

North Yorkshire Council

Thirsk and Malton Area Constituency Committee

22 March 2024

Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To seek endorsement from the Area Constituency Committee Members that the Corporate Director, Community Development spends £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route.

2.0 BACKGROUND

- 2.1 Considerable effort has already been made, by local community members and staff from Parish Councils, the former Ryedale District Council, and current North Yorkshire Council (NYC) Officers to assess suitable and sensible routes for a 40-mile market town circular route between Malton and Helmsley, via Hovingham and Kirkbymoorside. Some funding applications for small sections of route and further development of designs have been made with some success and some disappointments.
- 2.2 The routes have not been prioritised for development in North Yorkshire Councils existing budgets as the schemes were outside of the scope of the Local Cycling and Walking Infrastructure Plan for Malton, which sets out our priorities for active travel infrastructure for Government, but also because delivery is largely reliant on central government funding for active travel which requires the scheme to offer value for money (through enabling large numbers of people to travel via active mode to justify the expenditure) and be LTN 1/20 (Government's cycle infrastructure design standards) compliant which can be difficult to achieve in rural areas given the topography and availability of highway space.

3.0 Proposal

- 3.1 NYC has asked WSP to review the Malton-Helmsley-Pickering Active Travel Route in the context of feasibility and fundability. Traditional feasibility methodology, focused on anticipated commuting trips, are highly unlikely to make a persuasive funding case for any of the proposed active travel infrastructure grants from central government but this leaves rural areas (with a good case for significant leisure trips) behind with potential issues of social isolation and poor modal choice as we look to decarbonise North Yorkshire. This project will provide us with concept plans and high-level cost estimates with an indicative delivery programme so that if appropriate detailed designs are completed, we can look at grant funding opportunities or fundraising to deliver much needed active travel infrastructure that the area lacks.

3.2 In the absence of this ACC funding it is unknown when the scheme would be developed. Demonstrating that rural routes are as important to us as urban routes by beginning development will enable NYC to continue to campaign to Active Travel England to change the way that they view such schemes. Government have already begun to recognise the challenges associated with delivery of active travel infrastructure in these places and are preparing to release newly developed guidance to support this, however, if we can get ahead of the curve, we could be a trailblazer going forward.

3.3 A copy of the scoping form which will be reincludes more details on the proposal can be found at Appendix A.

4.0 ALTERNATIVE OPTIONS CONSIDERED

4.1 An alternative option considered was to look at feasibility and fundability of smaller sections of the route, but to align strategic ambitions and achieve economies of scale, developing the full route and then breaking it down into smaller sections for grant funding is a better option.

5.0 FINANCIAL IMPLICATIONS

5.1 The proposal is for the ACC to endorse the project being put forward to the Corporate Director, Community Development to spend £22,157 from the 2023/24 Economic, Regeneration, Tourism and Transport Project Development Fund therefore there are no financial implications at this stage. If this funding is not approved by the Corporate Director, Community Development the project will not go ahead.

5.2 This is a proposal for an initial piece of work that would require further development to 'detailed design' stage before it can be considered 'shovel ready' and applications for grant funding or other fundraising can begin. It is anticipated that, subject to the outcome of the first report demonstrating feasible options and depending on cost for the next stage of work against the available budget, a bid would be made to the 2024/25 Economic, Regeneration, Tourism and Transport Project Development Fund to complete the next piece of work.

6.0 LEGAL IMPLICATIONS

6.1 Consideration has been given to any legal implications in using the funding should it be allocated, there are no requirements at this stage.

7.0 EQUALITIES IMPLICATIONS

7.1 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 B.

8.0 CLIMATE CHANGE IMPLICATIONS

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

9.0 REASONS FOR RECOMMENDATIONS

- 9.1 Developing a scheme to 'bid ready' stage means that an application can be made to new grant funding opportunities or fundraising efforts can be made with greater cost certainty. Further delivering active travel infrastructure offers greater transport choice, better connections to key service centres, decarbonisation and improved health and wellbeing benefits.

10.0 RECOMMENDATION

- 10.1 To seek endorsement from the Area Constituency Committee Members that the Corporate Director, Community Development spends £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route.

