

North Yorkshire Council

Executive

16 July 2024

York and North Yorkshire Key Route Network (KRN)

Report of the Corporate Director - Environment

1.0 PURPOSE OF REPORT

- 1.1 For the Executive to approve proposals for a Key Route Network in North Yorkshire as part of the York and North Yorkshire Key Route Network ahead of submission for approval by the York and North Yorkshire Combined Authority.

2.0 SUMMARY

- 2.1 This report outlines proposals for a Key Route Network (KRN) for York and North Yorkshire (YNY), including how routes for inclusion in the KRN are identified, the responsibilities that the local highway authorities and York and North Yorkshire Combined Authority (YNYCA) will play in the operation and improvement of the KRN.

3.0 BACKGROUND

- 3.1 A KRN is a network of local authority roads that are deemed as being locally important and provide strategic connections across a Mayoral Combined Authority Area (MCAA). Responsibility for selecting roads for the KRN effectively sits with each individual Mayoral Combined Authority (MCA) through agreement with the constituent local highway authorities (North Yorkshire Council (NYC) and City of York Council (CYC)).
- 3.2 A road might be in the Key Route Network for one or a number of reasons. For example, it might be in the KRN because it provides a strategic connection between towns, cities or regions; it might give access to an important location (for example a town or city centre, railway station or industrial area) or it might carry high frequency bus services.
- 3.3 A KRN does not include routes that form part of the Strategic Road Network (SRN) that are managed and maintained by National Highways within the YNYCA area this includes A1(M), M62, A64, A66(T), A168(T) and the A19(T).

4.0 DEVOLUTION AGREEMENT AND ROLE OF COMBINED AUTHORITY

- 4.1 The devolution agreement for York and North Yorkshire outlined the following “York and North Yorkshire Combined Authority will set up and coordinate a Key Route Network (KRN) on behalf of the mayor. The mayor and the combined authority will take on any necessary highways powers to undertake this, to be exercised concurrently with the highways authorities, as agreed locally and set out in the required scheme and consultation. Additionally, the government intends to legislate so that the mayor will have a power of direction, allowing them to direct highway authorities on exercising their highway powers with regard to the KRN.”

- 4.2 As part of the York and North Yorkshire Combined Authority Order 2023, there are a range of transport related functions that the YNYCA could take responsibility for in relation to the KRN. These are predominantly functions that are currently carried out by NYC and CYC in their roles as local highway authorities. These functions are summarised below:
1. Agreements between authorities for carrying out works on adjacent networks (strategic and local)
 2. Civil enforcement of road traffic contraventions
 3. Traffic regulation
 4. Transport functions related to traffic signs and pedestrian crossings
 5. Apparatus affected by highway, bridge or transport works
 6. Permit Schemes
 7. Lane Rental Schemes
- 4.3 It should be noted that for the YNYCA to carry out any of the functions listed above, the relevant constituent local highway authority would need to provide consent. There are no plans in place to change current arrangements in respect of the management and operation of the roads that make up the KRN. As such the functions outlined in 4.2 will remain the responsibility of the respective local highway authority.
- 4.4 Should YNYCA propose to take on functions outlined in section 4.2 within North Yorkshire, this would require approval from the Council's Executive.
- 4.5 The Government intends to legislate for combined authority mayors to have power of direction, allowing them to direct highway authorities on exercising their highway powers regarding the KRN. At the time of writing this report, legislation to provide the mayor with power of direction has not been passed.
- 4.6 There is still some uncertainty regarding what Power of Direction will mean in practice. It is the intention of both CYC and NYC to work closely with YNYCA in relation to the KRN. This will involve establishing a KRN board and operational group, to monitor performance of the KRN and to allow each local authority to update on planned future maintenance proposals. This board will also consider proposals for improvements to the KRN. This will help to support the delivery of the YNYCA's wider transport objectives which will be defined as part of the emerging York & North Yorkshire Local Transport Plan.
- 4.7 A summary of the roles and responsibilities associated with the management and operation of the KRN is provided below

