

**North Yorkshire County Council**

**Business and Environmental Services**

**Executive Members**

**17 December 2021**

**Highways Capital Programme 2021/22**

**Report of the Assistant Director – Highways and Transportation**

**1.0 Purpose of Report**

- 1.1 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with the BES Executive Member for Access, to authorise additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 20 August 2021.
- 1.2 To update the Corporate Director, Business and Environmental Services (BES), and BES Executive Member for Access on schemes moved from the 2021/22 Highways Capital programme in to future years.
- 1.3 To update the Corporate Director, Business and Environmental Services (BES), and BES Executive Members on the delivery of 2021/22 capital programme and current assumptions regarding funding for 2022/23.

**2.0 Background**

- 2.1 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.
- 2.2 BES Executive Members will be aware that usual practice is to present two main reports per year; one in the summer, identifying schemes to be added to the forward programme; followed by a winter report, when necessary changes to the programme are reported along with the headline allocations for the programme for the year after.
- 2.3 In line with 2.2 above, the report was considered at the BES Executive Members meeting held on 20 August 2021.
- 2.4 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.
- 2.5 In a similar way it is sometimes not possible to deliver programmed schemes in the financial year initially intended, these schemes are then re-programmed into later years when implementation of works can take place.

### **3.0 New Schemes to be added to the Forward Capital Works Programme**

- 3.1 It is proposed to add 27 new schemes, with the combined value of £1.1M, to the Forward Capital Programme. As outlined at the BES Executive Members Meeting on 20 August 2021, entry on to the forward programme does not guarantee delivery in a specific year. It does however approve the proposed scheme for future delivery. By adding these schemes to the forward programme now, it provides additional time for design and development, ahead of the production of the 2023/24 annual programme.
- 3.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 20 August 2021.
- 3.3 A full list of schemes to be added to the forward programme is listed in Appendix 1

### **4.0 Schemes moved from the 2021/22 delivery programme in to future years**

- 4.1 Delivery of the 2021/22 capital programme has progressed well. The vast majority of schemes have been delivered, with a small number of remaining schemes planned for delivery in Q4.
- 4.2 The 2021/22 annual programme delivery is continually monitored and reviewed to identify schemes that are at risk of non-delivery in year. This process has identified 37 schemes to the value of £4.2M that are unable to be delivered fully in 2021/22. Details of the schemes to be moved can be found in Appendix 2.
- 4.3 These 37 schemes have now been moved from 2021/22. The funding for these schemes will be from future year's highways capital budgets. The schemes will be added to the forward programme ready for them to be allocated to future annual programmes as required. However, it is anticipated that the vast majority of these schemes will be delivered as part of 2022/23 annual programme.
- 4.4 Several schemes in Area 1 (Richmondshire) were planned for delivery in Q2 2021/22, however delays in finalising design and procurement information, meant that the earliest that they could be delivered in 21/22 would have been later in Q3. Given potential weather conditions, it was felt that it would be more prudent to move these schemes in to early 22/23 to combine with schemes planned for delivery in the 22/23 annual programme.
- 4.5 Based on the current predictions of delivery for the remainder of this financial year we are currently £3.5M over programmed. We will continue to monitor and review the 2021/22 delivery programme to manage any further changes in predicted spend. Should any further schemes be identified as undeliverable in year, they will be moved in to future years with an update provide at a future BES Executive Members Meeting.

### **5.0 Funding assumptions for 2022/23**

- 5.1 Following the Government's budget announcement in October, we are awaiting final confirmation of the LTP settlement from the Department of Transport. It is anticipated that annual funding for 2022/23, 2023/24 and 2024/25 will be in the region of £40M per year, which is in line with the settlement received for 2021/22, although this is not yet confirmed.

- 5.2 Officers have been developing the 2022/23 annual programme, based on various funding scenarios, one of which being a funding settlement of £40M. This funding scenario also takes in to consideration the impact of schemes moved in to 2022/23 from previous years as outlined in 4.3 and the impact of funding an over programming of the 2021/22 annual programme as outlined in 4.5.
- 5.3 Design work for the 2022/23 annual programme is substantially complete and we will be working closely with NY Highways over the next few months to plan and resource delivery on the ground from early April 2022.
- 5.4 Further design work on schemes within the forward programme is ongoing. This work helps to ensure that we have a number of designed schemes ready for delivery in 2023/24 and beyond. Should any additional in year funding become available in 2022/23 we would then be in a position to bring designed schemes forward for delivery in year.