APPENDICES:

Appendix A – Scoping and Sign Off Form
Appendix B – EIA Screening Form
Appendix C - CCIA screening form

BACKGROUND DOCUMENTS:

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
22 March 2024

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

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

2Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING		
NYC Area Constituency Committee Name	Thirsk and Malton	
Project Name	Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development	
Description of Project Location	Malton and Helmsley, a 40-mile ‘Market Town Circular’ with routes between Malton and Helmsley that include travel via Hovingham and Pickering (but more importantly, because of available capital funds Kirkbymoorside and Helmsley)	
NYC Division(s) in which the project is located	Malton	
Project Lead Officer Details	Name	Keisha Moore
	Job Title	Senior Transport Planning Officer
	Email	
	Telephone	
1. PROJECT DETAILS		
Please outline why the budget is required and what are the current barriers to project development it will help overcome?	NYC has asked WSP to review the Malton-Helmsley-Pickering Active Travel Route in the context of feasibility and fundability. Traditional feasibility methodology, focused on anticipated commuting trips, are highly unlikely to make a persuasive funding case for any of the proposed active travel infrastructure grants from central government but this presents rural areas (with a good case for significant leisure trips) behind with potential issues of social isolation and poor modal choice as we look to	

Appendix A

	<p>decarbonise North Yorkshire. This project will provide us with concept plans and high-level cost estimates with an indicative delivery programme so that if appropriate detailed designs are completed, we can look at grant funding opportunities or fundraising to deliver much needed active travel infrastructure that the area lacks.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>A Feasibility report containing the following outputs:</p> <ul style="list-style-type: none"> • A review of work to date (to include working closely with key external stakeholder groups) • Data Collection about the area using desktop sources to produce a technical note detailing route maps/highways extents, trip generators etc. • Route Audits to include site visits • Optioneering including a workshop with key internal and external stakeholders to discuss concepts designs and strengths / weaknesses to inform final proposals • Route concept development including internal/external stakeholder workshop to seek feedback on draft drawings and collate feedback and; • Finalise concept plans and develop high level cost estimates including a final internal/external stakeholder workshop to present final concept designs • Economic assessment including a summary of economic benefits based on similar case studies • Deliverability to include an indicative delivery programme and next steps <p>The volume of external stakeholder input is reflective of the influence the group has/needs to be able to fundraise should central government funding opportunities for rural schemes not become available.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>This work will look at design options and indicative costs that would need to be further developed to 'detailed design' stage before they can be considered 'shovel ready' but once we have indicative costs, we can start looking at what funding or fundraising opportunities should be targeted</p>
<p>2. STRATEGIC FIT</p>	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>The project will contribute to the five ambitions included in the Council plan under the following themes:</p> <ul style="list-style-type: none"> • place and environment. <p>The project will:</p> <ul style="list-style-type: none"> ○ Promote and encourage active travel including walking and cycling

	<ul style="list-style-type: none"> ○ Encourage and support sustainable living in our communities and towns as well as the transport in between, including promoting and encouraging active travel including walking and cycling ○ Seek improvements to transport connectivity and inclusion (especially east-west links) ○ Ensure that developments meet the needs of all and consider health and social inequality offering Housing developments easier access to employment and economic opportunities ● Economy <ul style="list-style-type: none"> ○ Harness North Yorkshire’s natural capital and promote the green and blue economies through design ○ Support us to attract and retain young people and working age adults to live and work in North Yorkshire by offering modal choice ○ To promote and improve North Yorkshire’s tourism, sporting, and cultural offer, to increase visitor spend in three key market towns, and be accessible for all (walkers, wheelers, and cyclists) ○ To promote economically and environmentally sustainable tourism by providing safe active travel infrastructure that doesn’t currently exist ● health and wellbeing <ul style="list-style-type: none"> ○ Encourage people to make informed choices about their health and encourage active and healthy lifestyles ○ Support improvements to peoples mental health and wellbeing ○ Help maintain and develop high quality, inclusive sport and leisure facilities ○ Develop new, integrated models for the delivery of leisure services (active travel infrastructure that caters for leisure users) that meet rural and urban needs. ○ Support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling. ○ Help reduce health and social inequalities through healthy place-shaping and targeted work with groups, communities and neighbourhoods. ○ Help to address the wider social, economic and environmental determinants which influence health inequalities and compromise the health, well-being and life chances of children and young people, such as road safety ● People <ul style="list-style-type: none"> ○ Improve road safety to prevent injury, disability and death caused by road collisions.
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	<ul style="list-style-type: none"> • Organisation <ul style="list-style-type: none"> ○ Reduce the amount of business miles travelled in employees' own vehicles by encouraging alternatives such as active travel, public transport and virtual meetings. <p>Locality working is another key element to the council plan, with the plan outlining our four pillars of locality working:</p> <ul style="list-style-type: none"> • local services and access • local accountability • local action • local empowerment <p>This is a project which is very important to local campaign groups, including Kirkbymoorside Environment Group and Ryedale Cycle Forum, who have long requested NYC support to develop these routes, however, a lack of available funding given the challenges of making a valid funding case because of a low benefit cost ratio (due to high estimated construction costs and the poor potential of the scheme supporting and increase in commuting trips which is how the government currently assess schemes) has meant the scheme has not been prioritised.</p> <p>Rural routes need development and doing so will enable NYC to continue to campaign to Government to change the way that they currently view/assess rural schemes for funding.</p>
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3. LOCAL FIT

