zone 5	Crag Lane and Snapdragon Way (Secondary On-Highway)	580	/	No	Yes	0	3	2	5	0	0	0	3	4	5	0	4	3	3	3	3	38	88			10	12	16	38
Zone 6	East Parade	825	35	Yes	Yes	3	4	5	6	2	0	0	6	4	4	4	6	5	3	3	4	59	3			18	20	21	59
Zone 6	Haywra Crescent	100	55	Yes	Yes	3	4	5	4	0	0	0	4	0	6	2	5	5	3	3	4	48	39			16	12	20	48
Zone 6	Dragon Parade	470	70	No	Yes	3	3	4	4	0	0	0	4	5	6	2	5	5	3	3	3	50	30			14	17	19	50
Zone 6	Dragon Road	445	2	Yes	Yes	0	3	4	5	0	0	0	4	5	6	2	5	5	3	3	4	49	35			12	17	20	49
Zone 6	Mornington Crescent	180	20	No	Yes	2	3	3	0	0	0	0	0	5	4	0	5	5	3	3	3	36	100			8	9	19	36
Zone 6	Dragon Avenue	260	/	No	Yes	0	2	3	4	0	0	0	0	0	4	0	6	5	3	3	3	33	122			9	4	20	33
Zone 6	Regent Parade	330	30	No	Yes	2	2	3	4	1	0	0	0	5	4	0	5	5	3	3	3	40	75			11	10	19	40
Zone 6	Park Parade	390	/	No	Yes	0	3	3	4	0	0	0	0	5	4	0	5	5	3	3	3	38	88			10	9	19	38
Zone 6	Coach Road	510	1	No	Yes	0	3	3	0	5	0	0	0	6	4	0	4	5	3	3	3	39	81			6	15	18	39
Zone 7	Fulwith Mill Lane / Bridleway to Hornbeam	1090	/	Yes	Yes	0	5	4	6	0	0	4	4	0	4	0	5	5	3	3	4	47	42			15	12	20	47
Zone 7	Hornbeam Park Avenue	700	/	Yes	Yes	0	5	4	6	0	0	5	4	0	6	4	5	5	3	3	4	54	13			15	19	20	54
Zone 7	Hookstone Wood Road	365	/	Yes	Yes	0	3	2	0	0	0	0	0	4	0	0	5	5	3	3	4	29	142			5	4	20	29
Zone 7	Old Leeds and Thirsk Railway trackbed	2850	/	Yes	Yes	0	2	2	0	0	0	0	0	4	4	0	5	2	3	3	3	28	148			4	8	16	28
Zone 7	Harrogate Spofforth trackbed	4000	/	Yes	Yes	0	2	2	4	0	0	0	0	4	0	0	5	4	3	3	2	29	142			8	4	17	29
Zone 8	Wetherby Road Rudding Lane to Cemetary	365	24	Yes	Yes	2	5	3	4	5	0	0	0	4	6	0	5	3	3	3	4	47	42			14	15	18	47
Zone 8	Wetherby Road Cemetary to Woodlands junction	780	23	Yes	Yes	2	5	3	4	5	6	0	0	4	6	0	4	3	3	3	4	52	20			14	21	17	52
Zone 8	Wetherby Road Woodlands Junction to Slingsby Walk	1000	129	Yes	Yes	4	5	5	5	6	6	4	0	1	0	2	2	3	3	3	4	53	18			19	19	15	53
Zone 8	Sainsbury's Junction Wetherby Road	75	24	Yes	Yes	2	5	3	5	6	0	0	0	4	6	0	5	4	3	3	4	50							
Zone 9	Forest Lane	2170	6	Yes	Yes	0	3	4	0	5	0	4	4	0	0	2	5	3	3	3	4	40	75			7	15	18	40
Zone 9	Hookstone Chase	1180	178	Yes	Yes	5	4	5	6	6	6	4	0	0	0	0	1	4	3	3	4	51	24			20	16	15	51
Zone 9	Stonefall Park	1200	/	Yes	Yes	0	4	3	5	0	0	0	0	4	0	0	5	5	3	3	4	36	100			12	4	20	36
Zone 10	Prospect Road (Plumpton Park)	470	13	No	Yes	1	3	4	5	1	0	0	3	0	0	0	4	5	3	3	3	35	110			13	4	18	35
Zone 10	Woodlands Walk/Woodlands Crescent	345	11	No	Yes	1	4	5	0	0	3	3	0	0	0	0	5	5	3	3	3	35	110			10	6	19	35
Zone 10	Woodlands Drive	575	28	No	Yes	2	4	5	0	0	5	0	0	0	0	0	5	3	3	3	3	33	122			11	5	17	33
Zone 10	Stonefall Avenue	520	81	Yes	Yes	4	4	4	0	0	0	0	0	0	0	0	5	1	3	3	3	27	150			12	0	15	27
Zone 10	Lancaster Park Road	440	6	Yes	Yes	0	3	4	4	2	0	0	0	0	5	0	5	2	3	3	3	34	118			11	7	16	34
Zone 10	Willaston Road	115	154	Yes	Yes	5	6	5	4	0	0	0	3	0	0	0	6	3	3	3	3	41	70			20	3	18	41
Zone 11	Forest Avenue	485	28	Yes	Yes	2	4	3	0	0	0	0	0	0	0	2	4	5	3	3	4	30	137			9	2	19	30
Zone 11	A59 Forest Lane Head Junction	60	7	Yes	Yes	0	3	3	0	1	0	0	4	4	0	4	5	3	3	3	3	36	100			6	13	17	36
Zone 11	A59 Forest Lane Head to Starbeck Level Crossing	600	159	Yes	Yes	5	5	5	5	3	0	5	5	4	0	5	3	4	3	3	4	59	3			20	22	17	59
Zone 11	A59 Starbeck Level Crossing to Empress Roundabout	1500	321	Yes	Yes	6	5	5	5	5	0	0	4	4	5	5	2	4	3	3	4	60	2			21	23	16	60
Zone 12	Kingsley Road	900	106	Yes	Yes	4	4	4	4	5	0	0	0	0	6	2	5	3	3	3	4	47	42			16	13	18	47
Zone 12	Bogs Lane	1000	16	Yes	Yes	2	3	3	0	0	0	4	0	0	6	0	4	3	3	3	4	35	110			8	10	17	35
Zone 12	The Avenue	530	58	No	Yes	3	4	4	0	0	0	0	0	5	2	4	5	3	3	3	3	36	100			11	7	18	36
Zone 12	Bilton Cycle Track	1700	37	Yes	Yes	3	4	4	0	0	0	0	0	4	5	2	5	5	3	3	4	42	65			11	11	20	42
Zone 13	Kingsley Drive	730	/	Yes	Yes	0	4	4	0	0	0	0	0	6	0	5	3	3	3	4	32	128			8	6	18	32	
Zone 13	Rydal Road	450	11	Yes	Yes	1	2	4	4	0	0	0	0	6	0	5	5	3	3	3	3	36	100			11	6	19	36
Zone 13	Birstwith Road /Lynton Gardens	530	108	Yes	Yes	4	2	4	3	0	0	0	0	6	0	5	5	3	3	3	3	38	88			13	6	19	38
Zone 13	Silverfields Road	220	257	Yes	Yes	5	4	4	0	0	0	0	4	0	6	2	5	5	3	3	3	44	55			13	12	19	44
Zone 13	Path between Granby Road & Claro Road	200	190	Yes	Yes	5	4	4	0	0	0	0	4	0	6	2	6	3	3	3	3	43	60			13	12	18	43
Zone 13	Devonshire Place	190	182	Yes	Yes	5	3	4	0	0	0	3	4	0	6	2	6	3	3	3	3	45	53			12	15	18	45
Zone 13	Claro Road	935	8	Yes	Yes	0	5	4	5	5	0	5	4	0	5	2	4	2	3	3	3	50	30			14	21	15	50
Zone 14	Skipton Road - New Park roundabout to Oak Beck	100	77	Yes	Yes	4	4	3	4	2	0	4	0	0	5	0	5	3	3	3	5	45	53			15	11	19	45
Zone 14	Skipton Road - Oak Beck to Harewood Road	430	46	Yes	Yes	3	4	4	4	3	0	4	0	0	5	0	5	5	3	3	4	47	42			15	12	20	47

