

North Yorkshire County Council
Scarborough and Whitby Constituency Committee – 24 March 2023
Transport Connectivity Update.

1.0 Purpose of the Report

- 1.1 To update members on transport connectivity in and around Scarborough and Whitby

2.0 Introduction

- 2.1 This report provides an update on the transport connectivity relevant to the Constituency Area covered by this committee, namely the Local Transport Plan, active travel, public transport, rail and National Highways projects.

3.0 Local Transport Plan

- 3.1 North Yorkshire's current Local Transport Plan (LTP) has been in place since 2016. Whilst the plan had a longer-term strategic horizon to 2040, it is considered good practice to update LTPs regularly and to provide delivery plans for a period of five years or fewer.
- 3.2 During the time since the last LTP was written, electric vehicles use has grown and in 2020 the government announced that the sale of internal combustion engine (ICE) vehicles will be banned from 2030. In addition, the covid 19 pandemic has impacted significantly on how people live, work and travel, and there have been advances in policy and transport technology, all of which are not reflected in the current LTP.
- 3.3 In view of the above, officers have recommended that a complete redevelopment of the LTP is undertaken. This work will be undertaken over the next year and the document will set out our plans and strategies for maintaining and improving all aspects of the local transport system over a set period of time.

4.0 Local Cycling and Walking Infrastructure Plans

- 4.1 In 2017 the government released its first Cycling and walking investment strategy, the strategy outlines the government's ambition to make cycling and walking the natural choice for shorter journeys. Local Cycling and Walking Infrastructure Plans (LCWIPs) were identified in the strategy as a new strategic approach to identifying cycling and walking improvements at a local level. The LCWIP is designed to facilitate a long term approach to developing networks, but also designed so that the document can be updated and revisited throughout the 10 year period.
- 4.2 The key out puts of an LCWIP are:
- A cycle and walking network plan identifying preferred routes
 - A prioritised programme of infrastructure improvements of future investment
 - A report setting out the narrative behind the prioritisation of routes
- 4.3 There is currently an LCWIP for Scarborough and one of the priority corridors identified in that document has funding for delivery through the Town Deal Fund. There are plans to create an LCWIP for Whitby in 2023/24.

4.4 LCWIPs are key to securing government funding, particularly through Active Travel England and provide the evidence base for bids.

5.0 Electric Vehicle Charging

5.1 A total of 45 Electric Vehicle Charge Points are being provided in the Whitby and Scarborough constituency area (a further 3 in Filey), across 17 car parks, comprising of nine 22kW chargepoints and thirty six 7kW chargepoints. Funding was secured from the Government's On-Street Chargepoint Scheme and we are delivering in partnership with Connected Kerb. Installations should be complete by May 2023.

5.2 Community Renewal Fund funded Local E Motion report which included Eastfield [Final Report \(ynylep.com\)](https://ynylep.com) Local E-motion: Feasibility, Deliverability and Business Case Development Work for Pilot Schemes to Deliver Affordable Personal Electric Transport (hereafter known as Local E-motion). Local E-Motion was part of a wider programme of work to deliver a carbon-negative energy system in North Yorkshire. The aim of Local E-Motion was to work with local people and communities to explore opportunities for local e-mobility hub-based schemes and to co-design sustainable and well-evidenced proposals that will best meet the need of those in rural communities who want to make affordable low carbon transport choices. The project had two specific objectives, which were:

- Undertake research, community engagement, feasibility, deliverability, and business case development work for pilot schemes to deliver affordable personal electric transport choices in two areas of North Yorkshire.
- Co-design virtual and/or physical hub-based holistic and bespoke personal e-mobility solutions with the communities of (and visitors to) four diverse settlements by using hyperlocal data and community insight.