Role	NYC	CYC	Mayor / YNYCA
Reactive Maintenance Activity	X	X	
Planned maintenance activity	X	X	
Winter Maintenance	X	X	
Streetworks coordination and management	X	X	
Management of events on KRN	X	X	
Liaison with Highways England and adjacent highway authorities	X	X	X
Identifying future improvement schemes on KRN	X	X	X
Delivery of improvement schemes on KRN	X	X	

5.0 DEFINING THE KRN

- 5.1 There is no fixed guidance on how the KRN should be defined. Responsibility for defining the KRN is a local function, carried out between the Mayor, MCA and local authorities. It is important to recognise that routes included within the KRN can be important for differing reasons, for example a route in a rural area may be an inter urban link between our key

towns and cities, whereas in an urban area the KRN will transport a high number of people by public transport, active travel modes or cars into our major centres. As such the characteristics of the KRN will vary across the YNYCA area.

5.2 Officers from both constituent local highway authorities, North Yorkshire (NYC) and City of York (CYC) have been working closely to develop this KRN proposal, seeking to have a consistent approach across the YNYCA area. It is based on the following criteria
The YNYCA KRN;

- provides routes for traffic travelling through the area.
- complements the proposed “Major Road Network for the North” developed by Transport for the North TfN but includes additional links of sub regional importance¹.
- builds upon the nationally recognised Primary Road Network²;
- connects the major towns and cities within York and North Yorkshire to each other, to adjacent authorities and to the rest of the country via the Strategic Road Network (SRN);
- provides access to current and future strategic housing and employment sites.
- includes bus priority corridors and high frequency bus routes.
- provides routes for freight traffic.
- provides access to key transport interchanges (mainline railway stations, bus stations and park & ride facilities)
- provides opportunity to for active travel options in our towns and cities.

6.0 ROADS CONTAINED WITHIN THE PROPOSED KRN

6.1 Roads that are proposed to be within the KRN are listed below and further details, including a map can be found in Appendix A of this report. In total 684km (7.4%) of the North Yorkshire road network will be designated as KRN.

LHA	Road	Location
NY	A684	A19 to Cumbria Boundary
NY	A658	Harrogate Bypass to Pool
NY	A65	A65 Bradford Boundary to Lancashire Boundary
NY	A645	A1041 to East Riding Boundary (M62)
NY	A64	A64 (T) to Scarborough Town Centre
NY	A63	A1(M) to East Riding Boundary
NY	A629	A629 Skipton to Bradford Boundary
NY	A6136	A1(M) to Catterick Garrison
NY	A6131	Skipton Town Centre to A629
NY	A61	Thirsk to Harewood including Harrogate town centre
NY	A6068	Crosshills to Lancashire
NY	A6040	A6040 York Place Harrogate
NY	A59	A59 Skipton to Lancashire Boundary
NY/CYC	A59*	A59 Blossom Street (York city centre) to Skipton
NY	A56	A59 to Lancashire Boundary
NY	A19	A19 Selby Bypass to Doncaster Boundary
NY/CYC	A19*	A19 Fishergate (York city centre) to to Selby Bypass

¹ The TFN MRN includes both the Strategic Road Network (SRN) and important local roads, representing approx. 7% (by distance) of the roads in the North, and links the North’s important centres of economic activity, including the first and last miles to and from the SRN. Further details can be found here <https://transportforthenorth.com/major-roads-network/>

² The primary route network (PRN) designates roads between places of traffic importance across the UK, with the aim of providing easily identifiable routes to access the whole of the country. Primary routes are marked green on most road maps, as opposed to the more common red of an ordinary A road; and road signs are green with white and yellow text.

