

# North Yorkshire County Council

## Transport, Economy and Environmental Overview and Scrutiny Committee

11 July 2022

### Major Schemes Development in the County

#### Report of the Corporate Director – Business & Environmental Services

#### **1.0 Purpose of Report:**

- 1.1. To update Members of the Transport, Economy and Environmental Overview and Scrutiny Committee of the delivery of Major Schemes across North Yorkshire.

#### **2.0 Background**

- 2.1 For the purpose of this report, a major scheme is defined as a highways scheme costing in excess of £5million. This typically includes highway infrastructure such as bypasses, relief roads, larger bridges, transport hubs and town centre urban realm.
- 2.2 Over the past 40 years the County Council has developed basic proposals for a wide range of major schemes. These are generally local bypasses or diversion routes around communities. Many of these proposals have historically had strong local support from impacted communities.
- 2.3 In 2016 the County Council published the Strategic Transport Prospectus which set out how the County Council would like to work with the government, Transport for the North and the Northern City Regions to ensure that improved transport connections allow North Yorkshire, as England's largest county, to both contribute to and share in the economic benefits of the Northern Powerhouse. The document identified key strategic priorities of the Council which included the following major scheme proposals on the County Council's network:
- Realignment of the A59 at Kex Gill
  - Harrogate Relief Road Review (now the Harrogate Transport Improvements Programme)

The current Local Transport Plan and Strategic Transport Prospectus will be the subject of a review in the next 12 months and revised documents will be adopted by the new North Yorkshire Council. As part of this review, the list of pipeline schemes will also be reviewed and updated to reflect work that has taken place since 2016.

#### **3.0 Levelling Up Fund**

- 3.1 The Levelling Up Fund (LUF) was first announced in March 2021. The fund will invest in local infrastructure that has a visible impact on people and their communities. It will support investment in places where it can make the biggest difference to everyday life, including ex-industrial areas, deprived towns and coastal communities. It is also designed to help local areas select genuine local priorities for investment by putting local stakeholder support, including the local MP where they want to be involved. £4.8billion has been made available in England, through the fund, over the next four years (up to 2024-25).

3.2 On 23 March 2022 the Levelling Up Round 2 prospectus was released. The application window opened on 31 March 2022 and closes on 6 July 2022. At the time of writing, officers are finalising a transport bid to the Levelling Up Fund for approximately £39m for transformational access improvements to Seamer Station, Thirsk Station and Scarborough Station which will be the subject of a report to the Executive on 5 July 2022. Officers are also working closely with colleagues in Scarborough, Ryedale and Hambleton on what are known as constituency based bids to the Levelling Up Fund for complementary improvements to Scarborough Station and improvements at Malton Station.

#### **4.0 A1(M) Junction 47**

4.1 This project's brief is to strengthen transport connections, improve road safety and enhance reliance to support sustainable growth in Harrogate / Knaresborough and the wider A59 east / west corridor. In context the junction accommodates over 10,000 vehicles per hour in peak periods, of which approximately 70% head towards Harrogate.

4.2 A funding partnership between NYCC / Local Enterprise Partnership / National Highways and Developer contribution enabled site construction commencing in July 2020; the works were completed recently in April 2022 and since going live the junction has operated impeccably, delivering a successful project outcome and garnering positive publicity.

4.3 The works encompassed widening three slip roads to A1; signalling the junction's roundabout, new signals at the A59 / A168 link interchange, widening of A59 between J47 and Flaxton roundabout together with new lighting, signing and environmental enhancements via new planting and wetland habitat.

4.4 Delivery endured challenges through the pandemic, associated supply chain issues, difficult ground conditions encountered on the slip roads and interruption was also to the fore when the Great Crested Newt, a protected species, was found to be living throughout the sites drainage network; these issues have lifted the delivery cost from £7.7m to circa £10m. In mitigation National Highways have increased their financial contribution by a further £1.7m to partially compensate for cost increases.

#### **5.0 Harrogate Rail Line scheme and additional services**

5.1 The Harrogate Rail Improvement scheme involved infrastructure enhancements along the line with the aim of increasing line capacity to enable two trains per hour in each direction between Harrogate and York.