5.3 Local E-Motion also covered Whitby, e-mobility hubs including e-bikes, car clubs and demand responsive transport for both towns have been included in a wider devolution deal net zero fund bid

5.4 SBC / NYCC bid to Devolution Deal Net Zero Development Fund for feasibility for EV Hyperhub at Scarborough & Whitby P&R sites. Funding outcome awaited end of March. [Project Development - EV Hyperhubs](#)

6.0 Public Transport

6.1 The majority of local bus routes in the Scarborough and Whitby area are operated on a commercial basis; under current legislation bus companies can set the routes and timetables they consider to be viable to operate, meeting the operating costs from the fares income they generate. Commercial routes tend to be focussed on urban areas and links between market towns. In more rural areas, lower population densities mean that the income generated from passengers using bus services doesn't cover the operating costs and there is little commercial provision. In these areas the council has to financially support most of the local bus routes and community transport operations. Our strategy is to ensure that as many communities as possible continue to have access to at least one service centre via a public or community transport service; that these services give value for money and are focused on services which meet the day-to-day transport needs of local communities. As well as supporting local bus services across the Scarborough and Whitby area NYCC also funds the park and ride services that operate throughout the summer season in Scarborough and Whitby.

6.2 Since the Covid-19 pandemic, the bus network across North Yorkshire has been under significant pressure due to reduced passenger numbers, increasing costs and also shortages of bus drivers. This is an unprecedented situation affecting the whole country with many bus routes seeing a reduction in service or being at risk of

withdrawal. While passenger numbers have recovered well on some services, particularly on school journeys and weekend leisure trips, for many routes numbers are still 10-20% below 2019 levels; this is particularly significant for routes that carry more older and disabled passengers where numbers travelling are still only around 70% of pre-covid levels. This combination of fewer passengers and higher costs has seen a number of commercial bus routes being reduced in frequency or withdrawn entirely. Most recently this has included Service 840 between Malton and Whitby where we are currently looking at options to retain a service on this route.

- 6.3 Our focus over the last 2 years has been on maintaining as much of the bus network as possible. The council already spends £1.6m each year to support bus services that are not commercially viable and we are also accessing grant funding from central government to support a number of previously commercial bus routes that would otherwise have been withdrawn by bus companies over recent months. We are working to maintain as much of the bus network as possible and recently the Government announced an extension to the national Bus Recovery Grant until the end of June 2023. While this extra funding will help retain at-risk services at a time when passenger numbers are down and costs are up, we know funding cannot continue in perpetuity and encouraging more passengers to travel remains key to the long-term viability of our bus services. The council promotes public transport and Active Travel and in particular works closely with our local bus companies and also neighbouring councils such as City of York Council, to support and encourage bus use. At the moment we are supporting the government's £2 bus fare cap scheme, in place until the end of June, which is being offered on all local bus routes in the county and is one example of how we are encouraging people to use the bus

7.0 Rail

- 7.1 This section of the report provides a rail update on the Scarborough – Seamer - York Rail Line; Scarborough – Seamer – Filey – Hunmanby - Hull Rail Line; and Whitby – Middlesbrough Rail Line.
- 7.2 Rail services and stations on the Scarborough – Seamer – York railway line are operated by First TransPennine Express (TPE) <https://www.tpexpress.co.uk/>, who are contracted to run the service through the Rail North Partnership (Department for Transport (DfT) and Transport for the North (TfN), and the contract is due for renewal in May 2023. See Figure 1 for the current TransPennine Route map. The service currently is hourly from York – Scarborough (taking around 50 minutes) with some trains continuing on to Leeds, Huddersfield and Manchester.
- 7.3 Rail services and stations on the Scarborough – Seamer – Filey – Hunmanby to Hull route are operated by Northern <https://www.northernrailway.co.uk/> (with the exception of Scarborough, Seamer and Hull stations which are run by TPE). Northern are now run by Directly Owned Railways who are a subsidiary of the DfT and annual business plans are produced. The current service on the line is one train in each direction every hour and takes around one and a half hours from Scarborough to Hull.
- 7.4 The Whitby – Middlesbrough (Esk Valley) line is also within the constituency boundary and its rail services and stations are also operated by Northern with a current service of six (to temporarily reduce to five from May to December 2023) trains each way per day except on Sundays when there are four trains in each direction and with a journey time of around one and a half hours.
- 7.5 The infrastructure, railways tracks, signals, stations etc. are owned and maintained by Network Rail.

