

North Yorkshire Council

Environment Executive Members

11 October 2024

Major Scheme Development Pipeline Plan

Report of the Assistant Director – Highways & Transportation, Parking Services, Street Scene and Parks & Grounds

1.0 PURPOSE OF REPORT

- 1.1 To recommend that the Corporate Director for Environment in consultation with the Executive Member for Highways & Transportation approves the long list of Major Schemes

2.0 SUMMARY

- 2.1 This report details the background to the historical North Yorkshire Council (NYC) major schemes reviews and seeks approval of a draft long list of transport investment schemes which, once agreed, can then be sifted using Department for Transport (DfT) approved processes, to ensure that they represent a good strategic fit, offer value for money, are commercially and financially viable and are delivered efficiently so that users can benefit more quickly.
- 2.2 The outcome of this work will be a prioritised list of transport investment schemes that can be used to access funding opportunities and aid spending decisions.

3.0 BACKGROUND

- 3.1 Over the past 40 years the Council has developed basic proposals for a wide range of major transport schemes. Historically these proposals were developed to address one or more specific highway issues, such as a highway safety issue, local disruption, or environmental impacts. For the purpose of this report a major scheme is defined, by Government, as a highways scheme costing in excess of £5m.
- 3.2 There were 23 schemes on the Major Schemes list produced in 2014. In 2016 a comprehensive review of the list was undertaken, but the work was placed on hold whilst Officers awaited the outcome of a DfT proposal for a Major Roads Network (MRN) as this would potentially affect the prioritisation of the schemes and open up new funding opportunities. The Major Roads Network is the National Highways managed network of A roads and Local Authority controlled A-roads such as the A170.
- 3.3 After the MRN was announced work took place to identify which proposals met the objectives of the MRN and their overall contribution to economic growth. Schemes that met these objectives (and would therefore stand a greater chance of attracting funding) would be recommended to be retained on the list as development or reserve list schemes.

3.4 Officers then carried out a consultation with local Members, whose wards may have been impacted by the review, to seek their views on the proposals to either prioritise their schemes for development, keep them on a reserve list or remove them from the list completely. The consultation with Local Members led to the removal of nine schemes, leaving 14 proposals on the list, a combination of schemes that were approved to be taken forward for further development (5) and schemes placed on a reserve list (9). This existing list is referred to herein as the Major Schemes Pipeline (the Pipeline).

3.5 The current Pipeline can be found at Appendix A. Since the Pipeline was agreed, development work was undertaken for each of the schemes. It should be noted that the A167 Northallerton Bypass (eastern) and A167 Northallerton Bypass (western and southern) were merged for development as a single piece of work. A summary of the status of these schemes and next steps has been included below:

Scheme Name	Status	Next Steps
A167 Northallerton Bypass	An Options Assessment Report (OAR) was completed. Results show that there are options to be developed but NYC should only do so pending the successful outcome of some future years town centre traffic modelling work which would inform option development. This work is ongoing.	Next steps would be to develop a Strategic Outline Business Case (SOBC) for a preferred option based on the outcome of the traffic modelling. It is recommended that this scheme remains on the list.
A19 Shipton by Benningbrough Bypass	An OAR was completed. The report suggested a bypass would improve the existing situation, but the cost of delivery means the scheme offers poor value for money at this time.	Next steps would be to develop a Strategic Outline Business Case (SOBC) but it is recommended this scheme moves to a reserve list for now as the cost of construction has only increased since the OAR was completed.
A19 Burn Bypass	An OAR was completed. Results show there is an option that offers some benefits; however, the scheme offers poor value for money unless development of a particular local site comes forward.	Next Steps would be to develop an SOBC, but it is recommended this scheme moves to a reserve list until development plans for the local site come forward.
Malton and Norton Southern Bypass	An SOBC was completed. The outcome was that two new all movements junctions delivered together would offer significant benefit to the towns, however, development of one of the junctions is not supported by National Highways due to a lack of committed strategic growth in the Local Plan.	Next Steps would be to develop an Outline Business Case (OBC), but it is recommended further advice is taken regarding funding opportunities and support from National Highways before progressing. It is recommended that this scheme remains on the list.