Zone	Corridor	Corridor length (approx m)	PCT Gov Target (near market)	Users that benefit from the scheme				Effectiveness				Policy Alignment							Deliverability						Total			
				Walking	Cycling	Forecast increase in number of cycling trips	Importance to network	Population served	Key destinations served	Improvement in road safety	Air quality impact	Schools	Supports other schemes	Visitor attractions	Development sites	Alignment with Harrogate Walking Infrastructure Plan priorities	Complexity of construction (REVI)	Dependent on other projects / Feasibility issues	Politically acceptable	Publicly acceptable	Funding and support	Total score	Ranking	Timescales		Effectiveness	Policy	Deliverability
Zone 14	Skipton Road - Harewood to Crowberry Drive	790	31	Yes	Yes	3	4	4	0	0	0	4	0	0	5	0	5	2	3	3	3	36	100		24	42	30	96
Zone 14	Electric Avenue / Stonebeck Avenue	650	53	No	Yes	3	4	4	4	2	0	0	0	0	5	0	6	6	3	3	3	42	65		11	9	16	36
Zone 14	Crowberry Drive	415	16	Yes	Yes	2	4	4	0	3	0	0	0	0	5	0	6	4	3	3	3	37	96		15	7	20	42
Zone 14	Jennyfield Drive	1980	72	Yes	Yes	3	5	5	5	5	0	0	4	0	5	4	3	5	3	3	4	54	13		10	8	19	37
Zone 15	Niddlerdale Greenway - Bilton Curve	1500	5	Yes	Yes	0	2	4	5	0	0	4	0	5	0	5	4	3	3	4	4	39	81		18	18	18	54
Zone 15	Woodfield Road	1690	36	Yes	Yes	3	3	4	0	2	0	4	0	0	0	2	4	3	3	3	3	34	118		11	9	19	39
Zone 15	Skipton Road A59	1630	340	Yes	Yes	6	6	5	5	6	0	5	0	0	5	2	2	4	3	3	4	56	9		10	8	16	34
Zone 15	Dragon Cycleway	740	/	Yes	Yes	0	4	4	5	0	0	0	0	4	5	0	5	3	3	3	4	40	75		22	18	16	56
Zone 16	Bilton Lane	1340	137	No	Yes	4	4	5	2	2	0	5	4	4	0	4	2	5	3	3	3	50	30		13	9	18	40
Zone 16	King Edward's Drive	735	67	Yes	Yes	3	3	3	5	4	5	0	0	0	0	2	4	6	3	3	4	42	65		15	19	16	50
Zone 16	Crab Lane	546	105	No	Yes	4	2	4	0	1	0	0	0	0	0	0	5	5	3	3	3	30	137		15	7	20	42
Zone 16	Bachelor Gardens	315	/	No	Yes	0	2	4	0	0	0	0	0	0	0	5	5	3	3	3	3	25	154		10	1	19	30
Zone 16	Hall Lane	485	/	No	Yes	0	2	4	0	0	0	4	0	0	0	5	5	3	3	3	3	29	142		6	0	19	25
Zone 16	Tennyson Avenue	1003	/	No	Yes	0	2	4	0	2	0	0	0	0	0	4	5	3	3	3	3	26	153		6	4	19	29
Zone 16	Knox Lane / Old Barber	1185	38	No	Yes	3	2	3	0	0	0	0	0	0	4	5	3	3	3	3	3	30	137		6	2	18	26
Zone 16	Woodfield Park Cycle Path	540	/	Yes	Yes	0	4	4	0	0	0	3	4	0	0	4	5	3	3	3	4	35	110		8	4	18	30
Zone 17	Skipton Road (Bilton Lane junction to Roberts Crescent)	310	103	Yes	Yes	4	5	5	4	0	0	4	4	0	0	2	5	4	3	3	4	47	42		8	7	20	35
Zone 17	Skipton Road (Roberts Crescent to Quarry Lane)	350	107	Yes	Yes	4	5	5	4	5	0	4	4	0	0	2	5	4	3	3	4	52	20		18	15	19	52
Zone 17	Roberts Crescent	380	/	Yes	Yes	0	4	4	4	0	0	0	0	0	0	5	5	3	3	4	32	128		12	0	20	32	
Zone 17	Quarry Lane	435	24	No	Yes	2	2	4	0	1	0	0	0	0	5	0	5	2	3	3	2	29	142		8	6	15	29
Zone 17	Knox Avenue	620	40	No	Yes	3	3	4	0	0	0	0	0	0	4	0	4	4	3	3	3	31	134		10	4	17	31
Zone 18	Cold Bath Road	1003	92	Yes	Yes	4	4	5	5	5	0	4	4	4	0	2	1	3	3	3	4	51	24		18	19	14	51
Zone 18	Crown Roundabout	100	47	Yes	Yes	3	4	5	4	0	0	0	4	0	0	4	5	3	3	3	3	41	70		16	8	17	41
Zone 18	Queens Road	385	45	Yes	Yes	3	3	4	4	0	0	0	4	0	0	5	5	3	3	4	38	88		14	4	20	38	
Zone 18	Beech Grove	570	95	Yes	Yes	4	5	4	5	0	0	4	4	5	0	2	5	6	3	3	3	53	18		18	15	20	53
Zone 18	Valley Drive	505	50	Yes	Yes	3	2	4	4	0	0	0	0	3	0	2	5	3	3	3	4	36	100		13	5	18	36
Zone 18	Harlow Moor Drive	980	31	Yes	Yes	3	4	4	0	3	0	0	4	4	3	0	5	3	3	3	4	43	60		11	14	18	43
Zone 18	Royal Parade	120	15	No	Yes	2	3	4	0	0	0	0	4	4	0	4	5	3	3	3	4	39	81		9	12	18	39
Zone 18	Crescent Road	240	73	No	Yes	3	3	3	4	5	0	0	4	0	0	4	5	3	3	3	4	44	55		13	13	18	44
Zone 18	Montpellier Road	135	47	No	Yes	3	2	3	4	0	0	0	0	0	0	2	5	3	3	3	4	32	128		12	2	18	32
Zone 19	Valley Gardens	320	/	Yes	Yes	0	3	3	0	0	0	0	4	4	0	0	5	3	3	3	3	31	134		6	8	17	31
Zone 19	Cornwall Road	1170	29	No	Yes	2	4	4	4	0	0	0	4	3	0	4	6	3	3	3	3	40	75		14	7	19	40
Zone 19	Swan Road	340	28	Yes	Yes	2	3	4	3	1	0	0	4	0	0	2	5	6	3	3	3	39	81		12	7	20	39
Zone 19	York Road	575	/	Yes	Yes	0	4	4	0	1	0	0	4	0	0	5	6	3	3	3	3	33	122		8	5	20	33
Zone 19	Clarence Drive	400	17	Yes	Yes	2	4	4	0	1	0	5	4	0	0	5	5	3	3	3	3	39	81		10	10	19	39
Zone 19	Kent Avenue/ Kent Road/ Kent Road North	2104	21	No	Yes	2	4	4	0	0	0	0	4	0	0	4	6	3	3	3	3	33	122		10	4	19	33
Zone 19	Oakdale/ Oakdale Glen	975	19	Yes	Yes	2	4	4	2	0	0	0	4	4	0	5	5	3	3	3	3	39	81		12	8	19	39
Zone 19	Duchy Road	1530	75	No	Yes	4	4	5	0	5	0	6	4	0	0	4	6	3	3	3	3	47	42		13	15	19	47
Zone 19	Hereford Road	480	8	No	Yes	0	3	4	0	0	0	0	4	0	0	4	6	3	3	3	3	30	137		7	4	19	30
Zone 20	Harlow Moor Road (Otley Road to Harlow Moor Drive)	430	71	Yes	Yes	3	4	4	0	1	0	0	4	4	4	0	4	6	3	3	4	44	55		11	13	20	44
Zone 20	Harlow Moor Road (Harlow Moor Drive to Cornwall Road)	550	44	Yes	Yes	3	3	2	0	1	0	0	4	4	0	5	4	3	3	3	3	35	110		8	9	18	35
Zone 20	Sussex Avenue	305	/	No	Yes	0	2	1	0	0	0	0	0	0	0	5	6	3	3	3	23	156		3	0	20	23	
Zone 20	Cornwall Road to Kent Road	485	15	Yes	Yes	2	3	2	0	0	0	4	0	0	0	5	3	3	3	3	28	148		7	4	17	28	
Zone 20	Pennypot Lane to King Edwin Park	1250	11	Yes	Yes	1	4	4	0	5	0	0	4	0	6	0	5	3	3	3	3	41	70		9	15	17	41
Zone 20	Queen Ethelburga's Park and Youngs Drive to Barberry Close/Saltergate Drive (Jennyfield / Hydro area)	1035	/	Yes	Yes	0	4	3	3	0	0	0	0	0	6	0	5	6	3	3	4	37	96		10	6	21	37
Zone 21	A61 / Kings Road Junction Area	80	79	Yes	Yes	4	4	4	5	0	0	0	4	4	0	4	5	3	3	3	4	47	42		17	12	18	47
Zone 21	Kings Road A61 Junction to Springfield Avenue (Primary On-Highway)	350	99	Yes	Yes	4	4	4	5	0	0	0	4	4	4	5	3	3	3	3	4	51	24		17	16	18	51
Zone 21	Kings Road: Springfield Avenue to the A59 (Primary On-Highway)	800	154	Yes	Yes	5	4	4	5	5	0	0	4	0	4	4	3	3	3	3	4	51	24		18	17	16	51
Zone 21	Chatsworth Grove	525	77	No	Yes	4	3	4	5	0	0	4	0	0	4	0	4	0	3	3	0	34	118		16	8	10	34
Zone 21	Coppice Avenue	230	105	Yes	Yes	4	3	4	0	0	0	4	0	0	0	5	6	3	3	3	3	35	110		11	4	20	35
Zone 21	Hampsthwaite Road	425	/	No	Yes	0	2	4	0	0	0	4	0	0	0	5	6	3	3	3	3	30	137		6	4	20	30



This page is intentionally left blank

North Yorkshire Council

Environment Executive Members

22 February 2024

Vehicle Telematic System Procurement for North Yorkshire Council 2024

Report of the Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, for the procurement of a vehicle telematics system for the fleet of North Yorkshire Council, NY Highways and Yorwaste vehicles. The system will be used to manage and track vehicle assets and associated road risk.

2.0 BACKGROUND

- 2.1 Vehicle telematics provides the location of the vehicle, journey history, incidences of speeding and harsh driving events, and informs users of vehicle utilisation.
- 2.2 A vehicle telematics system is required to provide monitoring and reporting for the fleet of North Yorkshire Council, NY Highways and Yorwaste vehicles. A new contract is required due to the ending of the current contracts in place with the legacy authorities.
- 2.3 The fleets of approximately 1250 vehicles are operated countywide and consist of the following:
- NYC: 980 cars, vans, refuse collection vehicles, trucks, tippers, minibuses, and other agricultural vehicles,
 - NY Highways: 230 cars, vans, trucks, tippers and gritters,
 - Yorwaste: 40 cars, vans, trucks and refuse collection vehicles.
- 2.4 The Council provides vehicle tracking facilities to Council companies, partner authorities and locally maintained schools. Nearly all the owned, leased and contract hire vehicles in the fleet currently use telematics systems.
- 2.5 The fleet vehicles currently use a combination of seven different telematics systems. This is the result of inherited systems used by the former North Yorkshire Council, and former district and borough councils.
- 2.6 Approximately 750 of the 1250 fleet vehicles use the same telematics system, the former County system, whereas the remaining 500 vehicles use a combination of six separate telematics systems.
- 2.7 The telematics systems are used for track and trace, recording journey history, monitoring of driver behaviour to reduce road risk and improve fuel efficient driving, to resolve complaints, investigate road traffic collisions and locate assets and drivers.

2.8 The Council must uphold its undertakings to the Traffic Commissioner regarding the Goods Operator's Licence regarding driver behaviour and speed management. The telematics system provides for this. The Traffic Commissioner and the Driver and Vehicle Standards Agency, the relevant enforcement agency, can infer the standard of operation of the Goods fleet from the operation of the wider fleet.

3.0 PROPOSED TELEMATICS SOLUTION

3.1 We would like to streamline operations and unify the multiple telematic solutions currently in place onto a single, integrated platform. This initiative aims to harmonise our systems, assist us to optimise fleet utilisation, reduce costs of fuel, and enhance service delivery.

3.2 The specification of the telematics system will be discussed and agreed with the stakeholders in advance of the tender process based on corporate priorities and business needs.

3.3 The key priorities for the fleet telematics system are: -

- To monitor the fleet,
- To improve the utilisation of the fleet vehicles,
- To exercise our duty of care by locating drivers and crews,
- To report on key driver and vehicle performance indicators,
- To improve driver behaviour and reduce road risk,
- To increase fuel efficiency and as a result to reduce the Council's and Brierley Groups carbon footprint.

3.4 Tracking utilisation of vehicles can lead to more efficient operations and helps inform fleet investment and replacement decisions. This can result in a reduction in fleet size and increase levels of fleet utilisation.

3.5 Each new vehicle on fleet will have telematics, except for short-term hire vehicles. The fitting of telematics into short term hire vehicles will not be undertaken unless the asset is particularly high value or poses increased road risk due to the nature of its operations.

3.6 We are intending to award a contract and commence implementation by 1st July 2024. The new contract start date would be 1st November 2024. This would allow time for installation across the fleet to minimise operational disruption.

4.0 ALTERNATIVE OPTIONS CONSIDERED

4.1 **DO NOT USE TELEMATICS:** Operating without a telematics system would inhibit our ability to monitor and improve road safety, resolve complaints, investigate road traffic collisions, increase utilisation, and reduce the Council's carbon footprint. It would also limit our ability to uphold our Goods Operators Licence regarding driver behaviour and speed management.

4.2 **EXISTING ARRANGEMENTS:** We could continue to operate a combination of the existing telematics systems, but we are already experiencing issues due to the complexity of integrating all systems. Our ability to use the various systems is restricted, thus hampering our ability to improve road safety, increase utilisation and reduce the Council's carbon footprint. There is also a procurement governance requirement to renew contracts.

4.3 **NEW CONTRACT:** A single telematics system would fulfil our aims and priorities of improving road safety, increasing utilisation, and reducing the Council's carbon footprint.

5.0 FINANCIAL IMPLICATIONS

5.1 Telematics hardware, installation and licence fees are funded from individual revenue budgets. However, the set-up costs for North Yorkshire Council are to be funded by the LGR reserve because the change for former district and borough vehicles has arisen due to LGR.

5.2 The following tables assume a 3 year + 1 year + 1 year contract.

Based on the assumptions of £8 per month per licence fee, £100 hardware and £100 installation, the following table sets out the estimated total spend for a wholly new telematics solution.

Tables 1 - Estimated total spend for a wholly new solution.

North Yorkshire Council

Year	Set Up Cost	Licence Fee	Total Cost
Year 1	£196,000	£94,080	£290,080
Year 2	£0	£94,080	£94,080
Each Additional Year	£0	£94,080	£94,080

NY Highways Ltd

Year	Set Up Cost	Licence Fee	Total Cost
Year 1	£46,000	£22,080	£68,080
Year 2	£0	£22,080	£22,080
Each Additional Year	£0	£22,080	£22,080

Yorwaste

Year	Set Up Cost	Licence Fee	Total Cost
Year 1	£8,000	£3,840	£11,840
Year 2	£0	£3,840	£3,840
Each Additional Year	£0	£3,840	£3,840

Total cost of £370,000 in year 1 for a wholly new solution.