5.2 The infrastructure scheme was financed using LEP funding in the Harrogate Growth Corridor and was successfully completed in December 2020 and after a period of driver training and route familiarisation the additional services being ran by Northern Trains between Harrogate and York commenced in December 2021.

5.3 In recent months due to covid impacts and train crew resourcing issues Northern have had to revise the timetable on the line from May 2022. This included the temporary removal of two early morning and two late evening services which have left large gaps in the Harrogate Line timetable at those times.

5.4 North Yorkshire County Council alongside Harrogate Borough Council and the local Harrogate Line user group expressed disappointment at these proposals and requested alternatives options however Northern maintained their position that this

was the most appropriate temporary solution to manage their limited resources. Northern have promised to reinstate these services at the earliest opportunity however given the wider national rail issues it seems unlikely this will happen before the next timetable change in December 2022.

- 5.5 County Council officers will continue to work in partnership with the Borough Council and the line user representatives to press for the reinstatement of the services as soon as possible and a proposal to set up an officer based Harrogate Line Users Group is also being considered as part of plans to develop and agree what is required to build on the success of the infrastructure project and the additional services.

## **6.0 Schemes In Progress**

### **6.1 A66 Dualling**

- 6.1.1 The A66 dualling scheme runs from A1(M) junction at Scotch Corner to the M6 junction at Penrith in Cumbria. It is a national infrastructure project and will replace all the remaining sections of single carriageway with new stretches of dual carriageways with new grade separated junctions. The section in North Yorkshire will include a new junction adjacent to Mainsgill Farm. The scheme is strongly supported by County Council and aligns with the strategic transport aim for better east-west connectivity.

- 6.1.2 The route is a national strategic trunk road and as such the scheme is being developed by National Highways. North Yorkshire and Richmondshire District Council, alongside the other local authorities along the route have been heavily engaged in the scheme development process and a wide range of issues and concerns have been raised for consideration within the scheme. These include detrunking, rights of way impacts and opportunities for local active travel routes, local traffic impacts, as well as a variety of environmental issues and thus far officers are satisfied that the scheme proposals address those issues within North Yorkshire.

- 6.1.3 The A66 has also been included within Project Speed, which is a government initiative to accelerate delivery of major infrastructure projects. Again this has been welcomed by the County Council as it should see the final scheme completed up to five years earlier than normal, however there have been knock on impacts on officer time and resourcing which is currently being addressed through agreements on consultancy support that the scheme will fund.

- 6.1.4 The preferred design options for the scheme route and junctions were announced in 2020 and during 2021 and early 2022 public consultation exercises and further local authority engagement has been undertaken, prior to an expected Examination in Public which will run from October 2022 up to March 2023. We are currently awaiting publication of the final scheme designs and supporting documents for review in advance of the Examination.

- 6.1.5 Subject to endorsement by the Secretary of State of Transport of the Examination Inspectors report the start of construction is currently expected in Spring 2024 with an accelerated programme of works to be completed within five years.

### **6.2 A64 Hopgrove to Barton Hill Dualling**

- 6.2.1 The A64 from the A1(M) to Scarborough is also a national trunk road and thus is the responsibility of National Highways. Between York and Scarborough the route is a

mix of single and dual carriageway sections and it regularly experiences congested traffic conditions during both the working week and weekends and especially during the busy holiday periods.

- 6.2.2 The A64 is a key route for North Yorkshire providing access to the Yorkshire Coast and the importance of its strategic east-west connectivity is recognised in our transport prospectus. The County Council, alongside other local authorities, and the business led A64 Growth Partnership, have consistently lobbied for much needed enhancements on the route to the east of York.
- 6.2.3 National Highways are currently undertaking feasibility work on the section between the end of the A64 York bypass at Hopgrove Roundabout and the start of the dual carriageway section at Barton Hill, near to Castle Howard. The approaches to Hopgrove Roundabout and the roundabout itself often experience severe traffic congestion the feasibility work is considering options to alleviate these problems.
- 6.2.4 In a recent A64 scheme update to key stakeholders it was confirmed that subject to final DfT approval that the public consultation exercise on the route options between Hopgrove and Barton Hill will commence at the end of July 2022 and run through to September. These dates would allow for feedback and responses to be received from some of the many summer visitors using the route as well as from local residents and businesses. The County Council will work closely with the A64 project team, other local authorities and the A64 Growth Partnership to ensure awareness of the public consultation is maximised.
- 6.2.5 Following the public consultation exercise the responses will be assessed and we expect a preferred route option will be confirmed by April 2023. This will then allow the scheme to continue to be considered by government for further funding for detailed design and delivery within its national Roads Investment Strategy.