4.0 MAJOR SCHEMES LONG LIST

4.1 It is anticipated that each time there are significant changes to national and local strategies and policies a review of the current Pipeline will be required. Schemes in the Pipeline have invariably been local bypasses, bridges, or diversion routes around

communities but with a further change in emphasis on what major schemes should deliver, at a local and national level, another review is necessary. With the formation of the York and North Yorkshire Combined Authority and the introduction of a Mayor a new review will identify schemes that should be prioritised for transport investment based on new/emerging priorities and strategies; to enable smooth operation of the highways network that NYC manages and to deliver on actions that help support Mayoral and Council objectives.

- 4.2 As such, a long list of schemes has been produced by officers. The list is made up of a combination of proposals from the current Pipeline but also proposals received as a result of a call for projects across multi-disciplinary teams in the Environment Directorate such as Economic Development, Public Transport and Highways Asset Management.
- 4.3 Officers have completed an initial sift of this long list based on their experience with transport policy and strategy. A place-based approach has been taken in developing the list to enable users to see strategic multimodal improvements needed across a particular area and enable them to be easily packaged if required. To be shortlisted schemes had to demonstrate that they met the following criteria:
- Has a value of £5m or above or is able to be packaged with other schemes that would make the value £5m or above.
 - Meets at least two of the five transport intervention objectives:
 - Reduces carbon emissions
 - Improves air quality
 - Cuts congestion
 - Supports economic growth
 - Improves the experience of transport user
 - Fits with the Combined Authority priorities:
 - Transitioning to a carbon negative region
 - Delivering inclusive economic growth
 - Increasing opportunities for all
 - Can be delivered within 10 years
- 4.4 Any schemes that did not meet these criteria will remain on the call for projects (or reserve) list and not taken forward to the next step. Additionally, any schemes considered to be maintenance or resilience projects were moved to separate lists for future use.
- 4.5 NYC members have had the opportunity to review the long list, including the reserve, maintenance and resilience lists and provide their feedback. Feedback from Members will be discussed at the meeting.
- 4.6 The long list can be found at Appendix B. It details which area the scheme is proposed for, the type of scheme ie highways infrastructure, active travel etc., whether it requires revenue or capital funding first, which of the five transport objectives it meets, cost and benefit cost ratio (if known) and its proposed delivery time. The delivery time recognises if the scheme should be progressed within 1-3 years, 4-10 years or is a scheme for 10 years and beyond.

5.0 NEXT STEPS

- 5.1 In order to arrive at a prioritised list of transport investment schemes that can be used to access funding opportunities and aid spending decisions the long list, once approved, will need to be sifted against the emerging national and local priorities.

Once these priorities are adopted by the relevant stakeholders, the process for sifting the list will be the subject of a separate report to the Environment Executive Members' meeting.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 A wide range of schemes from cross-directorate project lists has been considered in the development of this list, schemes that did not make the list were likely not, or could not be packaged with other schemes to be, classed as a Major Scheme (£5m or more in value). The final recommendation is considered to be the most appropriate based on Officers experience and understanding of current and emerging national, local and regional priorities.

7.0 FINANCIAL IMPLICATIONS

- 7.1 There are no specific financial implications arising from agreeing a long list of schemes.
- 7.2 There will be costs associated with sifting schemes in the future against the emerging national and local priorities which will be detailed in a further report to Members at the appropriate time. Schemes will only progress to delivery once funding is in place.

8.0 LEGAL IMPLICATIONS

- 8.1 There are no legal implications with regards to approving the long list.

9.0 EQUALITIES IMPLICATIONS

- 9.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. Further EIAs will be undertaken on individual projects when funding is allocated to them. A copy of the Equality Impact Assessment screening form is attached as Appendix C.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 A climate change impact assessment has been carried out, see Appendix D. Accepting the recommendation to approve the long list of schemes will have no direct climate change impact, however, it should be noted that if the list is taken forward for sifting, the individual schemes will be assessed against criteria which consider climate impact. Schemes that offer such benefits will also demonstrate a good strategic fit given the opportunities to meet associated climate and regional objectives.