5.3 Re-use existing hardware - based on the following assumptions of £8 per month per licence fee, £100 hardware and £100 installation, the following table sets out the estimated total spend using the existing hardware already fitted in 750 vehicles, procurement allowing:

Tables 2 - Estimated total spend utilising existing hardware already fitted in 750 vehicles.

North Yorkshire Council

Year	Set Up Cost	Licence Fee	Total Cost
Year 1	£96,000	£94,080	£190,080
Year 2	£0	£94,080	£94,080
Each Additional Year	£0	£94,080	£94,080

NY Highways Ltd

Year	Set Up Cost	Licence Fee	Total Cost
Year 1	£0	£22,080	£22,080
Year 2	£0	£22,080	£22,080
Each Additional Year	£0	£22,080	£22,080

Yorwaste

Year	Set Up Cost	Licence Fee	Total Cost
Year 1	£0	£3,840	£3,840
Year 2	£0	£3,840	£3,840
Each Additional Year	£0	£3,840	£3,840

Total cost of £216,000 in year 1 for a solution utilising existing hardware.

- 5.4 Additional vehicles that are on-fleeted after Year 1 will incur costs not accounted for in Tables 1 and 2.
- 5.5 The estimate of savings to be realised from fleet rationalisation is £100k in 24/25 and £150k in 25/26. This is only an estimate as data is still being collected.

6.0 LEGAL IMPLICATIONS

- 6.1 Procurements will be undertaken for telematics in accordance with the Council's Procurement and Contract Procedure Rules, and where applicable, the Public Contracts Regulation 2015. The procurement method proposed will be agreed with Legal and Democratic Services.
- 6.2 North Yorkshire Council has a lawful basis for collecting the data based on a legitimate interest to protect its assets and employees involved in road transport. The information gathered will be used in accordance with the North Yorkshire Council's Disciplinary Policy and Procedures and where appropriate the reports will be used as evidence in any hearings. The compilation of any evidence will be carried out in accordance with the Data Protection Act 1998.

7.0 EQUALITY IMPLICATIONS

- 7.1 An Initial Equality Impact Assessment Screening Form is attached as Appendix A.

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 North Yorkshire Council plans to reach operational carbon neutrality by 2030 and the fleet management section will use the data collected by the telematics system to improve utilisation, to reduce the miles travelled and therefore, the carbon footprint.
- 8.2 A Climate Change Impact Screening Form is attached as Appendix B.

9.0 REASONS FOR RECOMMENDATION

- 9.1 The procurement of a telematics system will allow us to harmonise our systems, optimise efficiency and utilisation, identify savings, reduce costs, and enhance service delivery.

10.0 RECOMMENDATION

- 10.1 It is recommended that the Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation, authorises the commencement of a procurement process for a telematics system for the fleet of North Yorkshire Council, NY Highways and Yorwaste vehicles.

APPENDICES:

Appendix A - EIA Screening Form

Appendix B - Climate Change Impact Assessment

PAUL THOMPSON

Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours

Report Authors:

Gabrielle Barber, Area Fleet Manager - West

Presenter of Report – Paul Thompson, Assistant Director – Integrated Passenger Transport, Licensing, Harbours, Fleet and Countryside Access

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	Environment		
Service area	Highways & Transportation		
Proposal being screened	4261 – INT09 – Fleet Telematic		
Officer(s) carrying out screening	Andrew Darbyshire, Andrew Sharpin, Zoe Hide, Gabrielle Barber, Mark Taylor, Stephen Bowe		
What are you proposing to do?	Identify and install a new telematics system for the NYC fleet vehicles.		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> • Reduce Councils Carbon Footprint • Operational Savings • Increased Fleet Performance • Improved Tracking and Reporting 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Contract resource will be required for installation, and internal resource may be required if a system not currently used is required.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
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	
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Are from the Armed Forces Community		No	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's	No.		

access to public transport)? Please give details.					
Will the proposal have a significant effect on how other organisations operate? (For example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No.				
Decision (Please tick one option)	<table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td><input type="checkbox"/></td> <td>Continue to full EIA:</td> <td><input checked="" type="checkbox"/></td> </tr> </table>	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:	<input checked="" type="checkbox"/>
EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:	<input checked="" type="checkbox"/>		
Reason for decision	Full EIA document not required on this project.				
Signed (Assistant Director or equivalent)	Paul Thompson				
Date	09/02/2024				

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 the summary section of the form below.

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

Title of proposal	Vehicle Telematic System Procurement for North Yorkshire Council 2024
Brief description of proposal	To procure a vehicle telematics system for the fleet of North Yorkshire Council, NY Highways and Yorwaste vehicles. The system will be used to manage and track vehicle assets and associated road risk.
Directorate	Environment
Service area	Fleet
Lead officer	Andrew Sharpin
Names and roles of other people involved in carrying out the impact assessment	Gabrielle Barber, Area Fleet Manager [West]
Date impact assessment started	05/01/24

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.

Operating without a telematics system would inhibit the Council's ability to monitor and improve road safety, resolve complaints, investigate road traffic collisions, increase utilisation, and reduce the Council's carbon footprint. It would also inhibit our ability to uphold our Goods Operators Licence with regard to driver behaviour and speed management.

Existing arrangements were considered, but the Council is already experiencing issues due to the complexity of integrating all systems, thus hampering its ability to improve road safety, increase utilisation and reduce the Council's carbon footprint. There is also a procurement governance requirement to renew contracts.

The preferred option, procurement allowing, is to procure a single telematics system and use existing hardware already fitted in 750 vehicles of the 1250 strong fleet.

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

Telematics hardware, installation and licence fees are funded from individual revenue budgets.

Based on the assumption of a 3 year + 1 year + 1 year contract, a wholly new telematics system would increase costs in the first year due to set up costs. The preferred option, procurement allowing, is to procure a single telematics system and use existing hardware already fitted in 750 vehicles of the 1250 strong fleet.

<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 style="text-align: center;">x</p>			<p>The fleet management section will use the data collected by the telematics system to improve utilisation, reduce the miles travelled, and improve fuel efficiency by improving driver behaviour. The data can begin to be monitored immediately, but reductions in emissions will be seen over the long term.</p>	<p>N/A</p>	<p>Telematics data will be consistently monitored and where inefficiencies have been identified, they will be actioned in ways that will reduce emissions.</p>
	<p>Emissions from construction</p>	<p style="text-align: center;">x</p>		<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
	<p>Emissions from running of buildings</p>	<p style="text-align: center;">x</p>		<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
	<p>Emissions from data storage</p>	<p style="text-align: center;">x</p>		<p>N/A</p>	<p>N/A</p>	<p>N/A</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>Other</p>		x			N/A	N/A	N/A
<p>Minimise waste: Reduce, reuse, recycle and compost e.g., reducing use of single use plastic</p>		x	x	<p>A wholly new telematics system would increase waste in the first year due to removal and disposal of telematics hardware already fitted in vehicles. The preferred option, procurement allowing, is to procure a single telematics system and use existing hardware already fitted in 750 vehicles.</p>	<p>Any hardware would be disposed of in the most environmentally way.</p>	N/A	
<p>Reduce water consumption</p>		x		N/A	N/A	N/A	
<p>Minimise pollution (including air, land, water, light and noise)</p>	x			<p>The fleet management section will use the data collected by the telematics system to improve utilisation, reduce the miles travelled, and improve fuel efficiency by improving driver behaviour thus reducing air pollution. The data can begin to be monitored immediately, but reductions in air pollution will be seen over the long term.</p>	N/A	<p>Telematics data will be consistently and where inefficiencies have been identified, they will be actioned.</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>Ensure resilience to the effects of climate change e.g., reducing flood risk, mitigating effects of drier, hotter summers</p>		x		N/A	N/A	N/A
<p>Enhance conservation and wildlife</p>		x		N/A	N/A	N/A
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x		N/A	N/A	N/A
<p>Other (please state below)</p>		x		N/A	N/A	N/A

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.

The preferred option, procurement allowing, is to procure a single telematics system and use existing hardware already fitted in 750 vehicles of the 1250 strong fleet. This would reduce the impact on the environment in relation to waste.

The telematics data will be used improve utilisation, reduce the miles travelled, and improve fuel efficiency by improving driver behaviour. The data can begin to be monitored immediately, and reductions in emissions and air pollution will be seen over the long term.

Page 125

Sign off section

This climate change impact assessment was completed by:

Name	Gabrielle Barber
Job title	Area Fleet Manager - West
Service area	Fleet
Directorate	Environment
Signature	Gabrielle Barber
Completion date	05/01/24

Authorised by relevant Assistant Director (signature): Paul Thompson

Date: 09/02/2024

This page is intentionally left blank

North Yorkshire Council

Environment Executive Members

22 February 2024

Integrated Passenger Transport funding for Community Transport schemes

Report of the Assistant Director for IPT, Licensing, Public Rights of Way & Harbours

1.0 PURPOSE OF REPORT

- 1.1 To set out revised proposals for Community Transport funding provided by Integrated Passenger Transport (ITP) and seek approval for these.

2.0 BACKGROUND

- 2.1 Community Transport is an important part of the public transport network in North Yorkshire helping people access essential services and reducing social isolation. There are currently 15 supported Volunteer Car Schemes and five supported Dial-a-Ride Schemes across North Yorkshire, delivered by 16 voluntary organisations. North Yorkshire Council provides funding for these schemes which compliments the support provided for local bus services.
- 2.2 The Covid pandemic presented many challenges for community transport providers and since then there has been a gradual process of restarting services and reconnecting with local communities.
- 2.3 To provide financial stability for community transport providers during the period of Covid recovery we continued to provide funding with reimbursement based on the number of journeys made 2019/20.
- 2.4 The number of community transport journeys made across North Yorkshire has now plateaued at approximately 70% of pre Covid usage. This is similar to the percentage of concessionary bus pass trips now being made on local bus routes.

3.0 CURRENT COMMUNITY TRANSPORT FUNDING

- 3.1 The existing reimbursement rate was set several years ago and no longer reflects the challenges in the community transport sector and changed travel patterns following the pandemic.
- 3.2 There are two types of community transport in operation; volunteer car schemes using smaller vehicles or Dial-A-Ride schemes which use larger MPV or minibuses and offer more accessible access.
- 3.3 Funding for volunteer car schemes is currently £1 per trip for schemes carrying up to 4,000 passengers per year or £1.25 per trip if carrying over 4,000. There is also a £4,000 annual grant towards organisational costs for schemes carrying over 4,000 passengers per year. Dial-a-Ride trips are reimbursed at £1 per passenger. This is summarised in the table below:

Passengers per annum	£ per passenger	£ Organisation cost
Car Scheme < 4,000 trips	£1.00	Nil
Car Scheme > 4,000 trips	£1.25	£4,000
Dial-a-Ride	£1.00	Nil

4.0 REVIEW OF FUNDING FORMULA AND NEW PROPOSALS

4.1 Engagement took place with all providers using questionnaires and discussions to understand the challenges being faced and inform future proposals.

4.2 The main issues reported with the current funding formula are:

- Funding formula has not been reviewed for several years.
- No inflationary increase has been applied for several years.
- The threshold of 4,000 journeys to receive additional support towards organisation costs is no longer appropriate.
- Schemes advised it would not be viable to continue should existing reimbursement rates be applied to post pandemic travel patterns.

4.3 In order to provide financial stability for our community transport operators and encourage growth and the start-up of new schemes it is proposed to revise reimbursement as follows:

- End use of pre-covid data & reimburse using actual trip data from 01 April 2024
- End organisational payments and tiered rates for volunteer car schemes and consolidate into a flat rate of £3.00 per journey
- Increase Dial-a-Ride reimbursement to £1.24 which aligns this with the average Concessionary Travel journey reimbursement rate made for bus operators.

4.4 Funding will change as shown below with an overall uplift of 9%. This maintains support at similar levels to now for scheme operators and reflects the fact that there has been no inflation increase applied in recent years.