LHA	Road	Location
NY / CYC	A19*	A19 Bootham (York city centre) to Thirsk
NY	A172	A19 to Tees Valley Boundary
NY	A171	Scarborough to Tees Valley Boundary
NY	A170	Scarborough to Thirsk
NY	A169	Malton (A64) to Whitby
NY	A167	Darlington Boundary to Northallerton
NY/CYC	A166	A64 Grimston Interchange to Stamford Bridge
NY	A165	Scarborough to East Riding Boundary
NY	A162	A63 to A64 Tadcaster
CYC	A1237	York Outer Ring Road
CYC	A1079*	Lawrence Street (York city centre) to East Riding Boundary
NY	A1041	Selby to A645
CYC	A1036*	A64 to Askham Interchange to Blossom Street (York city centre)
CYC	A1036*	Monkgate (York city centre) to A64 Hopgrove
NY	B1248	A64 Brambling Fields to East Riding Boundary
CYC	A1176*	Water End York

- 6.2 Roads marked with an Asterix in the table above are subject to formal approval by City of York Council in respect of how far the KRN will extend within the York Outer Ring Road.
- 6.3 Further details of the Roads included within the KRN, including public transport links, external links and how each proposed route meets criteria outlined in section 5.2, are illustrated in Appendix A & B of this report.
- 6.4 Any routes that do not form part of the KRN will continue to be managed and maintained by the constituent local highway authorities in the same way as they are now. These routes provide local links to key services and link to the KRN and subsequently the SRN and national networks.

7.0 FUNDING FOR THE KRN

- 7.1 Details of future highway funding are still to be confirmed. It is the current expectation that funding for maintenance schemes on the KRN will be funded as part of the usual local highway authority funding streams.
- 7.2 Executive Members will be aware that following the cancellation of the HS2 link between Birmingham and Manchester the Department for Transport has proposed a minimum uplift of £314.185M (average of £31.42M per year) of capital funding for North Yorkshire between 2023/24 and 2033/34. It is anticipated that this uplift in funding will be in addition to the existing base funding level of £37M annual capital funding for highway maintenance. It should be noted that the current base funding settlement finishes in March 2025 and future base funding would be subject to approval at the next Comprehensive Spending Review. We are awaiting further information from DfT on how the funding will be allocated, including the profiling of funding between 2025 and 2034.
- 7.3 We are also awaiting final details of the Local Transport Fund (LTF) settlement for York and North Yorkshire. Whilst we know that YNYCA will receive £380M between 2025 and 2032, we are awaiting confirmation of funding profiles. This funding will be managed by the YNYCA and is designated for improvements and new infrastructure across the transport network in York and North Yorkshire. It is envisaged that improvement schemes on the KRN will be funded from the Local Transport Fund (LTF).

8.0 Proposed Governance Structure

- 8.1 It is proposed to establish a KRN Board and KRN operational group, made up of officers from both Local Highway Authorities and the YNYCA.
- 8.2 The operational group will focus on operational matters, looking to enhance operational collaboration, shared standards, and forward planning of works.
- 8.3 The KRN Board will provide strategic oversight and identify a programme of future improvements in line with Local Transport Plan (LTP) objectives and the potential future Mayoral power of direction. Additionally, the Board will be able to recommend the addition / removal of routes from the KRN. This would then need to be approved by the formal decision-making body of both City of York, North Yorkshire Council, the YNYCA and Mayor.
- 8.4 As part of the legislation defining the power of direction, we are anticipating that this will include a mechanism for any member of the KRN board to seek Secretary of State approval for removal or addition of routes to the KRN, if local agreement is unable to be reached.
- 8.5 The KRN Board and Operational Group will develop a range of performance indicators which will link in with the wider York and North Yorkshire Strategic Highway Asset Management Plan. The focus for these performance indicators will be based around
- Road Safety – Collision information
 - Carbon emissions
 - Traffic Flow
 - Sustainable and active travel usage
 - Average vehicle Speeds
 - Journey Times
 - Asset condition
 - Public Transport performance
 - Streetworks activity (road closures, highway works, utility works etc)
 - Air quality and noise pollution
 - Place based KPIs will also be developed, recognising the differing roles that parts of the KRN fulfil.
- 8.6 Specific indicators and targets will be agreed by the KRN Board once it is established.

9.0 NEXT STEPS

- 9.1 In addition to this report being presented today, City of York are seeking relevant political approval in line with their respective governance process. Following approval by NYC and CYC, proposals will then be reviewed by the Mayor and YNYCA, allowing the KRN to be formally established. It is envisaged that this process to establish the KRN will be completed by early summer 2024. This process will also include establishing the KRN Board.