## **6.0 Financial Implications**

- 6.1 Any additional costs associated with implementation of the scheme/s named in Appendix 1 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.
- 6.2 Budgets for schemes carried over from 2021/22 will remain in the financial year 2021/22, helping to manage the 2021/22 delivery programme. As outlined in section 4.5, we are currently £3.5M over programmed for 2021/22. Funding for this over programming has been accounted for as part of the 2022/23 annual programme budget, as outlined in section 5.2.
- 6.3 The contents of this report make no changes to the BES Capital Plan expenditure limits.

## **7.0 Equalities Implications**

- 7.1 An Equality Impact Assessment screening form was included as part of the Capital Programme overall and this found that an Equality Impact Assessment was not required. As these schemes are typical maintenance schemes it is deemed that the original screening form included schemes of this type and that there will be no Equality Implications arising from this recommendation, see Appendix 3.

## **8.0 Legal Implications**

- 8.1 The County Council as Local Highway Authority has a wide range of statutory duties imposed by a variety of legislation relating to highways and transportation and also has a wide range of duties imposed by legislation in its capacity as Lead Local Flood Authority, Street Authority and Local Traffic Authority. This includes a duty under s41 of the Highways Act 1980 to maintain highways maintainable at the public expense and a duty under s122 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. Under s16 of the Traffic Management Act 2004, the County Council is also required to manage its road network to secure the expeditious movement of traffic in that network.

8.2 The forward programme has been developed and prioritised in line with the County Councils duties and responsibilities under the above and other legislation, including the Transport Act 2000 and the Flood and Water Management Act 2010.

### **9.0 Climate Change Impact**

9.1 A climate change impact assessment has been carried out, see Appendix 4. 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.

### **10.0 Recommendation**

10.1 It is recommended that the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Member for Access authorises additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 20 August 2021.

BARRIE MASON  
Assistant Director - Highways and Transportation

Author of Report: James Gilroy

Background Documents: None

**Schemes to be added to the Forward Capital Programme**

| <b>District</b> | <b>Location</b>                               | <b>Address</b>  | <b>Scheme Type</b> | <b>Est Cost</b> |
|-----------------|---|-----------------|--------------------|-----------------|
| Hambleton       | C159 Great Langton to Little Langton landslip | Hambleton       | Landslip           | £500,000        |
| Scarborough     | Newton Mulgrave Road                          | Newton Mulgrave | Surface Dressing   | £41,940         |
| Scarborough     | A174 Ellerby Bank                             | Ellerby         | Surface Dressing   | £71,832         |
| Scarborough     | Castle Lane Cattle Grid                       | Danby           | Cattle Grid        | £46,000         |
| Ryedale         | Great Barugh Footway                          | Great Barugh    | Footway R&R        | £20,000         |
| Ryedale         | Hanging Grimston                              | Kirby Underdale | Landslip           | £25,000         |
| Harrogate       | U719 St Hildas Road                           | Harrogate       | Carriageway R&R    | £74,347         |
| Harrogate       | U739 St Ronans Road                           | Harrogate       | Carriageway R&R    | £10,448         |
| Harrogate       | U738 St Ronans Close                          | Harrogate       | Carriageway R&R    | £2,835          |
| Harrogate       | U202 Apley Close                              | Harrogate       | Carriageway R&R    | £12,285         |
| Harrogate       | U718 St Helens Road                           | Harrogate       | Carriageway R&R    | £46,018         |
| Harrogate       | U894 Yewdale Road                             | Harrogate       | Carriageway R&R    | £30,744         |
| Harrogate       | U861 Windsor Road                             | Harrogate       | Carriageway R&R    | £4,872          |
| Harrogate       | U22 Arncliffe Road                            | Harrogate       | Carriageway R&R    | £32,844         |
| Harrogate       | U729 St Leonards Road                         | Harrogate       | Carriageway R&R    | £31,122         |
| Harrogate       | U728 St Leonards Oval                         | Harrogate       | Carriageway R&R    | £16,153         |
| Harrogate       | U727 St Leonards Close                        | Harrogate       | Carriageway R&R    | £1,763          |
| Harrogate       | U817 Wayside Grove                            | Harrogate       | Carriageway R&R    | £6,541          |
| Harrogate       | U816 Wayside Crescent                         | Harrogate       | Carriageway R&R    | £33,600         |
| Harrogate       | U822 Wedderburn Lodge                         | Harrogate       | Carriageway R&R    | £3,066          |
| Harrogate       | U3152 Cedar Grove                             | Harrogate       | Carriageway R&R    | £4,284          |
| Harrogate       | U3171 Wetherby Road                           | Harrogate       | Carriageway R&R    | £882            |
| Harrogate       | U3170 Wetherby Road                           | Harrogate       | Carriageway R&R    | £9,534          |
| Harrogate       | U818 Wayside Walk                             | Harrogate       | Carriageway R&R    | £26,902         |
| Harrogate       | U815 Wayside Close                            | Harrogate       | Carriageway R&R    | £5,985          |
| Harrogate       | U394 Innisfree Close                          | Harrogate       | Carriageway R&R    | £6,353          |