	Current Annual Cost (£)	2024/25 Estimated Cost (£)	Estimated Additional Cost (£)
Volunteer Car Scheme	£106,654	£118,152	£11,498
Dial-a-Ride Scheme	£6,902	£7,495	£593
Total	£113,556	£125,647	£12,091

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 To do nothing would mean funding continuing to be based on pre-covid travel which does not reflect emerging travel behaviour and would limit the growth of community transport schemes. Retaining a tiered approach to funding was considered but feedback from most operators supported moving to a single rate per journey. There is also an existing small grants scheme that community transport groups can access for organisational support such as provision of computer equipment or booking software.

6.0 FINANCIAL IMPLICATIONS

6.1 Financial information and revised cost is set out in section 4 above.

6.2 The recommendation can be funded from within the existing budget for the Integrated Passenger Transport Service and aligns community transport reimbursement with actual use made by residents. It maintains core funding for operators and will allow existing schemes to develop and new ones to start up. It also provides an inflation uplift to help these small community schemes manage rising costs.

7.0 LEGAL IMPLICATIONS

- 7.1 The Council has a wide range of statutory duties imposed by a variety of legislation relating to passenger transport. There is no statutory requirement to provide or support community transport.
- 7.2 This review has been carried out with consideration to relevant legislation such as the Transport Act 1985, Transport Act 2000 and Education Act 1996, in addition to section 111 of the Local Government Act 1972.

8.0 EQUALITIES IMPLICATIONS

- 8.1 Consideration has been given to the potential for adverse equality impact arising from this proposal. It is the view of officers that this will have no direct impact on groups of people with protected characteristics identified in the Equalities Act 2010. Proper regard has been given to public sector equality duty and a 'decision not to EIA' document has been completed and is appended at Appendix A.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 Consideration has been given to the potential for adverse climate impacts arising from this decision and a Climate Change Impact Assessment (CCIA) screening has taken place. This proposal will encourage use of community transport in place of private cars, and it is not felt appropriate to progress to a full CCIA (see Appendix B).

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 The proposal will set revised reimbursement reflecting changing travel patterns after the pandemic. It will maintain core funding for community transport schemes; will allow existing schemes to develop and encourage new ones to start up. The recommended approach can be funded from the existing budget for community transport.

11.0 RECOMMENDATION

- 11.1 That the Corporate Director for Environment, following consultation with the Executive Member for Highways & Transportation, approves the proposed revisions to community transport funding detailed in section 4 of the report.

APPENDICES:

Appendix A – Equalities Impact Assessment screening form
Appendix B – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: none

Paul Thompson
Assistant Director for IPT, Licensing, Public Rights of Way & Harbours.
County Hall
Northallerton
22 February 2024

Report author: Andy Clarke, Public and Community Transport Manager

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

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	Environment		
Service area	Integrated Passenger Transport		
Proposal being screened	Community Transport funding		
Officer(s) carrying out screening	Andy Clarke		
What are you proposing to do?	Revise funding formula for community transport schemes		
Why are you proposing this? What are the desired outcomes?	The proposal will set revised reimbursement reflecting changing travel patterns after the pandemic. It will maintain core funding for community transport schemes; will allow existing schemes to develop and encourage new ones to start up.		
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 NYC'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 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.			
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	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g.	Community transport is relied on by older and disabled users and those in rural areas who are unable to access traditional public transport.		

<p>disabled people's access to public transport)? Please give details.</p>	<p>Community transport is set up to improve services following identification of gaps in existing services. Maintaining or improving funding levels will improve transport opportunities for individuals, including those with protected characteristics.</p>			
<p>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.</p>	<p>no</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>No adverse impact is anticipated as this proposal maintains or improves overall funding for community transport.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Paul Thompson</p>			
<p>Date</p>	<p>08.02.2024</p>			

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.

Page 132

Title of proposal	IPT Community Transport Funding	
Brief description of proposal	To revise the funding formula used to reimburse community transport schemes, taking account of changing travel patterns post covid and the need to maintain or increase current support.	
Directorate	Environment	
Service area	Integrated Passenger Transport	
Lead officer	Andy Clarke	
Names and roles of other people involved in carrying out the impact assessment	None	
Date impact assessment started	6 February 2024	

OFFICIAL

OFFICIAL

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.

To do nothing would mean funding continuing to be based on pre-covid travel which does not reflect emerging travel behaviour and would limit the growth of community transport schemes.

Retaining a tiered approach to funding was considered but feedback from operators supported removing this and using a single rate per journey for all schemes regardless of size.

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

Cost neutral as the proposal can be funded from within existing IPT budget.

How will this proposal impact on the environment? 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.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Supporting community transport will reduce travel by private car.	n/a	
	Emissions from construction		X		No impact.		
	Emissions from running of buildings		X		No impact.		
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X			No impact.		
Reduce water consumption		X			No impact		
Minimise pollution (including air, land, water, light and noise)		X			No impact		

<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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		<p>No impact anticipated</p>		
<p>Enhance conservation and wildlife</p>		X		<p>No impact anticipated</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		<p>No impact anticipated</p>		
<p>Other (please state below)</p>		X		<p>No impact anticipated</p>		

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.

This proposal will encourage support community transport which is used in place of private cars and will not have adverse climate impacts.

Sign off section

This climate change impact assessment was completed by:

Name	Andy Clarke
Job title	Public & Community Transport Manager
Service area	Integrated Passenger Transport
Directorate	Environment
Signature	
Completion date	6/2/2024

Authorised by relevant Assistant Director (signature): Paul Thompson

Date: 08.02.24

North Yorkshire Council

Environment Executive Members

22 February 2024

Integrated Passenger Transport and Countryside Access Service Fees & Charges

Report of the Assistant Director for IPT, Licensing, Public Rights of Way and Harbours

1.0 PURPOSE OF REPORT

- 1.1 To set out proposals for the charges made for services provided by Integrated Passenger Transport (IPT) and Countryside Access Service (CAS) and seek approval for these.

2.0 CHARGES & PROPOSED INCREASES

- 2.1 The IPT team make charges, as permitted under section 111 of the Local Government Act 1972, and the income is retained for the following services:

- Local bus service fares:
 - (i) Services operated directly by IPT:

A fare is charged to passengers using the local bus services operated directly by IPT, as permitted under section 63 of the Transport Act 1985. The fare charged is based on a combination of the distance travelled and comparative fares charged by local bus operators on commercial services. The income is used to partially offset the operating costs of providing the service. Increases of between 10-50p were implemented from 03 April 2022 and no further increase is planned for 2024. The council is participating in the Government's national £2 fare cap scheme which is designed to stimulate extra patronage by reducing fares. This scheme has now been extended and is in place until at least 31 December 2024 and is likely to be extended further. DfT are providing grant funding to support the national fare cap and well as grant funding to support our bus network and it is not proposed to increase local bus fares at this point.
 - (ii) Services operated by external supplier: Whitby Park & Ride

This is the only supported service where IPT receives the fares income paid by passengers, for other tendered bus services the operator retains the income to offset the overall cost of the contract. The main objectives of the park and ride service are to remove traffic from the town centre, alleviate congestion and reduce pressure on parking capacity during the summer months. An increase of around 5% was applied in April 2022 but as passenger numbers are still recovering post pandemic and the fares charged need to be attractive, both in comparison to the fare cap and in relation to town centre parking charges to help reduce town centre congestion, it is proposed to keep fares at the same level for the 2024 season.
- Community transport fares:

A fare is charged for registered members using the community transport service operated directly by IPT utilising the in-house vehicle fleet. The fare charged is based on a combination of the distance travelled and comparative fares charged on local bus services. The income is used to partially offset the operating costs of providing the service. There are no proposals to change these charges from April 2024. An inflationary increase is not considered appropriate at this time while the wider national bus fare cap is in place. Current services are:

- DR07 South Craven Village bus
- DR06 North Craven Village bus
- DR04 South Harrogate Village bus
- DR14 North Harrogate bus
- DR10 Esk Valley - Whitby
- DR18 Glaisdale - Guisborough

- Whitby Bus Station charges:

A charge is made for local bus services using Whitby bus station. The current charge is 60p per departure with the income used to offset the site operating costs. The Competition Commission sets out the methodology for calculating Departure Charges and as such an inflationary increase may not always be appropriate. There has been no increase for some time and it is proposed to increase this to 65p per departure.

- English National Concessionary Travel Scheme (ENCTS) travel pass replacement charge:

Local authorities are required to issue an initial ENCTS travel pass and any replacement on expiry free of charge. A charge can be made for a lost or damaged pass but this should be proportionate to the cost of replacement. No charge is made for a stolen bus pass on production of a crime reference number. The replacement charge was increased from £5 to £10 in April 2020 which still covers all costs associated with issuing a new pass and no further increase is planned.

2.2 IPT also make charges in respect of the following services:

- Paid travel permits on education transport:

Students not entitled to free school transport or assistance with transport to a sixth form college can apply for a paid bus pass on education transport provided for eligible students. Places are only offered where it is lawful to do so in line with PSVAR and where there is spare capacity on transport that is provided as a statutory duty. The fare charged is set by CYPS and the income is used to partially offset the contract cost.

- Additional cost charge for school time amendments:

Transport is procured to achieve best value which can mean that students from different establishments are transported on the same transport. Should the opening hours of one of those establishments change then additional transport may need to be procured. Additional charges incurred are notified to CYPS and then recharged to the relevant educational establishment. The income for these items is retained by CYPS and approval for such charges is agreed by CYPS Executive members. This information is therefore included for information and clarity only.

2.3 In addition, IPT makes charges, again as permitted under section 111 of the Local Government Act 1972, for ad-hoc minibus/driver hire, Section 19 permits and provision of Minibus Driver Awareness Scheme (MiDAS) courses. However, income is minimal and matches the charges made to IPT.

2.4 In CAS there are five areas of charging:

- i) Public Path Orders (PPOs)
- ii) Making a Statement or Declaration under Section 31(6) of the Highways Act 1980
- iii) Temporary Closure Orders *
- iv) Stopping up Orders *
- v) Local Searches *

* Charges used by CAS for Temporary Closure Orders, Stopping up Orders and Local Searches are based on Highways and Transportation fees and are subject of a separate report.

2.5 CAS charges have been inflated by 6% in line with the Corporate Fees and Charges Strategy

2.6 Full details of current and proposed charges for Public Path Orders and Making a Statement or Declaration under Section 31(6) of the Highways Act 1980 are included in Appendix A.

3.0 INCOME

3.1 Income from fees and charges, where such income is retained by IPT, is set out in Table 1 below:

Table1

IPT income stream	2022/23 Income (£)	2023/24 Est Income (£)	2024/25 Est Income (£)
IPT fleet – Local Bus Service Fares/community transport fares	£79,971	£83,698	£88,720
Services operated by external supplier - Local Bus Service Fares	£165,267	£180,415	£191,250
DfT funding from Fare Cap scheme	£3,921*	£21,000	£22,500
Whitby bus station departure charges	£17,032	£14,079	£16,000
ENCTS replacement passes	£12,660	£14,280	£14,280
Total income to IPT	£278,851	£313,472	£332,750
Total income to IPT – excluding DfT fare cap	£274,930	£292,472	£310,250
Percentage increase in fees & charges income		6.38%	6.08%

* : scheme started 01 January 2023.

- The pandemic has affected income from bus services with passenger numbers still below pre- Covid19 levels due to changing travel patterns and fewer passenger travelling. This has been particularly apparent for older and disabled users. Average figures across all travellers is c. 90% of pre covid levels while only 70-75% for concessionary passengers.