7.6 The industry is experiencing a wide range of industrial relations issues with the Rail Maritime Transport Union (RMT), mostly on station/train staff and The Associated Society of Locomotive Engineers and Firemen (ASLEF) drivers. This is leading to not working overtime, rest days and strike days when TPE, Northern, LNER and Cross Country operate no services or very limited services on their networks. The unions are also in dispute with Network Rail who employ signallers, maintenance staff and many of the operational staff on the network. Many of the issues can only be resolved at a national level.

7.7 The industrial action, on-going impacts of COVID delaying training, training of new drivers (takes around 18 months) and learning new routes, alongside some major infrastructure failures has led to poor performance and cancellations particularly for services run by TPE. TPE in particular have been using “P-coding” (the Rail Regulator wants them to stop using this) which allows them to cancel trains by 2200 the night before to give some advance warning to passengers however, there have also been many on the day cancellations. Tables below show performance on each route in the area for the last 7 months (including those trains “P-coded”) and clearly shows the high level of cancellations in recent months on the York – Scarborough route. TPE are under considerable pressure to improve performance in the coming months which is not going to be easy to achieve.

ROUTE		SCA-YRK & YRK-SCA					SCA-HUL & HUL-SCA					MBR-WTB & WTB-MBR				
Month	Year	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %
August	2022	921	54	975	5.5%	88%	837	8	845	0.9%	89%	261	16	277	5.8%	55%
September	2022	985	58	1043	5.6%	85%	842	34	876	3.9%	89%	275	17	292	5.8%	76%
October	2022	866	80	946	8.5%	80%	758	55	813	6.8%	75%	242	30	272	11.0%	55%
November	2022	863	39	902	4.3%	86%	741	37	778	4.8%	81%	230	30	260	11.5%	58%
December	2022	535	84	619	13.6%	75%	536	79	615	12.8%	70%	197	24	221	10.9%	65%
January	2023	652	149	801	18.6%	75%	627	22	649	3.4%	84%	270	15	285	5.3%	74%
February	2023	695	149	844	17.7%	74%	695	57	752	7.6%	71%	272	5	277	1.8%	82%