**Schemes to be moved from the 2021/22 delivery programme in to future years**

| District      | Scheme Description                               | Year  | Budget               | Reason   |
|---------------|--|-------|----------------------|--|
| Richmondshire | Cravengate, Richmond                             | 18/19 | £150,000             | Moved for operational reasons  |
| Richmondshire | Area 1 Feetham R&R                               | 20/21 | £100,000             | Moved for operational reasons  |
| Richmondshire | Area 1 Satronside R&R                            | 20/21 | £100,000             | Moved for operational reasons  |
| Richmondshire | Area 1 Worton Layby R&R                          | 20/21 | (part of Worton R&R) | Moved for operational reasons  |
| Richmondshire | Area 1 Worton R&R                                | 20/21 | £308,600             | Moved for operational reasons  |
| Richmondshire | Area 1 Worton Village R&R                        | 20/21 | (part of Worton R&R) | Moved for operational reasons  |
| Richmondshire | Area 1 - Cat 4b Patching                         | 21/22 | £208,242             | Moved for operational reasons  |
| Richmondshire | Area 1 C28 Lucy Cross to Aldbrough St John R&R   | 21/22 | £63,800              | Moved for operational reasons  |
| Richmondshire | Area 1 C32 Beggarmans Road Fleet Moss R&R        | 21/22 | £47,900              | Moved for operational reasons  |
| Richmondshire | Area 1 C35 Pinkers Pond to Middleham Gallops R&R | 21/22 | £102,500             | Moved for operational reasons  |
| Richmondshire | Area 1 Gilling West Drainage                     | 21/22 | £50,000              | Moved for operational reasons  |
| Richmondshire | Area 1 West Scafton Drainage                     | 21/22 | £15,000              | Moved for operational reasons  |
| Richmondshire | Area 1 U1227 St Giles Farm Road R&R              | 21/22 | £10,000              | Moved for operational reasons  |
| Richmondshire | Area 1 U207 Sedbusk to Litherskew R&R            | 21/22 | £59,900              | Moved for operational reasons  |
| Richmondshire | Area 1 U3129 Track to Harmby Moor House R&R      | 21/22 | £50,200              | Moved for operational reasons  |
| Richmondshire | Area 1 U933 Newbiggin to Street Head R&R         | 21/22 | £10,900              | Moved for operational reasons  |
| Hambleton     | Area 2 Felixkirk R & R                           | 20/21 | £67,478              | Coordination with Utilities Works  |
| Hambleton     | Area 2 Thirsk Market Place Phase 1 Special       | 20/21 | £175,000             | Reprogrammed for 22/23 to reduce town centre impact.                                     |
| Hambleton     | Area 2 Beakhills Landslip                        | 20/21 | £62,400              | Design finalised in Q3, unsuitable for delivery in Q4 21/22. Moved to 22/23 for delivery |
| Hambleton     | Area 2 Topcliffe Road Drainage                   | 20/21 | £331,200             | Design finalised in Q3, unsuitable for delivery in Q4 21/22. Moved to 22/23 for delivery |
| Hambleton     | Area 2 Stillington Drainage                      | 21/22 | £50,000              | Design finalised in Q3, unsuitable for delivery in Q4 21/22. Moved to 22/23 for delivery |
| Scarborough   | Area 3 Cat 3,4,5, Parkfield Footway              | 18/19 | £15,000              | Moved for operational reasons  |