10.0 FINANCIAL IMPLICATIONS

- 10.1 As outlined in section 7.0 of this report, it is the expectation that the maintenance activity will be managed through existing budgets. It is the expectation that any improvements to the KRN will be funded through our LTF settlement.

11.0 LEGAL IMPLICATIONS

11.1 As outlined in section 4.0 the devolution agreement for York and North Yorkshire outlines a range of transport functions that the YNYCA could take on subject to the agreement of the relevant local highway authority. There are no plans in place to change current arrangements in respect of the management and operation of the KRN, as such there is no legal impact, as transport functions and statutory duties of the Council would not change in respect of the KRN. Should this change in future, it would be subject to formal agreement and approval by Full Council.

12.0 EQUALITIES IMPLICATIONS

12.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. An Initial equality impact assessment screening form has been carried out see Appendix C. This has identified that the establishment of the KRN within North Yorkshire does not have an adverse impact on people with any of the protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics.

13.0 CLIMATE CHANGE IMPLICATIONS

13.1 A climate change impact assessment has been carried out, see Appendix D. Through the management of the KRN we will look to ensure that carbon reduction is a key focus, in terms of the use of the KRN by promoting more sustainable travel modes and also how we improve and maintain the network, for example ensuring that lower carbon maintenance techniques are used where possible.

14.0 REASONS FOR RECOMMENDATIONS

14.1 To allow the routes proposed in section 6.0 of this report to be included in the draft proposals for a KRN in York and North Yorkshire to be finalised in line with requirements of the York and North Yorkshire Devolution Agreement. A similar process is being undertaken by City of York Council in respect of routes within their administrative boundary.

15.0 RECOMMENDATION

15.1 It is recommended that Executive approves proposals for a Key Route Network in North Yorkshire ahead of submission for approval to the York and North Yorkshire Combined Authority.

APPENDICES:

Appendix A – Proposed Routes to be included in the KRN
Appendix B – Map of the Proposed KRN
Appendix C Equalities Impact Assessment Screening Form
Appendix D Climate change impact assessment

BACKGROUND DOCUMENTS: N/A

Karl Battersby
Corporate Director - Environment
County Hall
Northallerton

Report Author – James Gilroy – Team Leader Highways Asset Management
Presenter of Report – Barrie Mason, Assistant Director – Highways and Transportation,
Parking Services, Street Scene, Parks and Grounds

Proposed Routes to be included in the KRN

LHA	Road	Location	Key Settlements in YNY	External Links	Links to key Transport Interchanges	Active Travel in town centres	High Frequency Public Transport Routes	Key Freight Routes	Strategic Housing & Employment Sites
NY	A684	A19 to Cumbria Boundary	Northallerton Bedale Leyburn Hawes		Northallerton	X			X
NY	A658	Harrogate Bypass to Pool	Harrogate	Bradford	Harrogate Harrogate Bus Bradford			X	X
NY	A65	A65 Bradford Boundary to Lancashire Boundary	Skipton Settle Ingleton	Ilkley Otley Leeds Kirby Lonsdale M6 J36	Ilkley Leeds Skipton Skipton Bus Settle		X	X	
NY	A645	A1041 to East Riding Boundary (M62)	Drax	M62 J36 Goole	Goole			X	X
NY	A64	A64 (T) to Scarborough Town Centre	Scarborough		Scarborough Scarborough P&R	X	X	X	X
NY	A63	A1(M) to East Riding Boundary	Selby	Leeds Hull	Selby Bus Selby Leeds Hull		X	X	X
NY	A629	A629 Skipton to Bradford Boundary	Skipton Crosshills & Kildwick	Keighley Bradford	Skipton Skipton Bus Keighley Bradford		X	X	X
NY	A6136	A1(M) to Catterick Garrison	Catterick Garrison						