### 6.3 **A59 Kex Gill Realignment**

- 6.3.1 This £61.6m baselined project features in the Department for Transport's (DfT) national strategic priorities top 10 within their Major Roads Network Programme and they have allocated funding of £56.1m towards the project; remaining funding emanates from NYCC
- 6.3.2 The scheme will address east / west network resilience issues on the A59 principal highway corridor, which traverses the Pennine hill chain reaching a moorland peak at Kex Gill; historically the A59 has endured numerous road closures due to subsidence and landslides in this high sided pass to the west of Blubberhouses and water course known as Kex Gill. Highway diversions are long and can be protracted over several weeks or months and associated economic disruption, while there is significant remediation cost implicated each time and an underlying risk to public safety.
- 6.3.3 Development progress is moving towards milestones targets at pace; construction tender bids are to be returned by 27 June 2022 and the Full Business Case (FBC) is scheduled to be submitted to DfT in late July, meanwhile positive statutory procedure progress is to the fore with respect to mineral rights from the Duchy of Lancaster, Common Land (Planning Inspectorate) exchange and local landownership acquisitions. If all matters can be satisfactorily resolved the Compulsory Purchase Order and Side Roads Order may be confirmed for September 2022.
- 6.3.4 The construction contract award is programmed for October 2022 following DfT, FBC approval when the full funding envelope is released. To enable principal works

commencement on site prior to the February 2023 bird nesting season, mobilisation / establishment of site set up is targeting pre-Christmas timeframes, with a view to being ready for site clearance in early 2023. Other enabling commissions include an advance order to the successful bidder, to support pre commencement Planning Condition discharges, also ecology and archaeology surveys are being undertaken during the summer months and further ground investigations to support value engineering options.

#### **6.4 North Northallerton**

- 6.4.1 This local plan spatial development supports the County Council's and Hambleton District Council's ambitious growth plan for, the construction of a mixed use development of housing, leisure, retail and office, including a new link road, that will facilitate business growth and economic development in a prominent location adjacent the market town centre.
- 6.4.2 Highway spine infrastructure to support new development is nearing completion, with the new bridge now built. Whilst the new road surface and lining has been carried out on the bridge there are still items of outstanding work to complete which include the installation of two toucan crossings and necessary signage. The County Council is currently waiting for a programme of works with indicative dates from the developers. Once all the outstanding work is complete the road will be subject to a safety audit and any matters arising will be addressed before the road can be opened to traffic.

#### **6.5 Transforming Cities Fund (TCF)**

- 6.5.1 The TCF programme encompasses three Rail Station Gateway projects in Harrogate, Skipton and Selby within NYCC, who together with York are recipient of a DfT £47.46m grant funding award. Administration is being provided by West Yorkshire Combined Authority (WYCA) who manage a wider portfolio of TCF funding in association with regional partner local authorities delivering 35 projects to the value of £317m plus local match funding of £140m. The fund has latterly been subsumed into the City Regions Sustainable Transport Settlement (CRSTS), though project deliverables are maintained, with added benefit of extended spending deadlines to March 2024. The three TCF projects in North Yorkshire are being delivered in partnership with Harrogate BC, Selby DC and Craven DC.
- 6.5.2 The Harrogate project is estimated at £10.9m and focuses upon enhanced multi modal travel options and urban realm improvements along the A61 Station Parade adjacent the Railway and Bus Stations, together with partial pedestrianisation of James St. and redesign of East Parade roundabout. Widened footways and segregated cycleway would be achieved by reallocation of highway space and reducing to single vehicle running lane with smart signals to mitigate congestion impact.
- 6.5.3 Preliminary design, two rounds of public / stakeholder consultation, Early Contractor Involvement (ECI) and Outline Business Case (OBC) has been achieved to date and development progress has refined the works scope towards a single option design. A further consultation will commence in July alongside the publication of the draft Traffic Regulation Orders required to implement the changed highway layout. Construction is targeted for an early 2023 start.
- 6.5.4 Selby is the largest TCF project at £24.5m and delivers a new Railway Station building and enriched arrival experience plus new entrance to east of line and car