| District            | Scheme Description  | Year  | Budget   | Reason   |
|---------------------|---|-------|----------|--|
| Scarborough         | Area 3 Scalby Drainage  | 20/21 | £39,520  | Design finalised in Q3, unsuitable for delivery in Q4 21/22. Moved to 22/23 for delivery |
| Scarborough         | Area 3 Scarborough Footway R&R (Huntriss)                             | 20/21 | £124,800 | Moved to avoid clash with other planned works  |
| Scarborough         | Fryup Dale Bridge   | 20/21 | £10,250  | Scheme design being finalised  |
| Scarborough         | Area 3 Brompton Ings Landslip   | 21/22 | £20,000  | Design finalised in Q3, unsuitable for delivery in Q4 21/22. Moved to 22/23 for delivery |
| Scarborough         | Area 3 Burniston Road Roundabout R&R                                  | 21/22 | £43,895  | Linking scheme with other planned works in 22/23   |
| Craven              | Area 5 Storiths Lane  | 21/22 | £100,000 | Design and Geotechnical Surveys ongoing - awaiting final design information.             |
| Harrogate           | Area 6 High Bridge Knaresborough Surfacing                            | 18/19 | £100,000 | Coordination with other nearby works   |
| Harrogate           | Area 6 Cat 1,1a,2 West Park Harrogate Footway R&R (Parliament Street) | 19/20 | £200,000 | Moved to future years to reduce town centre impact                                       |
| Harrogate           | Area 6 Greenhow Hill Landslips , including Red Brae Bank              | 20/21 | £475,000 | Reprogrammed to start Q1 22/23 to avoid winter weather                                   |
| Harrogate           | Area 6 New Road Scotton Drainage                                      | 20/21 | £26,000  | Design finalised in Q3, unsuitable for delivery in Q4 21/22. Moved to 22/23 for delivery |
| Harrogate           | Accessibility Area 6 - Leadhall Lane, Harrogate                       | 21/22 | £3,500   | Coordination with other nearby works   |
| Selby               | Area 7 Barlby R&R   | 20/21 | £70,496  | Linking scheme with other planned works in 22/23   |
| Bridges (Selby)     | Whitley New(7)  | 20/21 | £264,490 | Design delays  |
| Bridges (Harrogate) | Oakbeck (6)   | 21/22 | £600,000 | Scheme being delivered over year end.  |
| Bridges (           | Gatehouse (1)   | 21/22 | £150,000 | Design delays  |



|   |   |           |                                     |
|---|---|-----------|-------------------------------------|
| <b>Initial equality impact assessment screening form</b><br>(As of October 2015 this form replaces 'Record of decision not to carry out an EIA')  |   |           |                                     |
| <b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>  |   |           |                                     |
| <b>Directorate</b>  | Business and Environmental Services   |           |                                     |
| <b>Service area</b>   | Highways & Transportation   |           |                                     |
| <b>Proposal being screened</b>  | Highways Capital Programme 2021/22 - Approval of schemes not included at previous BES Executive Members meeting.              |           |                                     |
| <b>Officer(s) carrying out screening</b>  | <b>James Gilroy</b>   |           |                                     |
| <b>What are you proposing to do?</b>  | Agree additions to the capital programme in advance of the next scheduled capital programme BES Executive Member report.      |           |                                     |
| <b>Why are you proposing this? What are the desired outcomes?</b>   | Minimise the duration between scheme identification and agreement for inclusion on the agreed capital programme.              |           |                                     |
| <b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>   | No, the proposal will result in reprioritisation of the current allocations to enable the additional schemes to be delivered. |           |                                     |
| <b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b><br>As part of this assessment, please consider the following questions:   |   |           |                                     |
| <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> |   |           |                                     |
| <b>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>                                 |   |           |                                     |
| <b>Protected characteristic</b>   | <b>Yes</b>  | <b>No</b> | <b>Don't know/No info available</b> |
| Age   |   | ✓         |                                     |
| Disability  |   | ✓         |                                     |
| Sex (Gender)  |   | ✓         |                                     |
| Race  |   | ✓         |                                     |
| Sexual orientation  |   | ✓         |                                     |
| Gender reassignment   |   | ✓         |                                     |
| Religion or belief  |   | ✓         |                                     |
| Pregnancy or maternity  |   | ✓         |                                     |