Appendix A

LHA	Road	Location	Key Settlements in YNY	External Links	Links to key Transport Interchanges	Active Travel in town centres	High Frequency Public Transport Routes	Key Freight Routes	Strategic Housing & Employment Sites
NY	A6131	Skipton Town Centre to A629	Skipton		Skipton Skipton Bus	X	X		X
NY	A61	Thirsk to Harewood	Thirsk Ripon Harrogate	Leeds	Thirsk Ripon Bus Harrogate Harrogate Bus Leeds	X	X	X	X
NY	A6068	Crosshills to Lancashire	Crosshills & Kildwick	Colne Burnley	Colne Burnley		X	X	
NY	A6040	A6040 York Place Harrogate	Harrogate		Harrogate Harrogate Bus	X	X		X
NY	A59	A59 Skipton to Lancashire Boundary	Skipton	Clitheroe Blackburn Preston	Skipton Skipton Bus Preston (WCML) Blackburn		X	X	X
NY/CYC	A59*	A59 Blossom Street (York city centre) to Skipton	York Harrogate Knaresborough Skipton		York York P&R Harrogate Harrogate Bus Skipton Skipton Bus	X	X	X	X
NY	A56	A56 to Lancashire Boundary	Skipton	Colne Burnley	Skipton Skipton Bus Colne			X	X
NY	A19	A19 Selby Bypass to Doncaster Boundary	Selby	Doncaster	Selby Selby Bus Doncaster			X	X