parking off Cowie Drive. Enhanced integration with adjacent bus station, active modes routes on surrounding highway network, public realm areas including a new Plaza, upgrade to the Park, new underpass to Bawtry Road, new smart traffic signals adjacent the Abby and Ousegate Swing Bridge, upgraded pavement quality throughout and revitalisation of the Wharf area all feature in this benchmark project.

- 6.5.5 Delivery timelines mirror Harrogate, with the same Early Contractor Involvement (ECI) contractor now engaged and detail design currently in progress. An early 2023 mobilising timeframe is targeted to enable construction commencement by 22/23 financial year end.
- 6.5.6 Key risks applicable to the Selby project focus around land acquisitions in Wharf / Cowie area, mutual delivery support from Network Rail (NR), listed building consent demolitions, utility diversion (particularly in underpass area) engineering challenges of complex structural elements and underlying market inflation, which may tension budgets.
- 6.5.7 Skipton Rail Station Gateway project at £10m includes an improved urban realm place setting to the station, better walking and cycling links from the town centre along Broughton Road and Coach St (Craven funded component as part of Heritage Action Zone), improved connectivity to the bus station via Gas St plus a replacement Gallows Bridge and upgrade of canal towpath routes.
- 6.5.8 Development progress has reached detailed design commencement, Early Contractor Involvement work streams ongoing, Network Rail consents liaison and Full Business Case (FBC) preparation focus. Works mobilisation is aiming for pre-Christmas pending WYCA support of FBC to enable site construction commencement early 2023.
- 6.5.9 The respective project work programmes which aim to commence construction by spring 2023 are aligned with the TCF funding expenditure deadline of March 2024; while locally funded elements will carry on through to mid 2024.

## **7.0 Finance**

- 7.1 There are no financial implications arising directly from this report as it is an update report. There are financial implications inherent in the individuals schemes detailed in this report

## **8.0 Legal**

- 8.1 There are no legal issues arising from this report.

## **9.0 Equalities**

- 9.1 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 A.

## **10.0 Climate Change**

- 10.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as Appendix B.

## **11.0 Recommendations**

- 11.1 That Members of the Transport, Economy and Environmental Overview and Scrutiny Committee note the delivery and progress of Major Schemes across North Yorkshire.

BARRIE MASON  
Assistant Director - Highways and Transportation

Authors of Report: Louise Neale, Richard Binks

Background Documents: None

For further information contact the author of the report

### **Appendices:**

- A Equality Impact Assessment
- B Climate Change Impact Assessment

### **Key Implications**

Local Member

All

Human Resources - None

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	H&T		
Proposal being screened	Major schemes development		
Officer(s) carrying out screening	Louise Neale and Richard Binks		
What are you proposing to do?	<ul style="list-style-type: none"> <li>Update Members on progress of major schemes</li> </ul>		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> <li>To increase member awareness of the major schemes programme of work</li> </ul>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The Initiatives within the report are already funded		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
<b>NYCC additional characteristics</b>			
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	No.		



<b>inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.				
<b>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?</b> Please explain why you have reached this conclusion.	No			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:	
<b>Reason for decision</b>	<p>In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.</p> <p>Potential schemes such as Thirsk and Seamer stations specifically target improving access for those people with reduced mobility</p>			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	30 June 2022			



## 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>- Major schemes development</b>
<b>Brief description of proposal</b>	<b>Progress update on capital programme for travel infrastructure projects in excess of £5m</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Major Projects and Infrastructure</b>
<b>Lead officer</b>	<b>Richard Binks</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>/06/2022</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.

Across the respective projects contained in this report, option production and review was a key step within the assurance process to ensure the best combination of strategic prioritisations are achieved; these take into account multi modal travel choice, social value, ecological considerations, together with best value and Business Case viability.