|  |  |   |                       |
|--|--|---|-----------------------|
| Marriage or civil partnership  |  | ✓ |                       |
| <b>NYCC additional characteristic</b>  |  |   |                       |
| People in rural areas  |  | ✓ |                       |
| People on a low income   |  | ✓ |                       |
| Carer (unpaid family or friend)  |  | ✓ |                       |
| <b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.   | <b>No, the proposals do not negatively affect any groups of people.</b>  |   |                       |
| <b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion. | <b>No, the proposal will have no effect on how other organisations work.</b>   |   |                       |
| <b>Decision (Please tick one option)</b>   | EIA not relevant or proportionate:   | ✓ | Continue to full EIA: |
| <b>Reason for decision</b>   | The allocation of funding is based on the 'manage, maintain and improve' (MMI) hierarchy set out in LTP4 which has been the subject of a full EIA. This concluded that the introduction of fewer improvement schemes may have a greater impact on people with mobility difficulties or without access to private vehicles 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. |   |                       |
| <b>Signed (Assistant Director or equivalent)</b>   | Barrie Mason   |   |                       |
| <b>Date</b>  | 06/12/21   |   |                       |



## Climate change impact assessment

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

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

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

|   |   |
|---|---|
| <b>Title of proposal</b>  | <b>Highways Capital Programme 2020/21 – October 2020/21 Update</b>  |
| <b>Brief description of proposal</b>  | To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Member for Access, to authorise additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 20 August 2021. |
| <b>Directorate</b>  | <b>BES</b>  |
| <b>Service area</b>   | <b>Highways and Transportation</b>  |
| <b>Lead officer</b>   | <b>James Gilroy</b>   |
| <b>Names and roles of other people involved in carrying out the impact assessment</b> |   |
| <b>Date impact assessment started</b>   | <b>03.12.2021</b>   |

**Options appraisal**

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

No other options were progressed for adding schemes to the forward capital programme.

**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.

It is hoped that the forward programme will help to reduce costs. Adding schemes to the forward programme does not have an immediate financial cost, however it provides the ability for operational teams to develop more efficient programmes of work when identifying schemes for delivery within an annual programme.

| How will this proposal impact on the environment?<br><br>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<br>(Place a X in the box below where | No impact<br>(Place a X in the box below where | Negative impact<br>(Place a X in the box below where | Explain why will it have this effect and over what timescale?<br><br>Where possible/relevant please include:<br><ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul> | Explain how you plan to mitigate any negative impacts.   | Explain how you plan to improve any positive outcomes as far as possible. |
|--|-------------------------------------|--|--|--|---|--|---|
| Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.  | Emissions from travel               | x  |  |  | More efficient planning and coordination of future highway works, will help to reduce emissions from construction vehicles.   |  |   |
|  | Emissions from construction         | X  |  |  | More efficient planning and coordination of future highway works, will help to reduce emissions from construction vehicles.   | Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc |   |
|  | Emissions from running of buildings | X  |  |  |   |  |   |
|  | Other                               |  | x  |  |   |  |   |
| Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic   |                                     | X  |  |  | A more longer-term programme will potentially increase the potential for in-situ materials recycling on highway   |  |   |

| <p>How will this proposal impact on the environment?</p> <p><b>N.B.</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> | <b>Positive impact</b><br>(Place a X in the box below where | <b>No impact</b><br>(Place a X in the box below where | <b>Negative impact</b><br>(Place a X in the box below where | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul> | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> |
|--|---|---|---|---|---|--|
|  |   |   |   | schemes, helping to reduce waste sent to landfill.  |   |  |
| Reduce <b>water</b> consumption  |   | x   |   |   |   |  |
| Minimise <b>pollution</b> (including air, land, water, light and noise)  | x   |   |   | Improving road surface quality  |   |  |
| Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers  | x   |   |   | Delivery of landslip schemes to help potential reduce severance issues  |   |  |
| Enhance <b>conservation</b> and wildlife   |   | x   |   |   |   |  |
| Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>  |   | x   |   |   |   |  |
| Other (please state below)   |   | x   |   |   |   |  |

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

N/A

**Summary** Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The development of a forward programme will help to improve efficiency of delivery, reducing waste and emissions through improved coordination and planning of works.

#### Sign off section

This climate change impact assessment was completed by:

|                        |   |
|------------------------|---|
| <b>Name</b>            | <b>James Gilroy</b>                         |
| <b>Job title</b>       | <b>Team Leader Highway Asset Management</b> |
| <b>Service area</b>    | <b>Highways and Transport</b>               |
| <b>Directorate</b>     | <b>BES</b>                                  |
| <b>Signature</b>       | <b>J Gilroy</b>                             |
| <b>Completion date</b> | <b>03.12.2021</b>                           |

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

**Date:** 06/12/21