Appendix A

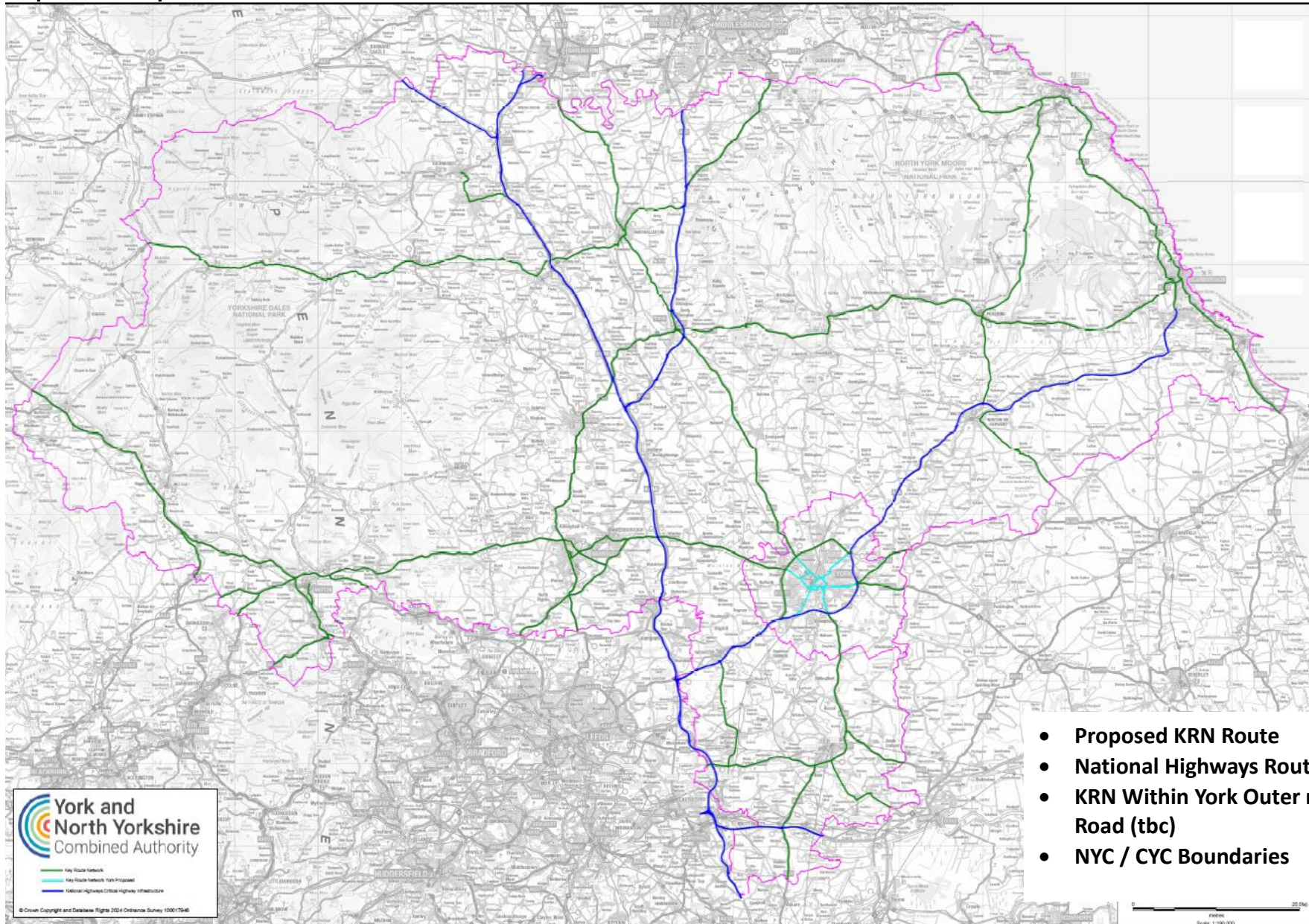
LHA	Road	Location	Key Settlements in YNY	External Links	Links to key Transport Interchanges	Active Travel in town centres	High Frequency Public Transport Routes	Key Freight Routes	Strategic Housing & Employment Sites
NY/CYC	A19*	A19 Fishergate (York city centre) to Selby Bypass	York Selby		Selby Selby Bus York York P&R	X	X	X	X
NY / CYC	A19*	A19 Bootham (York city centre) to Thirsk	York Easingwold Thirsk		Thirsk York York P&R	X	X	X	X
NY	A172	A19 to Tees Valley Boundary	Stokesley	Middlesbrough	Middlesbrough			X	X
NY	A171	Scarborough to Tees Valley Boundary	Scarborough Whitby	Redcar Middlesbrough	Whitby Whitby Bus Scarborough	X	X	X	X
NY	A170	Scarborough to Thirsk	Scarborough Pickering Kirkbymoorside Helmsley Thirsk		Scarborough Thirsk	X		X	X
NY	A169	Malton (A64) to Whitby	Malton Pickering Whitby		Malton Malton Bus Whitby Whitby Bus		X	X	X
NY	A167	Darlington Boundary to Northallerton	Northallerton	Darlington	Northallerton Darlington			X	X
NY/CYC	A166	A64 Grimston Interchange to Stamford Bridge	York	Driffield Bridlington	York P&R York		X	X	X
NY	A165	Scarborough to East Riding Boundary	Scarborough Filey Eastfield	Bridlington Hull	Scarborough Scarborough P&R Hull	X	X	X	X

Appendix A

LHA	Road	Location	Key Settlements in YNY	External Links	Links to key Transport Interchanges	Active Travel in town centres	High Frequency Public Transport Routes	Key Freight Routes	Strategic Housing & Employment Sites
NY	A162	A63 to A64 Tadcaster	South Milford Sherburn in Elmet		Sherburn in Elmet Tadcaster Bus			X	X
CYC	A1237	York Outer Ring Road (Askham Interchange to Hopgrove)	York		York P&R York		X	X	X
CYC	A1079*	Lawrence Street (York city centre) to East Riding Boundary	York	Beverley Hull	York P&R York Beverley	X	X	X	X
NY	A1041	Selby to A645	Selby		Selby Selby Bus			X	X
CYC	A1036*	A64 Askham Interchange to Blossom St (York city centre)			York P&R York	X	X	X	X
CYC	A1036*	Monkgate (York city centre) to A64 (Hopgrove)	York		York P&R York	X	X	X	X
NY	B1248	A64 Brambling Fields to East Riding Boundary	Malton Norton	Driffield	York P&R York Malton Malton Bus			X	X
CYC	A1176*	Water End	York		York P&R York	X	X		

Roads marked with an Asterisk in the table above are subject to formal approval by City of York Council in respect of how far the KRN will extend within the York Outer Ring Road.