<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>Part of the Malton to Helmsley (via Hovingham) route is included in our Local Cycling Walking Infrastructure Plans which are our investment proposals for active travel infrastructure in the area.</p> <p>We also have a Local Transport Plan an existing and emerging once which includes a draft Major Schemes Pipeline which is a list of NY's long term investment priorities and both the Malton to Helmsley and Pickering to Helmsley routes are listed.</p> <p>Linking into the broader picture of existing cycling routes in the local area, which the Market Town Circular would complement, are:</p> <ul style="list-style-type: none"> • The North Yorks Moors Cycleway • Moors to Sea • The Wolds Way • Malton – Pickering <p>Pickering CIC are investing in cycling opportunities to encourage cycling and listed below are some of their planned activities:</p>
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	<ul style="list-style-type: none"> • After school cycle maintenance sessions • On road cycling confidence building sessions • Led rides • Additional cycle storage facilities • New Pump Track • Improved infrastructure to Newbridge Park to access the pump track <p>All the above things will hopefully increase the number of people who opt for active travel as their preferred mode of travel, whilst improving peoples heath and wellbeing, reducing congestion and improving air quality.</p> <p>To encourage adults to cycle within the area, Cycle With Confidence sessions have been organised, where participants increase their cycling confidence and knowledge of recommended road positions for safety.</p> <p>The NYC Sustainable Transport Officer and North York Moors National Parks Cycling Development Officer are currently researching the possibility of a cycle hire scheme, working with Moorsbus and current cycle shop/hire providers, to offer customers the option of multi-modal travel.</p>
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4. FINANCE

<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>Officers at North Yorkshire Council have used the Major Schemes Development budget within the Environment Directorate to fund £5,000 worth of scoping activity which brings down the overall cost of the works</p>
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£22,157</p>

5. DELIVERY, TIMESCALES AND MONITORING

<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>This project can be led by the Transport Planning Team, an officer who has already been working on the project will take the lead in providing comments and approvals to WSP and co-ordinating meetings etc.</p> <p>Inputs will also need to be made my Local Area Highways Officers and planning teams, representatives from the former Ryedale District Council who have been leading on economic development, planning and active travel initiatives.</p>
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Appendix A

<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	To be agreed, but approximately 12-16 weeks
Can the proposed work to be funded delivered within the allocated financial year?	The work can begin this FY but will roll into the first quarter of the 24/25 FY.
How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?	The lead officer, or a nominated representative will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.

6. BENEFITS

<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>Developing a scheme to 'bid ready' stage means that should appropriate grant funding be made available we can make a bid alternatively, fundraising efforts can be established with greater cost certainty.</p> <p>Delivering active travel infrastructure offers greater transport choice, better connections to key services centres, decarbonisation benefits and improved health and wellbeing,</p>
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AREA COMMITTEE SIGN OFF

ACC Meeting Date When Project Scope Agreed	22/03/2024	Draft Minute Number	
Signed (ACC Chairman)		Date	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation		
Proposal being screened	Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	<ul style="list-style-type: none"> To seek approval from the Area Constituency Committee Members to agree to spend £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To develop schemes which encourage active travel contribute to healthier, more decarbonised places. 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The proposal is securing funding, which will cover the costs of the resource necessary to deliver the programme.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	

Appendix B

Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	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	14/03/2024		



Climate change impact assessment

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

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

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

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

Title of proposal	Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development
Brief description of proposal	To seek approval from the Area Constituency Committee Members to agree to spend £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Keisha Moore
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	07/03/2024

Options appraisal

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

An alternative option considered was to look at feasibility and fundability of smaller sections of the route, but to align strategic ambitions and achieve economies of scale, developing the full route and then breaking it down into smaller sections for grant funding is a better option.

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 impact will be cost neutral.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	*					
	Emissions from construction		*				
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			*				
<p>Reduce water consumption</p>			*				
<p>Minimise pollution (including air, land, water, light and noise)</p>			*		<p>Active Travel infrastructure will encourage active travel therefore minimising pollution relating to GHG</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
				<p>emissions and tyre and brake contaminants.</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		*				
<p>Enhance conservation and wildlife</p>		*				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		*				
<p>Other (please state below)</p>		*				

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

N/A

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

Accepting the recommendation to accept the funding will have a positive climate change impact.

Prior to construction of any route, a report will be written and an associated climate change impact assessment completed.

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Senior Transport Planning Officer
Service area	Highways and Transportation
Directorate	Environment
Signature	
Completion date	07/03/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 14/03/2024