3.2 Income from fees and charges for CAS are set out in Table 2 below:

Table 2

CAS Income stream	2022/23 Income (£)	2023/24 Est Income (£)	2024/25 Est Income (£)
Countryside Access Service charges <ul style="list-style-type: none"> • Public Path Orders • Statement or Declaration under Section 31(6) of the Highways Act 1980 and section 15A(1) of the Commons Act 2006 	£133,965	£141,300	£149,780
Highways based charges used by Countryside Access Service <ul style="list-style-type: none"> • Temporary Closure orders • Stopping Up Orders • Local Searches charges 	£81,580	£60,000	£63,600

4.0 FINANCIAL IMPLICATIONS

- 4.1 Financial information is set out in section 3 above.
- 4.2 The recommendation has no additional costs and is within the budget for the Integrated Passenger Transport Service. Bus fares are currently fixed by the national fare cap scheme which is funded by DfT and in place until at least January 2025, with the potential for a further extension. The fare cap is designed to stimulate bus use and increase passenger numbers which will therefore increase income.
- 4.3 The Corporate Fees and Charges Strategy allows a directorate not to increase some fees and charges provided that the budget is balanced, in this case this will be achieved through additional funding and growth in bus passengers resulting from the £2 fare cap scheme. Increasing those fares that are below the £2 cap (most adult bus fares are above this already) would net very little income. This would also deter those passengers from travelling at a time when we are trying to encourage people back to public transport and would affect child fares disproportionately.
- 4.4 An increase of 6% has been estimated to bus fare revenues in section 3 based on promotional work planned alongside bus companies and also that being carried out by government to encourage greater bus.
- 4.5 CAS charges have been inflated by 6% in line with the Corporate Fees and Charges Strategy.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has a wide range of statutory duties imposed by a variety of legislation relating to passenger transport.
- 5.2 The review has been carried out with consideration to relevant legislation such as the Transport Act 1985, Transport Act 2000 and Education Act 1996, in addition to section 111 of the Local Government Act 1972.
- 5.3 For CAS, the power to charge for these services is included in Table 3 below:

Table 3

Power to charge for services	Power to charge
Public Path Order	Local Authorities (recovery of costs for Public Path orders) Regulations 1993 amended by regulation 3 of the Local authorities (charges for overseas Assistance and Public Path orders) Regulations 1996
Making a Statement or Declaration under Section 31(6) of the Highways Act 1980 and section 15A(1) of the Commons Act 2006	The Commons (Registration of Town or Village Greens) and Dedicated Highways (Landowner Statements and Declarations) (England) Regulations 2013 -Regulation 2
Temporary closure orders	The Local Authorities (Transport Charges) Regulations 1998
Stopping up Orders	Section 117 of the Highways Act 1980
Con 29(Local Searches) Q5 charges	The Local Authorities (England) (Charges for Property Searches) Regulations 2008 The Environmental Information Regulations 2004

6.0 EQUALITIES IMPLICATIONS

- 6.1 Consideration has been given to the potential for any adverse equality impacts arising from this decision (see Appendix A). It is not expected that this decision will lead to adverse impacts. The proposal will maintain bus fares at current levels while patronage on public transport services continues to recover post pandemic and while the national £2 fare cap initiative is in place. There is no deemed impact from CAS charges, therefore, a full Equalities Impact Assessment is not required.

7.0 CLIMATE CHANGE IMPLICATIONS

- 7.1 Consideration has been given to the potential for any adverse climate impacts arising from this decision and a Climate Change Impact Assessment (CCIA) screening has taken place. This proposal will encourage use of public transport use and there is no impact from CAS charges, so it is not considered appropriate to progress to a full CCIA (see Appendix B).

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 The recommended approach supports greater bus use through maintaining fares charged on council operated routes at current levels and working with the national £2 fare cap in order to encourage more people to use public transport.

9.0 RECOMMENDATION

- 9.1 That the Corporate Director for Environment, following consultation with the Executive Member for Highways & Transportation, approves the charges made for services by the Integrated Passenger Transport Team and the Countryside Access Service as detailed in section 2 and Appendix A of this report.

APPENDICES:

Appendix A – Countryside Access Service Charges
Appendix B – Equalities Impact Assessment screening form
Appendix C – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

none

PAUL THOMPSON:

Assistant Director for IPT, Licensing, Public Rights of Way and Harbours.

Authors of Report: Andy Clarke, Public and Community Transport Manager
Ian Kelly, Head of Countryside Access Service

Current and Proposed Countryside Access Service Charges

Public Path Order Charges

	Current 2023/24 Charges	Proposed 2024/25 Charges
1. Initial advice and site visit	£540.60	£573.00
2. Registration	£74.20	£78.70
3. Informal consultation	£837.40	£887.60
4. Initial liaison with objectors (only charged where a proposal is opposed)	£858.60	£910.10
5. Making of a Public Path Order	£2,077.60 Further £201.40 for each additional path	£2,202.30 Further £213.50 for each additional path
6. Liaison with objectors (only charged where an Order is opposed)	£1,547.60	£1,640.50
7. Forwarding opposed Order to the Secretary of State	No Charge	No Charge
8. Confirming an unopposed Public Path Order	£455.80	£483.10
Based on the charges above an unopposed PPO will cost an applicant (plus the actual cost of the 2 statutory newspaper adverts, one at the end of Stage 5 AND one at the end of Stage 8. Each advert costs in the region of £400 - £700 depending on the local newspaper's fee).	£3,985.60	£4,224.70

Making a Statement or Declaration under Section 31(6) of the Highways Act 1980 Charges

	Current 2023/24 Charges	Proposed 2024/25 Charges	What is included:
New S31(6) submission Registration fee	£402.80	£427.00	Includes the processing and registration of the Highway Statement and Highway Declaration for up to two blocks of land
New S31(6) submission Registration of extra blocks of land	£31.80 per block (up to a max of £159)	£33.70 per block (up to a max of £168.50)	Additional fee for the processing and registration of land holdings made up of multiple blocks of land
Renewal of a current submission with no changes to be made Renewal fee	£63.60	£67.40	Processing of a Highways Declaration to renew a previous submission which has not yet expired and where there have been no changes to the land holding or other details
Renewal of a current submission where changes are being made Renewal update fee	£260	£292.10	Processing of a Highways Statement and/or Highways Declaration to renew a previous submission which has not yet expired, to include minor modifications to the land holding (e.g. to include additional land purchased adjoining the current land holding, or to delete blocks of land which have been sold)
<p>Please note: where additional land has been purchased which is separate from (i.e. not adjoining) the current land holding or where large areas of new land are being added, the fee for a new registration will be charged.</p> <p>For all renewals where land is being added to the land holding, both a Highways Statement and Highways Declaration must be submitted, to ensure all land is protected</p> <p>Definition of "Block of land" A block of land is a single, contiguous area of land not broken in multiple parts by land in another person's possession or by a public road. For example, two fields separated by a boundary fence or hedge would constitute one block of land; the same two fields separated by a public road would constitute two blocks of land.</p> <p>Please note no registration will be processed until the appropriate fee is received.</p>			

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	Environment		
Service area	Integrated Passenger Transport and Countryside Access Service		
Proposal being screened	Integrated Passenger Transport and Countryside Access Service Fees & Charges		
Officer(s) carrying out screening	Andy Clarke and Ian Kelly		
What are you proposing to do?	Maintain existing public transport fares and charges Inflate CAS charges by 6%		
Why are you proposing this? What are the desired outcomes?	The proposal will maintain charges at current levels, desired outcome is to support the recovery of passenger numbers post pandemic and while the national £2 fare cap initiative is in place. CAS charges inflated in line with the Corporate Fees and Charges Strategy		
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 NYC'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 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.			
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	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	

Appendix B

<p>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.</p>	<p>It is recognised that older people, people with a disability, females and some people from ethnic minorities are more likely to travel by bus. However, for older and disabled users the existence of the concessionary travel scheme means they are entitled to travel free, for others this proposal will provide lower fares.</p>			
<p>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.</p>	<p>no</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>✓</p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>No adverse impact is anticipated as this proposal maintains current charges and supports the national £2 fare cap.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Paul Thompson</p>			
<p>Date</p>	<p>05.02.2024</p>			

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	IPT and CAS Fees & Charges	
Brief description of proposal	To maintain IPT bus fares & charges at current levels, desired outcome is to support the recovery of passenger numbers post pandemic and while the national £2 fare cap initiative is in place.	
Directorate	Environment	
Service area	Integrated Passenger Transport and Countryside Access Service	
Lead officer	Andy Clarke	
Names and roles of other people involved in carrying out the impact assessment	Ian Kelly – Head of Countryside Access Service	
Date impact assessment started	5 February 2024	

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.

Option to raise bus fares was discounted due to the existence of the national £2 fare cap.

CAS charges increased in line with Corporate Dess and Charges Strategy

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

Cost neutral.

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Maintaining lower bus fares encourages modal shift and reduces travel by private car.	n/a	
	Emissions from construction		X		No impact.		
	Emissions from running of buildings		X		No impact.		
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X		No impact.		
Reduce water consumption			X		No impact		
Minimise pollution (including air, land, water, light and noise)	X				Travel by existing public transport services will reduce pollution from ICE private cars.		

<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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		<p>No impact anticipated</p>		
<p>Enhance conservation and wildlife</p>		X		<p>No impact anticipated</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		<p>No impact anticipated</p>		
<p>Other (please state below)</p>		X		<p>No impact anticipated</p>		

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.

Maintaining bus fares at current levels and supporting the £2 fare cap will encourage bus use and modal shift from private car to bus, reducing emissions from travel.

Sign off section

This climate change impact assessment was completed by:

Name	Andy Clarke
Job title	Public & Community Transport Manager
Service area	Integrated Passenger Transport
Directorate	Environment
Signature	
Completion date	5/2/2024

Authorised by relevant Assistant Director (signature): Paul Thompson

Date: 5.2.24

North Yorkshire Council

Environment Executive Member

22 February 2024

Local Electric Vehicle Infrastructure (LEVI) Capital Fund – Grant Acceptance

Report of the Assistant Director – Highways & Transportation, Parking Services, Street Scene and Parks & Grounds

1.0 PURPOSE OF REPORT

- 1.1 To recommend that the Corporate Director for Environment in consultation with the Deputy Leader of the Council, the Executive Member for Highways & Transportation, and the Corporate Director Resources', accepts a grant award of £4.88m

2.0 SUMMARY

- 2.1 This report sets out the background and information about the Local Electric Vehicle Capital Fund (LEVI), how much funding we have been offered by the Office for Zero Emission Vehicles as well as considering the legal, financial and equalities implications of accepting the funding.

3.0 BACKGROUND

- 3.1 UK Government has created several grant schemes to help enable the charging of Electric Vehicles (EVs) at home, in the workplace and on local streets. The Local Electric Vehicle Infrastructure (LEVI) is a £400m scheme operated by the Office for Zero Emission Vehicles (OZEV) and supported by £50m resource funding (£10m has already been allocated to fund a LEVI pilot scheme).
- 3.2 For more background information please see the Local EV Infrastructure Fund Allocation – Acceptance report¹ (2023).
- 3.3 There are three main strands to this fund:
1. LEVI pilot fund – delivery of innovative Electric Vehicle Charging Points (EVCPs) delivery projects
 2. LEVI capability fund – to increase local authority resourcing for the planning and delivery of EV Infrastructure.
 3. LEVI Capital fund – to support deployment of infrastructure ahead of need
- 3.4 LEVI pilot fund - We made a successful bid to the LEVI Pilot fund securing £2m towards the delivery of a £2.2m scheme which will provide 70 EVCPs (more information can be found in the BES Executive Report from 16 June 2022) by 31 March 2025. We will co-locate EVCPs with battery storage powered by renewables over two rural sites in each of our seven areas. These EVCPs will provide a solution that can be tested and, if successful, be rolled out en-masse to overcome the challenges of delivery in rural areas.
- 3.5 Further, OZEV decided to upscale the LEVI Pilot fund and asked for expressions of interest in respect of capital delivery of additional EVCPs through the LEVI Pilot Upscaling Fund. The focus has shifted, however, from schemes in the original LEVI Pilot fund which offered scaled commercial innovation to schemes which can offer high volume rollout of EVCPs. NYC's proposal is to deliver 82 chargers (additional to the original 70 outlined at section

¹ [Local EV Infrastructure Fund Allocation – Acceptance](#)

3.4), at locations identified in the site selection exercise, undertaken as part of the EV Public Charging Infrastructure Rollout Strategy. We were awarded an additional £1,237,000 which means we have received a total of £3.237m from the LEVI Pilot fund. These EVCP's are expected to be delivered by 31 March 2025.