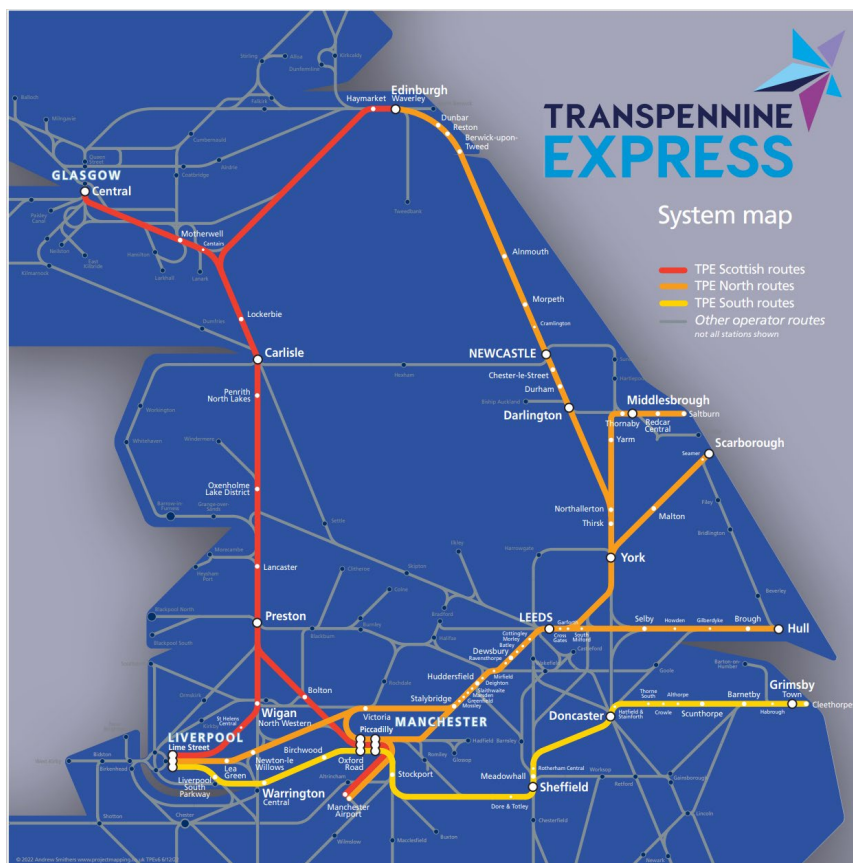


Figure 1 - Current TransPennine Express Route Map

- 7.8 In November 2022 the Department for Transport announced the Integrated Rail Plan (IRP) for the North and Midlands. The government’s plan for delivering and sequencing major rail investment in the North and Midlands. This reset the Governments priorities for rail investment in the North. The IRP replaced the plans that TfN led on for the Northern Powerhouse Rail proposal for significant expenditure in the North.
- 7.9 The Integrated Rail Plan (IRP) is a £96 billion plan that outlines how major rail projects, including HS2 Phase 2b, Northern Powerhouse Rail and Midlands Rail Hub, will be delivered sooner than previous plans so that communities, towns and cities across the North and Midlands are better connected with more frequent, reliable and greener services and faster journey times.
- 7.10 The plan confirms that the government will:
1. build 3 new high-speed lines including:
 - i. HS2 from Crewe to Manchester
 - ii. HS2 from the West Midlands to East Midlands Parkway, enabling HS2 trains to join existing lines to serve Nottingham and Derby city centres (unlike original plans). The route between Sheffield – Leeds is subject to further study work but the high-speed route from Sheffield – York has been dropped.
 - iii. a new high-speed line between Warrington, Manchester and Yorkshire, as part of Northern Powerhouse Rail
 2. electrify and/or upgrade 3 existing main lines including:
 - i. the Transpennine Main Line between Manchester, Leeds and York
 - ii. the Midland Main Line between London St Pancras, the East Midlands, and Sheffield
 - iii. upgrading and improving line speeds on the East Coast Main Line, including a scheme for extra capacity north of York and a scheme for Northallerton
- 7.11 Current and Future Plans

Across the North

- Most services are now new or modern trains with improved passenger facilities on board
- The East Coast Main Line timetable is likely to be significantly changed in the next few years to take advantage of the technology advancements both to the trains and the signalling
- There is and will be continued investment in station facilities
- The biggest change across the North over the next 10-15 years will be the Governments investment in Northern Powerhouse Rail via the Transpennine Route Upgrade <https://thetrupgrade.co.uk/> and is a multi-billion pound project that will deliver
 - i. Faster journey times (including York – Manchester in around an hour)
 - ii. Electrification – reducing carbon emissions and improving air quality and mode shift of freight from road to rail
 - iii. Reliable journeys
 - iv. Increased frequency and seating capacity
 - v. Improved station facilities

7.12 However, whilst this work is carried out there will be times of disruption when trains from Scarborough to Leeds and Manchester will be diverted, replaced by buses or start/finish at York.

7.12.1 Scarborough - Seamer – Malton - York line

- There are plans to increase frequency to every half an hour on the route from the next winter timetable, initially these are planned to run in the leisure peaks on Fridays, Saturdays and Mondays. It is hoped that this will be the start of the process to move towards a half hourly service frequency between Scarborough, Seamer, Malton and York.
- There are now earlier morning and later evening trains all week from Scarborough with a first train at 0546 and last train from Scarborough at 2245. From York the first train is at 0617 and the last train is at 2303.
- Malton - a recent Levelling Up Fund bid for the station was unsuccessful, although there may be other opportunities to source funding. The bid would have built a second platform, bridge with stairs and lift and new access from and between Norton. This would have reduced the risk of delays for Scarborough and Seamer as it would have removed the reliance on the single platform.
- Haxby - City of York have been successful in bidding for a new station at Haxby, the station will be the Strensall side of Haxby and should be open at the latest by the end of 2024. In local surveys many people said they would use the new station to get to Scarborough and it opens up the whole of the east of York for Scarborough and Seamer. <https://www.york.gov.uk/HaxbyStation>
- Network Rail are also reviewing the speed trains can travel along the line to see if there are some quick win journey time improvements.