Map of the Proposed KRN



Equalities Impact Assessment Screening Form

Equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')	
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.	
Directorate	Environment
Service area	Highways & Transportation
Proposal being screened	Development of a Key Route Network (KRN) for York and North Yorkshire (YNY)
Officer(s) carrying out screening	James Gilroy
What are you proposing to do?	<p>Approve proposals for a KRN in York & North Yorkshire ahead of submission for approval to the York and North Yorkshire Combined Authority.</p> <p>The approvals of proposals in this report are limited to North Yorkshire only.</p> <p>City of York are seeking approval for parts of the KRN within their respective administrative area.</p>
Why are you proposing this? What are the desired outcomes?	<p>The establishment of the KRN in York and North Yorkshire is a requirement of the devolution agreement for York and North Yorkshire.</p> <p>The desired outcome is to establish a KRN and associated governance structure to help to identify and deliver improvements to the KRN</p>
Does the proposal involve a significant commitment or removal of resources? Please give details.	<p>No. At present it is the expectation that the maintenance activity will be managed through existing budgets. It is the expectation that any improvements to the KRN will be funded through our Local Transport Fund (LTF) settlement.</p>
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics? As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>	

Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
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.	<p>No. The delivery of highway services on the KRN will remain the responsibility of the relevant local highway authority, as such there will be no impact on how other organisations operate.</p> <p>The establishment of the KRN may help in terms of developing new schemes and obtaining further funding. This may assist in supporting sustainable travel modes in towns and cities and improving access to services for residents, businesses and visitors across the County.</p>		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision			
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	24/05/2024		

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	Yorks and North Yorkshire Key Route Network (KRN)
Brief description of proposal	To
Directorate	Environment
Service area	Highways and Transportation
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	23.05.2024

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.

No other options were progressed. As part of the devolution agreement for York and North Yorkshire it is a requirement that the YNYCA sets up and coordinates a KRN on behalf of the mayor. The mayor and the combined authority will take on any necessary highways powers to undertake this, to be exercised concurrently with the highways authorities, as agreed locally and set out in the required scheme and consultation. Additionally, the government intends to legislate so that the mayor will have a power of direction, allowing them to direct highway authorities on exercising their highway powers with regard to the KRN.

This proposal establishes a base KRN, with the option to add and remove routes as deemed necessary, so other options can be considered and proposed in the future.

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

The likelihood is that the proposal will be cost neutral initially. However establishing the KRN may assist in obtaining additional funding from the YNYCA and other funding sources for future improvements.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>x</p>		<p>Promote the use of sustainable travel modes particularly in our towns and cities.</p> <p>Potential to improve the performance of public transport links / facilities and increase patronage.</p> <p>Enhanced monitoring of emissions as part of performance monitoring framework for the KRN</p>		<p>Ensure that public transport and sustainable transport modes are fully considered as part of the operation, management and maintenance of the KRN, particularly in more urban areas</p>
	<p>Emissions from construction</p>		<p>x</p>	<p>Emissions from construction vehicles</p> <p>Emissions associated with construction materials etc</p>	<p>Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc</p> <p>Look to use more recycled material in construction and through the selection</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>
					of lower carbon techniques	
Emissions from running of buildings		x				
Other		x				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	x			Establish the use of more sustainable construction & maintenance techniques		Look to use more recycled material in construction and through the selection of lower carbon techniques
Reduce water consumption		x				
Minimise pollution (including air, land, water, light and noise)		x				

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

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

N/A

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

The proposal seeks to identify a KRN based on the existing road network within York and North Yorkshire. Through the management of the KRN we will look to ensure that carbon reduction is a key focus, in terms of the use of the KRN (promoting more sustainable travel modes) and also how we improve and maintain the network (For example ensuring that lower carbon maintenance techniques are used where possible).

Sign off section

This climate change impact assessment was completed by:

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Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	Environment
Signature	J Gilroy
Completion date	22.05.2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 24/05/2024