- 3.6 LEVI capability fund – The first round of the capability fund launched on 27 February 2023, designed to increase capacity and capability of local authorities, and we proposed to use this funding to cover the salaries (including on costs) of the EVI Project Delivery Manager and some Transport Officer and Senior Transport Planning Officer time. Local authorities (LA's) were given an indicative allocation and had to provide justification. In Round 1 we received £88,920 funding, the detail on this can be found in a report to the Executive Member for Highways and Transportation on 09 March 2023².
- 3.7 A second round of Capability Funding was launched on March 30 2023, for Tier 1 local authorities in England and we received an allocation of £405,080 (£202,540 annually for two years) through this fund. More information on this fund can be found a report to the Executive Member for Highways and Transportation on 25 August 2023³.
- 3.8 LEVI capital fund - OZEV announced the LEVI capital fund on 30 March 2023 with an indicative allocation of £4,880,000 for North Yorkshire. This is to enable rollout of a much greater number of chargers than we have been able to attract funding for so far. North Yorkshire Council submitted an expression of interest⁴ and second stage application⁵ which has now been approved by OZEV and the full offer of £4.88m has been made.
- 3.9 A summary of the LEVI Funding streams, and their status is below:

Funding Source	Purpose	Funding Amount	What will be delivered	Status	Spend Date
LEVI Pilot Funding	Innovative delivery of EVCPs	£2m - Capital	70 chargers powered by renewable technology linked to battery storage	Successful	31 Mar 2025
LEVI Pilot Upscaling	Extension of pilot scheme however funding focussed on rollout at scale given Ofgem regulation due 1st April which means that we do not pay for upgrades and reinforcement work to existing assets (still pay for new infrastructure)	£1.237m - Capital	80 chargers at an additional 17 sites not powered by renewables but some on-street charging	Successful	31 Mar 2025
LEVI Capability Fund Round 1	increase local authority resourcing for the planning and delivery of EV Infrastructure	£88.9k - revenue	Funding for an EV Infrastructure Team	Successful	31 Mar 2025

² [Local Electric Vehicle Infrastructure LEVI Capability Fund - Acceptance of Grant.pdf \(northyorks.gov.uk\)](#)

³ [Local Electric Vehicle Infrastructure \(LEVI\) Capability Fund – Grant Acceptance](#)

⁴ [Local Electric Vehicle \(EV\) Infrastructure Fund Allocation - Expression of Interest](#)

⁵ [Local EV Infrastructure Fund Allocation – Approval to submit Stage 2 Application](#)

LEVI Capital Fund	to support deployment of infrastructure ahead of need	£4.88m - capital	Mass rollout of EVCP's	Successful	31 Mar 2025
LEVI Capability Fund Round 2	increase local authority resourcing for the planning and delivery of EV Infrastructure	£405,080 allocated over 2 FY - revenue	Funding for an EV Delivery Manager and partial time supporting roles	Successful	31 Mar 2025

4.0 LEVI CAPITAL FUND

- 4.1 The UK Government's LEVI Fund supports local authorities in England to work with the charge point industry, to improve the roll out and commercialisation of local charging infrastructure. These EVCP's are intended to help residents who don't have access to off-street parking and need to charge their electric vehicle (EV). The fund includes:
- Capital funding to contribute to the costs of delivering charge points.
 - Capability funding for local authorities to employ and train new staff specifically to plan and deliver charge point infrastructure. NYC has accepted £493,980 from this fund as detailed in a report taken to Environment Executive Members on 25 August 2023⁶.
- 4.2 OZEV announced the LEVI capital fund on 30 March 2023 with an indicative allocation of £4,880,000 for North Yorkshire, covering FY23/24 and 24/25. For local authorities to access their indicative funding, they must follow a three-stage process:
1. Stage 1 – Expression of Interest
 2. Stage 2 – business case, criteria compliance, and tender document review
 3. Stage 3 – contract review
- 4.3 The LEVI funding can be spent on all capital costs associated with the installation of EVCPs. This includes charge point hardware, electrical connection costs, civil engineering costs and other installation costs. The LEVI Fund is intended to fund primarily lower powered local charge points. Rapid charging is eligible for funding as part of projects, but it's expected that most of the funding supports delivery of lower powered charge points in line with LEVI Fund objectives.
- 4.4 NYC submitted an application and grant documentation to the LEVI Support Body on 19 September 2023. We have now been informed NYC has been awarded the full allocation of £4,880,000. This funding brings the total funding awarded to NYC to £8,117,000.
- 4.5 This grant funding will enable us to deliver EVCP's to meet demand for EV charging infrastructure and our target number of EVCP's by 2030. NYC has forecast that by 2030 there will be a total requirement for 3,161 publicly accessible EVCPs across the region, half of which need to be delivered by the public sector, it was forecast that this would cost NYC £10.3m to deliver and our total capital grant funding, if we accept the £4.88m grant offered, is £8.037m which goes a significant way toward that amount. We expect the private sector to invest additional monies to the network which would help us to reach that target.
- 4.6 In order to meet the grant spending deadline for the LEVI Pilot scheme, Upscaling Scheme and the LEVI Capital Fund, the procurement for the EV chargers must begin as soon as possible and as one procurement exercise to achieve economies of scale.

⁶ [Local Electric Vehicle Infrastructure \(LEVI\) Capability Fund – Grant Acceptance](#)

- 4.7 Further, as the Unitary Authority was formed on 01 April 2023, the former Ryedale District Council were about to launch a procurement exercise for delivery of their On-Street Residential Charging Point Scheme (ORCS) worth £198,000, to deliver EVCPs at 10 rural locations across the area. After taking advice from procurement colleagues these EVCP's were also added to the same contract.
- 4.8 Officers have consulted with OZEV regarding the proposal to undertake a single tender exercise for all LEVI and ORCS grant funding allocations. OZEV have agreed in writing for NYC to undertake one procurement exercise for all four grant funds owing to economies of scale and private sector investment that can be realised as a result.
- 4.9 NYC has been issued an overall score of lower than 4 (4 is considered 'Excellent' by OZEV) for the application and draft procurement documentation and as a result NYC must complete a Post Approval Action Plan (PAAP) which outlines improvements required to the documentation to reach a score of 4.
- 4.10 The Grant Determination letter, Memorandum of Understanding and NYC bank details must be signed by NYC and returned to OZEV by 01 March. If documents are not received by this date, it may put the grant at risk.
- 4.11 Following receipt of the documents OZEV will issue 90% of the funding but before any procurement exercise can be launched, we must discuss and agree, with OZEV, detailed improvements to the procurement via the PAAP and then remaining 10% of funding will be released.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative options have been considered and consulted on (internally and with the LEVI Support Body) throughout the application and tender documentation development and the final recommendation is a result of the feedback received from those key stakeholders and the experience of officers.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The Section 31 Award Letter attached at Appendix A confirms that a capital grant payment of £4,880,000 will be made to North Yorkshire Council under Section 31 of the Local Government Act 2003 for the period to 31 March 2025, though the spending deadline can be extended beyond this date, in agreement with OZEV, if there are delays. This funding will be used to implement NYC's proposal to install more public EVCPs. No Match funding is needed to accept this grant.
- 6.2 The funding will be provided as a non-ringfenced capital grant which must be used against capital expenditure. The conditions of the grant are outlined in the Grant Determination Letter which can be found at Appendix A. A Memorandum of Understanding (MOU) outlining the agreement between North Yorkshire Council and the Department for Transport is attached at Appendix B.
- 6.3 The Department proposes to issue 90% of the funding following receipt of the Grant Determination Letter, signed by the Authority. The Authority agrees not to proceed to procurement using this funding until completion of post-approval actions (see section 7.3 of the MOU Appendix B) and the Department's approval of the Authority's invitation to tender documentation (see section 7.4 of the MOU). The remaining 10% of the allocation will be issued following the Department's approval of the Authority's proposed procurement contract(s) (see section 7.5 of the MOU). The indicative allocation by financial year is set out in the following table:

Financial Year	Total (£)
2023/24	£4,392,000
2024/25	£488,000
Total	£4,880,000

6.4 By accepting the grant NYC accepts responsibility for meeting any costs over and above the Department’s contribution set out in Clause 3.1, including potential cost overruns and the underwriting of any funding contributions expected from third parties. The scheme is scalable and therefore could be reduced to fit the capital funding available. Officers have developed an Invitation to Tender (ITT) in line with the Office for Zero Emission Vehicles guidance, which sets out that private sector investment in the scheme is expected. The North Yorkshire Council strategy sets out that it will seek a concession contract, which is a delivery model that requires private sector involvement to increase the public sector funding. If private sector investment is not forthcoming, then we will seek feedback from the market and retender based on the information provided.

7.0 LEGAL IMPLICATIONS

7.1 The MOU with the Department for Transport has been reviewed by NYC’s legal team. Expenditure of the Grant shall be in accordance with the Council’s Procurement and Contract Procedure Rules and where relevant the Public Contracts Regulations 2015.

7.2 The Grant will be subject to the Subsidy Control Rules (formerly State Aid Regulations). The Subsidy Control Rules will apply in how NYC spends the Grant. Subsidy Control Rules do not apply for receipt of the Grant. If NYC spend the Grant pursuant to its own Contract and Procurement Rules, then it is unlikely that Subsidy Control Rules will apply, as they will be inviting bids for paid services. However, if the Grant monies are intended to be awarded to a third party via a grant or similar, then Subsidy Control Rules may apply upon which further advice should be obtained from legal.

8.0 EQUALITIES IMPLICATIONS

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

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 A climate change impact assessment has been carried out, see Appendix D. Accepting the recommendation to accept the grant will have no direct climate change impact but the increased availability of EVCPs will have a positive impact on transport emissions by enabling the increased take up of alternative fuels for personal and commercial vehicles. This will directly contribute to the council’s Climate Change Strategy and delivery pathway.

10.0 REASONS FOR RECOMMENDATIONS

10.1 It is not known when or how NYC would have another opportunity to deliver EV charging infrastructure at the pace and scale that this grant enables. The lack of EV charging infrastructure is the number one reason that our residents and businesses have told us they are reluctant to switch to EV and many visitors are unable to travel to and around North Yorkshire in their EV. When compared to the rest of the UK, the vehicle fleet in North Yorkshire has less EVs than the national average of 1.64%. We risk our residents and businesses being left behind if we do not accept this funding.

10.2 Overall this funding will enable us to realise our vision set out in the EV Charging Rollout Strategy⁷ (2023) for “A decarbonised North Yorkshire where zero emission mobility is accessible and convenient to all, recognising the unique rural nature of the county, improving quality of place through better local air quality and health. A comprehensive network of electric charge points will support the uptake of electric vehicles for residents, visitors and businesses over the next 10 years, accelerating the transition to zero emission vehicles across North Yorkshire bringing new skills and investment to the local economy”.