When delivering schemes consultation is carried out with residents and stakeholders to ensure that they are the correct schemes and that a consistent approach is taken to introducing carbon neutral measures within the build landscape

**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.

Each project covered has different levels of applicable grant funding, with a common theme of mitigating call on Council budgets. LUF and TCF projects focal point is improved transport hubs and compliance with new national design guidance orientated to active travel, public transport integration and improved pedestrian infrastructure. The basis of these changes to the highway / urban landscape are the foundation of the grant funding opportunity; in this respect the funding would not be forthcoming otherwise so are cost neutral to the Council, while maximising external funding sources.

Highway focused projects such as J47 and Kex Gill are 90% externally funded and no cost increases are directly related to climate change; tendered solutions require a commitment from bidders to demonstrate green credentials and use of local supply chains and resources within their quality bid in association with price.

It is intended that all schemes will be delivered within the funding that has been offered by the DfT and so will be cost neutral, however current market inflation conditions may result in higher tendered bids being returned than forecast.

<p><b>How will this proposal impact on the environment?</b></p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p><b>Explain why will it have this effect and over what timescale?</b></p> <p><b>Where possible/relevant please include:</b></p> <ul style="list-style-type: none"> <li>• <b>Changes over and above business as usual</b></li> <li>• <b>Evidence or measurement of effect</b></li> <li>• <b>Figures for CO<sub>2</sub>e</b></li> <li>• <b>Links to relevant documents</b></li> </ul>	<p><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>	
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	*			Active modes focus, reduced reliance upon private car, improved public transport and improved network efficiency		
	Emissions from construction	*			sustainable material supply chains, improved construction plant and company carbon neutral commitments will support cleaner construction activities		
	Emissions from running of buildings	*			New rail station buildings will incorporate best practise in terms of buildability, sustainable conscious design, operating resilience and ethical energy supply.		
	Other		*				
<p>Minimise <b>waste:</b> Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			*		Recycled material will be incorporated in design and construction as achievable		

APPENDIX B

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (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"> <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>
Reduce <b>water</b> consumption		*		Marginal improvements vis modern products in building design.		
Minimise <b>pollution</b> (including air, land, water, light and noise)	*			Air quality improvements applicable to modal switch travel options and public transport interchanges		
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		*		Modest improvement to highway drainage reduce risk of flooding.		
Enhance <b>conservation</b> and wildlife	*			Projects include comprehensive ecology interventions ranging from creation of wetlands, new coppices, habitat investment, nesting sites and respect of wildlife seasons.		

**APPENDIX B**

<p><b>How will this proposal impact on the environment?</b></p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p><b>Explain why will it have this effect and over what timescale?</b></p> <p><b>Where possible/relevant please include:</b></p> <ul style="list-style-type: none"> <li><b>Changes over and above business as usual</b></li> <li><b>Evidence or measurement of effect</b></li> <li><b>Figures for CO<sub>2</sub>e</b></li> <li><b>Links to relevant documents</b></li> </ul>	<p><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>	*			<p>Projects are designed to enhance the natural beauty of NY landscape, respect national park stakeholder feedback and enhance town centre environments through place making upgrades and sense of arrival.</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.

In relation to building development these comply with BEAM (Building Environmental Assessment Method) best practices which support green buildings, while cycle infrastructure guidance LTN1/20 launched by the DfT during 2020 to improved cycle infrastructure standards is being adapted within project design.

**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.

## APPENDIX B

Development of current Major Projects and infrastructure has encapsulated strategic directives to support proactive climate emergency features within design and construction. The transition to availing wider modal options, a focus upon public transport, greater interoperability, safer infrastructure for vulnerable road users and pedestrians are to the fore. Enhanced town centre environments and accessibility to support sustainable economic growth are a positive impact which this significant level of investment can bring, building upon the existing desirability of North Yorkshire to visit, work in or live.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Richard Binks</b>
<b>Job title</b>	<b>Head of Major Projects</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<i>RJBinks</i>
<b>Completion date</b>	<b>30/06/2022</b>

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

**Date: 30/06/22**