7.12.2 Whitby – Middlesbrough: Esk Valley Line

- As part of the York Potash Ltd Section 106 planning agreement, North Yorkshire County Council are working with the railway industry to develop improvements to the Esk Valley Line.
- The first phase has seen an additional train service from December 2019 that can run with the current track infrastructure.
- The next phase of work will identify options for infrastructure and operational enhancements to enable up to eight trains per day in each direction to be operated.

7.12.3 Scarborough – Hull: Yorkshire Coast Line

- Northern run an hourly service between Scarborough - Seamer (Filey and Hunmanby) - Bridlington – Beverley – Hull and most trains go on to Goole, Doncaster and Sheffield.
- Earlier and later services are difficult to provide for as there are a lot of staff crossings and signal boxes making it very expensive to extend the hours of operation. Northern will always be encouraged to provide earlier and later trains.
- The increased frequencies and changes to the TPE timetable has improved connections to/from the Yorkshire Coast Line at Seamer.
- All trains on the route have recently been modernised.
- With the increase in staycations and leisure travel there has been increased use of the line and both Filey and Hunmanby are the two stations making the fastest recovery post pandemic.

Stations

7.12.4 Scarborough Station

- 973,424 users annually pre-pandemic, 840,994 post pandemic (-14%)
- Passenger facilities continue to be improved
- Network Rail are looking at funding to look at fixing the station roof as soon as funding is identified and becomes available
- Old Parcels Office – is a very active Creative Arts Centre
- Part of the NYCC Levelling Up Fund BID to provide a Transport Hub which will host facilities including cycle storage, hire, repair and amenities, bus stands and waiting areas, taxi booking stands, electric vehicle rental facilities and some commercial space. The transport hub is part of a wider master plan for the station and surrounding area, led by SBC, but can be delivered independently. SBC have already successfully secured £6.68m of Towns Fund grant to deliver public realm improvement and station access works. SBC's LUF bid builds upon the Towns Fund public realm elements of the project and the NYCC Transport Hub to deliver regeneration of the station and town centre buildings. The proposals will reinvigorate a historic part of central Scarborough, and strengthen the connections between the train station and the town centre and sea front. The NYCC and SBC bids were unsuccessful and we have just received feedback which is being considered in detail by officers.

7.12.5 Seamer Station

- 148,088 users annually pre-pandemic, 123,392 post pandemic (-17%)
- Part of the NYCC Levelling Up Fund BID and sought to provide a new pedestrian and cycle link connecting the station to residential sites in the west, a new three span open footbridge across the rail line and A64 including lifts to platforms 1 and 2 and a new station car park to the east of the track on to the A64. The bid was unsuccessful and we have just received feedback which is being considered in detail by officers.

7.12.6 Esk Valley Stations

- There have been some improvements to stations along the line.
- The Esk Valley Railway Development Company (Community Rail Partnership) have been very active along the line improving the look and feel of the stations through local station adopter volunteers.
- Whitby - 135,238 users annually pre-pandemic, 119,638 post pandemic (-12%),
- Ruswarp – 3,064 users annually pre-pandemic, 3,054 post pandemic (0%),
- Sleights – 4,732 users annually pre-pandemic, 4,696 post pandemic (-1%),

- Grosmont – 13,912 users annually pre-pandemic, 11,454 post pandemic (-18%),
- Egton – 13,206 users annually pre-pandemic, 10,240 post pandemic (-22%),
- Glaisdale – 20,920 users annually pre-pandemic, 18,194 post pandemic (-13%),
- Lealholm – 15,168 users annually pre-pandemic, 8,834 post pandemic (-42%),
- Danby – 6,796 users annually pre-pandemic, 4,400 post pandemic (-35%),
- Castleton Moor - 5,014 users annually pre-pandemic, 4,732 post pandemic (-6%),
- Comondale – 2,444 users annually pre-pandemic, 2,446 post pandemic (0%)

The figures on the Esk Valley line fluctuate considerably as a result of where the school children who use the train, board each year. Weather is a further important consideration.