11.0 RECOMMENDATION(S)

11.1 The Corporate Director for Environment in consultation with the Deputy Leader of the Council, the Executive Member for Highways & Transportation, and the Corporate Director Resources’, accepts a grant award of £4.88m

APPENDICES:

Appendix A – Grant Determination Letter
Appendix B – Memorandum of Understanding
Appendix C – Equalities Impact Assessment
Appendix D – Climate Change Assessment

BACKGROUND DOCUMENTS:

[Local EV Infrastructure Fund Allocation – Acceptance](#)

[Local Electric Vehicle Infrastructure LEVI Capability Fund - Acceptance of Grant.pdf \(northyorks.gov.uk\)](#)

[Local Electric Vehicle Infrastructure \(LEVI\) Capability Fund – Grant Acceptance](#)

[Local Electric Vehicle \(EV\) Infrastructure Fund Allocation - Expression of Interest](#)

[Local EV Infrastructure Fund Allocation – Approval to submit Stage 2 Application](#)

[North Yorkshire Council Electric Vehicle Public Charging Infrastructure Rollout Strategy](#)

Barrie Mason

Assistant Director – Highways & Transportation, Parking Services, Street Scene and Parks & Grounds
County Hall
Northallerton
01 February 2024

Report Author – *Keisha Moore, Senior Transport Planning Officer*
Presenter of Report – *Keisha Moore, Senior Transport Planning Officer*

⁷ [North Yorkshire Council Electric Vehicle Public Charging Infrastructure Rollout Strategy](#)

LOCAL ELECTRIC VEHICLE INFRASTRUCTURE CAPITAL FUND GRANT DETERMINATION 2023: No 31/6965

The Secretary of State for Transport (“the Secretary of State”), in exercise of the powers conferred by Section 31 of the Local Government Act 2003, makes the following determination:

Citation:

1. This determination may be cited as the Local Electric Vehicle Infrastructure Capital Fund No 31/6965

Purpose of the grant:

2. The purpose of the grant is to provide local authorities in England with funding towards expenditure lawfully incurred or to be incurred by them for the provision of electric vehicle chargepoints in its locality.

Determination:

3. The Secretary of State determines the authorities to which grant is to be paid and the amount of grant to be paid; the authorities and the amounts are set out in Annex A.

Grant Conditions:

4. Pursuant to section 31(3) and 31(4) of the Local Government Act 2003, the Secretary of State determines that the grant will be paid subject to the conditions in Annex B.

Treasury Consent:

5. Before making this determination in relation to local authorities in England, the Secretary of State obtained the consent of the Treasury.

Branding:

6. The Grant Recipient shall at all times during and following the end of the Funding Period:
 - 6.1. comply with the requirements of the Branding Manual in relation to the Funded Activities and
 - 6.2. cease use of the Funded by UK Government logo on demand if directed to do so by the Authority.
 - 6.3. Branding Manual means the HM Government of the United Kingdom of Great Britain and Northern Ireland Branding Manual Funded by UK Government published by the Cabinet Office in November 2022 which is available at gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/

Signed by authority of the Secretary of State for Transport:

Lucy Kavanagh
Deputy Director and Interim Joint Head, Office for Zero Emission Vehicles

ANNEX A

Authorities to which grant is to be paid	Amount of grant to be paid
Bedford	£1,010,000
Blackburn with Darwen	£1,608,000
Blackpool	£1,708,000
Bournemouth, Christchurch and Poole	£1,447,000
Bracknell Forest	£326,000
Brighton and Hove	£2,865,000
Buckinghamshire	£1,991,000
Cambridgeshire and Peterborough Combined Authority	£5,437,000
Central Bedfordshire	£1,413,000
City of Westminster	£1,262,000
Cheshire East	£2,172,000
Cheshire West and Chester	£2,049,000
Cornwall & Scilly	£5,509,000
Cumberland	£3,465,000
Derby	£1,758,000
Derbyshire	£6,604,000
Devon	£7,067,000
Dorset	£2,490,000
East Riding of Yorkshire	£2,326,000
East Sussex	£4,441,000
Essex	£8,382,000
Gloucestershire	£3,107,000
Greater Manchester Combined Authority	£16,158,000
Hampshire	£6,662,000
Herefordshire, County of	£1,124,000
Hertfordshire	£6,015,000
Isle of Wight	£1,625,000
Kent	£12,081,000
Kingston upon Hull, City of	£2,840,000
Lancashire	£10,111,000
Leicester	£3,380,000
Leicestershire	£3,151,000
Lincolnshire	£5,620,000
Liverpool City Region	£9,647,000
London Borough of Bexley	£3,801,000
London Borough of Enfield	£4,783,000
London Borough of Hackney	£1,360,000
London Borough of Hammersmith	£7,544,000
London Borough of Hounslow	£1,102,000
London Borough of Lambeth	£5,702,000
London Borough of Kingston upon Thames	£886,000

Authorities to which grant is to be paid	Amount of grant to be paid
London Borough of Richmond upon Thames	£2,576,000
London Borough of Tower Hamlets	£2,355,000
London Borough of Waltham Forest	£4,327,000
Luton	£1,273,000
Medway	£2,124,000
Milton Keynes	£1,642,000
Norfolk	£6,468,000
North East Joint Transport Council	£15,829,000
North East Lincolnshire	£1,431,000
North Lincolnshire	£925,000
North Northamptonshire	£2,895,000
North Somerset	£851,000
North Yorkshire	£4,880,000
Nottingham	£1,704,000
Nottinghamshire	£5,522,000
Oxfordshire	£3,655,000
Plymouth	£2,415,000
Portsmouth	£3,682,000
Reading	£866,000
Rutland	£257,000
Shropshire	£2,006,000
Slough	£2,233,000
Somerset	£3,783,000
South Yorkshire Combined Authority	£8,915,000
Southampton	£1,630,000
Southend-on-Sea	£1,448,000
Staffordshire	£4,588,000
Stoke-on-Trent	£2,693,000
Suffolk	£5,337,000
Surrey	£2,042,000
Swindon	£1,942,000
Tees Valley	£6,596,000
Telford and Wrekin	£1,020,000
Thurrock	£515,000
Torbay	£958,000
Warrington	£926,000
Warwickshire	£3,295,000
West Berkshire	£382,000
West Midlands Combined Authority	£14,549,000
West Northamptonshire	£2,853,000
West of England Combined Authority	£6,644,000
West Sussex	£4,100,000
West Yorkshire Combined Authority	£14,326,000

Authorities to which grant is to be paid	Amount of grant to be paid
Westmorland and Furness	£3,205,000
Wiltshire	£3,889,000
Windsor and Maidenhead	£927,000
Wokingham	£264,000
Worcestershire	£3,481,000
York	£746,000

ANNEX B**GRANT CONDITIONS**

1. Grants paid to a local authority under this determination may be used only for the purposes that a capital receipt may be used in accordance with regulations made under section 11 of the Local Government Act of 2003.
2. The Chief Executive and Chief Internal Auditor of each of the recipient authorities are required to sign in the below boxes and return this document to EV-Infrastructure@df.gov.uk and LEVI@est.org.uk, to be received no later than 1 March 2024, in the following terms:
 - “To the best of our knowledge and belief, having carried out appropriate investigations and checks, in our opinion, in all significant respects, the conditions attached to the LEVI Capital Fund No 31/6965 will be complied with by 31 March 2025”.
3. If an authority fails to comply with any of the conditions and requirements in this Grant Agreement, the Secretary of State may -
 - a. reduce, suspend or withhold grant; or
 - b. by notification in writing to the authority, require the repayment of the whole or any part of the grant.
4. Any sum notified by the Secretary of State under paragraph 3(b) shall immediately become repayable to the Secretary of State.

Signed on Behalf of North Yorkshire Council

Name	
Title	
Signature	
Date	

MEMORANDUM OF UNDERSTANDING
Between
Department for Transport
-and-
North Yorkshire Council

1 Purpose

- 1.1 This Memorandum of Understanding ('MoU') sets out the terms, principles and practices that will apply to the working relationship between the Department for Transport ('the Department') and North Yorkshire Council ('the Authority') (collectively 'the Parties') regarding the administration and delivery of the Local Electric Vehicle Infrastructure (LEVI) Capital Fund.

2 Background

- 2.1 On 30 March 2023 the Department announced an indicative £4,880,000 funding for North Yorkshire Council as part of the LEVI Capital Fund.
- 2.2 This funding is intended to form part of the necessary investment required for the delivery of local electric vehicle charging infrastructure, as outlined in the LEVI Fund proposal submitted to the Department by the Authority.
- 2.3 This MoU covers the funding commitments from the Department and the financial expenditure, agreed milestones and use of funding and monitoring and evaluation between the Parties.

3 Funding Allocation

- 3.1 The Department proposes to provide £4,880,000 capital funding across financial years 2023/24 and 2024/25.
- 3.2 The Department proposes to issue 90% of the funding following receipt of the Grant Determination Letter, signed by the Authority. The Authority agrees not to proceed to procurement using this funding until completion of post-approval actions (see section 7.3) and the Department's approval of the Authority's invitation to tender documentation (see section 7.4). The remaining 10% of the allocation will be issued following the Department's approval of the Authority's proposed procurement contract(s) (see section 7.5). The indicative allocation by financial year is set out in the following table:

Financial Year	Total (£)
2023/24	£4,392,000
2024/25	£488,000
Total	£4,880,000

4 Objectives of the Grant

- 4.1 The LEVI Capital Fund aims to achieve the following objectives:
- i. deliver a step-change in deployment of local, primarily low power on-street charging infrastructure across England.
 - ii. accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

5 Purpose of the Grant

- 5.1 The Authority agrees to use the funding allocated for the purposes outlined in their proposal as agreed by the Department.
- 5.2 The Authority should liaise with the Department in writing to agree details of the proposal before proceeding to tender or procurement, as per the post approval actions plan.
- 5.3 The Authority agrees to utilise funding for the following purposes:
- i. The purchase cost of the charging unit.
 - ii. Other hardware costs associated with the installation, for example, gullies, solar canopies or battery storage.
 - iii. The cost of associated electrical connection components including distribution network operator (DNO) connection costs, smart charging and vehicle-to-grid technology costs.
 - iv. The costs of civil engineering works related to the installation.
 - v. Labour costs of the installation.
 - vi. The applicable, reasonable and invoiced capital costs of associated planning costs, including section 50 licences, installing a parking bay and required traffic regulation orders.
- 5.4 The Parties are responsible for managing their own carbon footprint and should be mindful of their carbon impact as a result of following electric vehicle (EV) strategies and the installation of EV infrastructure. Guidance is available from Energy Saving Trust and the Carbon Trust.

6 Outcomes of the Grant

- 6.1 The Authority agrees to use the grant to deliver value for money EV charging infrastructure for its locality as outlined in the proposal submitted to the Department subject to agreement of detailed changes as outlined in paragraph 5.2.

7 Financial Arrangements

- 7.1 The agreed funds will be issued to the Authority as a non-ringfenced grant payment under Section 31 of the Local Government Act, available online here: <http://www.legislation.gov.uk/ukpga/2003/26/section/31>.
- 7.2 Funds will be used for capital expenditure as stated in the Grant Determination.
- 7.3 The Authority agrees to work collaboratively with the Department and the LEVI Support Body to refine the details of the proposal to better meet the aims of the Fund via the post-approval actions plan.
- 7.4 The Authority agrees to share the finalised invitation to tender (ITT) with the Department for review before the Authority goes to procurement.
- 7.5 The Authority agrees to submit any procurement contract with its suppliers to the Department for review **prior to signing the procurement contract**. The Department reserves the right to request a new competitive tender process should the Authority's contract(s) significantly deviate from the proposed contractual terms in the application approved by the Department.
- 7.6 The Authority accepts responsibility for meeting any costs over and above the Department's contribution set out in Clause 3.1, including potential cost overruns and the underwriting of any funding contributions expected from third parties.

8 Monitoring and Evaluation

- 8.1 The Authority will provide quarterly written reports to the Department and the LEVI Support Body, in such a format that the Department will provide, demonstrating that outputs and outcomes are being met in line with the approved proposal.
- 8.2 The Authority agrees to include the following information in the quarterly report:
- i. Funding that has been spent supported by invoices.
 - ii. Planned expenditure
 - iii. Updates on key project milestones and risks
 - iv. Number and location of chargepoints delivered
 - v. Procurement and governance plans
 - vi. Proposed changes to approved project(s)
 - vii. Stakeholder engagement
- 8.3 The Authority agrees to share relevant timely data and information as requested by the Department and/or its contractors, for the purposes of programme assurance, monitoring and evaluation, including data on the usage of chargepoints, in such a format that the Department will provide.
- 8.4 The Department may contact the Authority to collect information to support the Department's understanding of the effective use of the grant. This will be evaluated by the Department and reported back to Ministers to inform the allocation of any future funding.
- 8.5 The Department reserves the right to publish relevant data and use it to inform public statements.