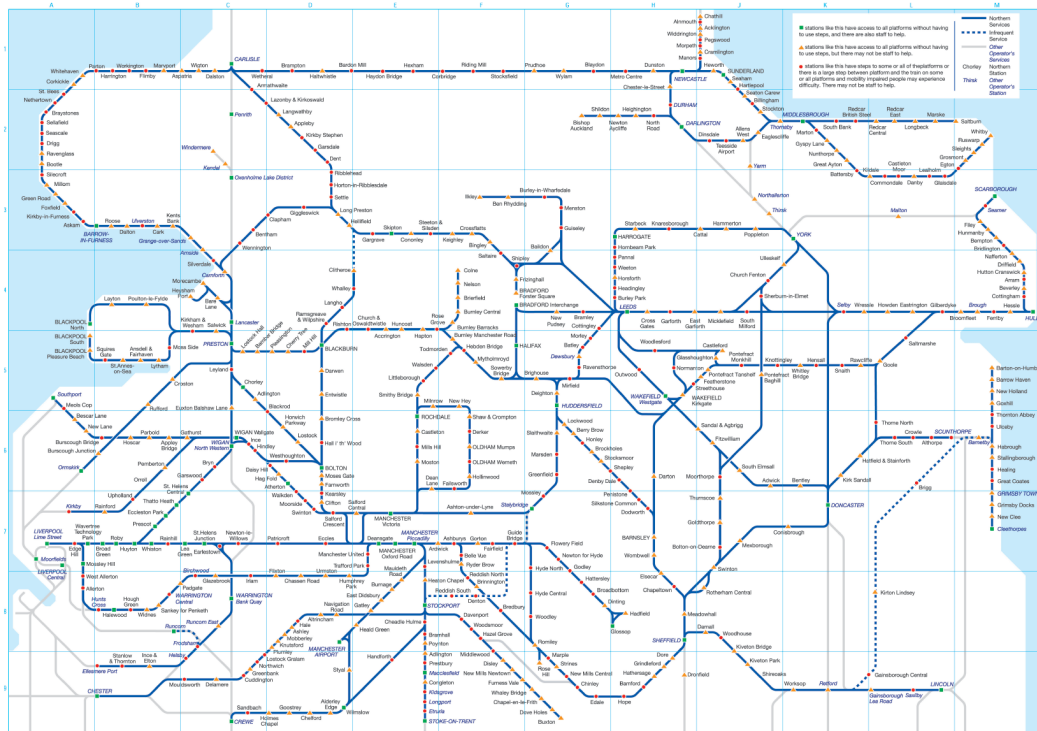
7.12.7 Yorkshire Coast Stations

Filey - 139,748 users annually pre-pandemic, 153,574 post pandemic (+10%),
 Hunmanby – 32,458 users annually pre-pandemic, 36,834 post pandemic (+13%)

7.12.8 Community Rail Partnerships

There are two Community Rail Partnerships one is the Esk Valley Railway Development Company <http://www.eskvalleyrailway.co.uk/> and the other is the Yorkshire Coast Community Rail Partnership <http://www.yccrp.co.uk/>.

Both organisations are community based with funding from Northern and North Yorkshire County Council and other sources to help develop and promote their lines.