9 Adherence to National Guidance

- 9.1 The Authority agrees to follow relevant national guidance in the course of the scheme development and implementation.
- 9.2 This includes the Government's EV Infrastructure Strategy (published in March 2022) which outlines the vision for EV charging in the UK, and the roles and responsibilities for different types of local authority.

10 Changes to Approved Project/Programme

- 10.1 The Authority agrees to comply with the terms of the proposal, including completing post approval actions, as outlined in paragraph 5.2, as approved in accordance with the terms of this MoU.
- 10.2 In the event that the Authority becomes aware that there may be a deviation from these terms then the Department should be informed in writing as soon as possible, in addition to the monitoring and evaluation reporting.
- 10.3 The Authority agrees to work with the Department to ensure the terms proceed as agreed and/or to pay for any work done which has already deviated from the terms.

11 Compliance

- 11.1 The Authority agrees to comply with all applicable procurement laws when procuring goods and services in connection with the LEVI Capital Fund and the Department shall not be liable for the Authority's failure to comply with its obligations under any applicable procurement laws.
- 11.2 The Authority agrees to ensure that its use of funding complies with the UK's international and legislative obligations in relation to the Subsidy Control Act 2022
- 11.3 The Authority agrees to maintain appropriate records of compliance with the relevant subsidy control regime and will take all reasonable steps to assist the Department to

comply with the same and respond to any proceedings or investigation(s) into the use of the funding by any relevant court tribunal, relevant jurisdiction or regulatory body.

- 11.4 The Authority acknowledges and represents that the funding is being awarded on the basis that the use of the grant will not affect trade in goods and electricity between Northern Ireland and the European Union and shall ensure that the funding is not used in a way that breaches any legislative requirements in the Subsidy Control Act 2022.
- 11.5 The Secretary of State may require repayment of any of the grant already paid, together with interest from the date of payment, if the Secretary of State is required to do so as a result of a decision of a court, tribunal or independent body or authority of competent jurisdiction.
- 11.6 The Authority should ensure they comply with the Public Sector Equality Duty under the 2010 Equality Act. This includes considering impacts of the project on protected characteristic groups during the scheme design process and in the monitoring and evaluation stage.
- 11.7 The Department reserves the right to reduce, suspend or withhold any grant funding from other grants provisionally awarded by the Department to the Authority, should the delivery of the approved proposal not progress as set out in the proposal, including identified areas for improvement, or the conditions of this MoU are not met.

12 Branding and Communication

- 12.1 The Authority agrees to give appropriate publicity to the Project by drawing attention to the benefits and opportunities it affords. In acknowledging the Government's contribution, the Authority must comply with any guidance on publicity provided by DfT, and must, in particular, acknowledge that the Project has received grant from the UK Government. Wherever practicable, publicity material must include the Funded by UK Government logo, per the UK Government Branding Manual which is available at gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/

13 Compliance with the MoU

- 13.1 The Parties to this MoU are responsible for ensuring that they have the necessary systems and appropriate resources in place within their respective organisations to comply fully with the requirements of the MoU.

14 Legal Enforcement

- 14.1 This MoU is not legally enforceable. It describes the understanding between both Parties for the use of funding specified in Clause 3 of this agreement.

Signed on Behalf of the Authority:

Name:

Title:

Signed on Behalf of the Department (Deputy Director):



Lucy Kavanagh

Deputy Director and Interim Joint Head, Office for Zero Emission Vehicles

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	Environment		
Service area	H&T		
Proposal being screened	Local Electric Vehicle Infrastructure (LEVI) Capital Fund – Grant Acceptance		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	To recommend that NYC accepts a grant award of £4.88m		
Why are you proposing this? What are the desired outcomes?	To enable the local authority to deliver EV infrastructure		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes, but funding has been received to cover this cost		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 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.			
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	
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	No		

protected characteristics? Please explain why you have reached this conclusion.				
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	<p>At this stage accepting the funding will not lead to adverse impacts on protected groups, however, the delivery of EVCP infrastructure could adversely impact against some protected groups including age and disability.</p> <p>Ahead of project delivery a full EIA will be carried out, however, we have considered mitigation within the contract for the appointed supplier to ensure they are not adversely affected such as we will ensure the design of the EVCP's complies with PAS1899 accessibility standards and multiple payment methods are considered.</p>			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	8 February 2024			

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.

Page 168

Title of proposal	Local Electric Vehicle Infrastructure (LEVI) Capital Fund – Grant Acceptance
Brief description of proposal	To recommend that NYC accepts a grant award of £4.88m
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Keisha Moore
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	01/02/2024

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.

Alternative options have been considered and consulted on (internally and with the LEVI Support Body) throughout the EOI and application development and the final recommendation is a result of the feedback received from those key stakeholders and the experience of officers.

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.

This funding will save the council using existing budgets to deliver the infrastructure. The infrastructure will generate revenue which NYC will get a share of and that will be used to cover our costs and eventually, when the network is profitable, reinvest in the network.

This funding enables us to work toward our targets highlighted the EV Public Charging Infrastructure Rollout Strategy of delivering a network of 1529 publically available chargers in the best interest of our residents, businesses and visitors.

A full Climate change assessment will be completed prior to delivery.

Page 169

<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	*					
	Emissions from construction		*				
	Emissions from running of buildings		*				
	Other		*				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		*					
Reduce water consumption		*					
Minimise pollution (including air, land, water, light and noise)		*					

<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>		*				
<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.

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.

Accepting the funding will have no climate change impact at this stage, but the overall project will have a positive impact. However, delivery of the infrastructure may have a negative impact which will be mitigated as much as possible through design of the charging points but also ensuring the supplier agrees to minimise their emissions throughout the lifecycle of the equipment including modularity of the product and recyclability of the components. Additionally, Construction emissions will be minimised wherever possible and the opportunity to provide EV infrastructure in North Yorkshire will reduce carbon emissions for road transport modes as people make the switch from an Internal Combustion Engine (ICE) to electric.

Page 172

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Transport Planning Officer
Service area	Highways and Transportation
Directorate	Environment
Signature	Keisha Moore
Completion date	01/02/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 8 February 2024

North Yorkshire Council

Executive Members

22 February 2024

Highways Capital Programme

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To seek agreement from the Corporate Director for Environment in consultation with Environment Executive Member for Highways and Transportation, to authorise additions to the Highways Capital Forward Programme (HCFP) for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 25 August 2023

2.0 SUMMARY

- 2.1 This report identifies schemes that are being added to the Highways Capital Forward Programme (HCFP) for future delivery.

3.0 BACKGROUND

- 3.1 The Highways Capital Programme is made up of four specific elements; these are Street Lighting; Bridges and Structures; Integrated Transport and Structural Highway Maintenance. Each of these elements is subject to prioritisation methods based upon an assessment of the required outcomes.
- 3.2 Environment Executive Members will be aware that usual practice is to present three main reports per year; one in the Spring outlining expected headline allocations for the following year, one in the summer identifying schemes to be added to the HCFP; followed by a report in Autumn confirming the schemes to be delivered in the following year's annual programme.
- 3.3 In line with 3.2 above, the report was considered at the Environment Executive Members meeting held on 25 August 2023 outlining schemes to be added to the HCFP and a further report will be presented in November 2023 confirming schemes to be delivered in 2024/25.
- 3.4 Although advanced planning is maximised through the implementation of a three-year rolling capital works programme, there are occasions when it is necessary, for sound operational reasons, to introduce new schemes into the forward programme.

4.0 SCHEMES ADDED TO THE HCFP

- 4.1 It is proposed to add two new schemes, with a combined value of £115,00 to the Highways Capital Forward Programme. As discussed at the Environment Executive Members Meeting on 25 August 2023, entry on to the forward programme does not guarantee delivery in a specific year, however as one of these schemes is linked to improvements to ensure the safety of specific assets, it is envisaged that it will be delivered in 2023/24. Schemes not delivered in 2023/24 will remain on the HCFP for future year's delivery.

- 4.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 25 August 2023. Details of the schemes are provided in Appendix A.

5.0 FINANCIAL IMPLICATIONS

- 5.1 Any additional costs associated with implementation of the schemes named in Appendix A will be accounted for as part of the routine strategic management of the Highways Capital Works Annual Programme for the year in which the schemes are added to.
- 5.2 The programme is kept under regular review to ensure that total annual expenditure is within the limits of available grant funding for that year plus a drawing down of up to £2m from the following year's grant allocation as arranged with the Corporate Director of Resources. The contents of this report do not adversely impact upon that position

6.0 LEGAL IMPLICATIONS

- 6.1 The 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.
- 6.2 The proposed schemes to be added to the HCFP 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.

7.0 EQUALITIES IMPLICATIONS

- 7.1 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.
- 7.2 A copy of the 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix B.

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 A climate change impact assessment has been carried out, see Appendix C. This has identified that the development of a forward programme will help to improve efficiency of delivery, reducing waste and emissions through improved coordination and planning of works.

9.0 REASONS FOR RECOMMENDATIONS

- 9.1 The recommendations will enable Council officers, working alongside NYH and partner organisations to develop designs and deliver the schemes listed in Appendix A the 2023/24 annual programme

10.0 RECOMMENDATION

- 10.1 It is recommended that the Corporate Director Environment in consultation with the environment Executive Member Highways & Transportation
- 10.2 Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 25 August 2023

APPENDICES:

Appendix A - Schemes to be added to Highways Capital Forward Programme

Appendix B - Equalities Impact Assessment Screening Form

Appendix C – Climate change impact assessment

BACKGROUND DOCUMENTS: None

Barrie Mason

Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

Assistant Director

County Hall

Northallerton

22 February 2024

Report Author – James Gilroy – Team Leader Highways Asset Management

Presenter of Report – James Gilroy – Team Leader Highways Asset Management

Appendix A Schemes to be added to Highways Capital Forward Programme

Area	Scheme name	Town / Village	Scheme Cost
6	A59 Kex Gill Landslip	Blubberhouses	£100,000
6	A59 Kex Gill Monitoring	Blubberhouses	£15,000

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	Environment		
Service area	H&T		
Proposal being screened	Environment Executive Member Report – Highways Capital Programme September 2023		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	Agree additions to the Highways Capital Programme in advance of the next scheduled capital programme Environment Executive Member report.		
Why are you proposing this? What are the desired outcomes?	Minimise the duration between scheme identification and agreement for inclusion on the agreed capital programme.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No, the proposal will result in reprioritisation of the current allocations to enable the additional schemes to be delivered.		
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 NYC'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		✓	
NYC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

<p>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.</p>	<p>No</p>		
<p>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.</p>	<p>No. The report focuses on the overarching capital maintenance funding position.</p>		
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>
<p>Reason for decision</p>	<p>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.</p>		
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>		
<p>Date</p>	<p>13/02/2024</p>		

Appendix C 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 2023/24
Brief description of proposal	<ul style="list-style-type: none"> Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance contained in Appendix A identified since the last Highways Capital Programme report dated 25 August 2023
Directorate	Environment
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	07.02.2024

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</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		x		Repairs to existing infrastructure		
	Emissions from construction			x	<p>Some emissions from construction vehicles</p> <p>Emissions associated with construction materials etc</p>	<p>Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc</p> <p>Look to use more recycled material in construction and through the selection of lower carbon techniques</p>	
	Emissions from running of buildings		x				
	Other		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>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 waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	x			<p>Establish the use of more sustainable construction techniques</p>		<p>Look to use more recycled material in construction and through the selection of lower carbon techniques</p>
<p>Reduce water consumption</p>		x				
<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>Delivery of landslip remedial based schemes to help reduce severance issues</p>		
<p>Enhance conservation and wildlife</p>		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</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>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.

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	Environment
Signature	
Completion date	07.02.2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 13/02/2024