8.0 Figure 2 – Current Northern Route Map National Highways

- 8.1 The A64, namely the section of single carriageway between Hopgrove Roundabout and Barton Le Willows, continues to be a significant barrier to investment, productivity and economic growth in the region.
- 8.2 National Highways have now selected this scheme as one of over 30 that they are considering around the country, as part of their 'pipeline of schemes'. The pipeline schemes were announced in NH 2020-25 Delivery Plan, which includes items that will be considered for potential construction beyond 2025, but currently there is no commitment from government to develop this scheme beyond the current stage.
- 8.3 National Highways carried out a consultation exercise in summer 2022. The three route options, (A, C and D), include two offline routes and one online route. NYCCs view is that the online route is not preferred on the grounds of likely impacts during construction and also cost. With regard to the two offline options the overall construction impacts and costs are broadly similar however the design for Option C includes some local side roads remaining open whilst for Option D all local traffic will join the new dual carriageway via the new grade separated junctions. For this reason NYCC expressed a preference for Option D with the caveat that as local highway authority engagement with National Highways would continue to ensure the local traffic impacts are mitigated and that the local travel benefits are maximised.
- 8.4 Results of the consultation were published in December 2022. Overall, respondents felt there is a need for improvements to the A64 Hopgrove Junction. They felt the options would, on the whole, have a positive impact on the junction, meet the scheme objectives and would help facilitate and support economic growth in the area. The feedback provided will now be considered alongside other factors, for example cost, environmental impact, engineering feasibility and objective fulfilment, to develop the proposals further. Should this scheme progress, further consultation will be undertaken on the detailed design.

9.0 Equalities implications

- 9.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. As this report is for information only, it is the view of officers that the recommendations included in this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 and an equalities impact screening can be found in Appendix A.

10.0 Finance implications

- 10.1 The items in this report have varying funding sources, some of which are internal and others are external. As this is an information report, there are no financial implications arising directly from the report.

11.0 Legal implications

- 11.1 As this report is for information only, it is the view of officers that the recommendations included in this report do not have any legal implications. Should any legal implications arise as a consequence of further scheme development, reports will be developed as appropriate.

12.0 Climate Change Impact Assessment

- 12.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. The completed Climate Change Impact Assessment can be found in Appendix B and it is the view of officers that consideration of this report will not have a direct climate change impact.

13.0 Recommendation

- 13.1 That Members consider this update and note its content.

Karl Battersby
Corporate Director – Business and Environmental Services

Author of Report: Louise Neale
North Yorkshire County Council

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	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Transport update		
Officer(s) carrying out screening	Louise Neale		
What are you proposing to do?	<ul style="list-style-type: none"> To update Scarborough and Whitby ACC members on transport connectivity in and around Scarborough and Whitby 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To provide an update 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The various projects have various funding streams already identified		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g.	No.		

APPENDIX A

disabled people's access to public transport)? Please give details.					
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No				
Decision (Please tick one option)	<table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td style="text-align: center;">✓</td> <td>Continue to full EIA:</td> <td></td> </tr> </table>	EIA not relevant or proportionate:	✓	Continue to full EIA:	
EIA not relevant or proportionate:	✓	Continue to full EIA:			
Reason for decision	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.				
Signed (Assistant Director or equivalent)	Barrie Mason				
Date	13 March 2023				

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	Transport Update
Brief description of proposal	To update Scarborough and Whitby ACC members on transport connectivity in and around Scarborough and Whitby
Directorate	Business and Environmental Services
Service area	Highways and Transportation
Lead officer	Louise Neale
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	08/03/2023

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.

When delivering schemes consultation is carried out with residents and stakeholders to ensure that they are the correct schemes. All schemes at study stage develop options for delivery.

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 projects all have identified budgets

<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	*			<p>New walking, wheeling and cycling infrastructure will encourage active travel therefore reducing emissions from travel. New EV points could encourage the move to EV vehicles</p>		<p>Behaviour change programmes already running will promote new infrastructure once completed.</p>
	Emissions from construction			*	<p>Potential for negative impact from construction of schemes</p>	<p>A carbon management needs to be in place to mitigate the impact of construction as much as possible.</p>	
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</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>
Reduce water consumption		*				
Minimise pollution (including air, land, water, light and noise)		*		<p>Active Travel infrastructure will encourage active travel therefore minimising pollution relating to GHG emissions and tyre and brake contaminants.</p> <p>New EV points could encourage the move to EV vehicles</p>		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		*				
Enhance conservation and wildlife		*				

<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>Other (please state below)</p>		*				

<p>Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.</p>
<p>N/A</p>

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

The continuation of these projects will have a positive impact on climate change.

Sign off section

This climate change impact assessment was completed by:

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Service area	Highways and Transportation
Directorate	BES
Signature	L. Neale
Completion date	08/03/2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 13 March 2023