11.0 REASONS FOR RECOMMENDATIONS

- 11.1 As outlined in Section 4.1, it is anticipated that each time significant changes to national and local strategies and policies a review of the current Pipeline will be required. Once the long list is approved NYC will work with key stakeholders, such as the MCA, to sift the list against emerging national, regional and local priorities.
- 11.2 Using the long list to sift for priorities will enable us to realise potential quick wins and create a transport investment plan to aid spending decisions.

12.0 RECOMMENDATION

12.1 The Corporate Director for Environment, in consultation with the Executive Member for Highways & Transportation approves the long list of Major Schemes,

APPENDICES:

Appendix A – Pipeline of Schemes

Appendix B – Long List of Schemes

Appendix C – Equalities Impact Assessment

Appendix D – Climate Change Assessment

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Major Schemes pipeline

Status	Scheme	District	Item	Estimated Cost	2010 prices (£m)	VfM Category	BCR	Cross Boundary Benefits	Development Benefits	Benefit 10% of population	Proposal for new Pipeline
Development List	A167 Northallerton Bypass	Hambleton	Northern, Eastern & Southern	Medium	13	Low	1.33	Low	High	Low	Development Project
	A19 Shipton by Beningbrough Bypass	Hambleton		Medium	12.3	Low	1.31	High	High	Low	Reserve Project
	A19 Burn Bypass	Selby		Low	8	Low	1.51	Low	High	Low	Reserve Project
	Malton & Norton Southern Bypass	Ryedale	Musley Bank	Low	8.5	Very High	6.2	Low	High	Medium	Development Project

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			Broughton Road	Medium	18.3	Very High	4.35	Low	High	Medium	Development Project
			B1248	High	22.2	High	2.02	Low	High	Medium	Development Project
Reserve list	A61 Carlton Miniott Bypass	Hambleton		Low	3.9	High	2.39	Low	Medium	Low	Reserve Project
	A684 Ainderby Morton Bypass	Hambleton		High	26.1	Medium	1.74	Low	Low	Low	Remove Project
	A170 Sutton und Whitestonecliffe Bypass	Hambleton		Low	6.1	High	3.05	Low	Low	Low	Remove Project
	A171 Burniston / Cloughton Bypass	Scarborough		High	25.3	Medium	1.88	Low	Low	Low	Remove Project
	A170 Pickering, Middleton Aislaby Bypass	Ryedale		High	19.2	High	2.83	Low	Low	Low	Remove Project
	A65 Gargrave Bypass	Craven		Medium	16	High	2.87	Low	Low	Low	Remove Project
	A65 Long Preston Bypass	Craven		High	19.8	Medium	1.6	Low	Low	Low	Remove Project
	Kildwick level Crossing Diversion	Craven		High	17.3	Poor	1.11	High	Medium	Low	Development Project
	A59 Thornton in Craven Bypass	Craven		High	47.9	Medium	2.36	High	Low	Low	Remove Project
	A63 Hambleton Bypass	Selby		Low	7.8	High	2.03	High	medium	Low	Remove Project
	A63 Monk Fryston Bypass	Selby		Medium	14.4	Low	1.26	Medium	Yes	Low	Remove Project

APPENDIX B

Scheme	Scheme Name	Type of Scheme	Capital / Revenue	Reason	Cost	BCR	Delivery Time
Future Mobility Zones	FMZs	Highways Improvements & Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
North Yorkshire Public Transport Improvements	Bus Service Improvement Plan	Public Transport Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
	Park and Ride Service Plan	Public Transport Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Digital Demand Responsive Transport (DRT)	Public Transport Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4

	Bus Corridor improvements	Public Transport Improvements	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
	Digital Ticketing and information initiatives	Public Transport Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
North Yorkshire Towns remodelling Masterplans	Town Centre Remodelling work	Highways Improvements & Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Support economic growth and • Improve the experience of transport users 			4
EV Charging Infrastructure	EV Charging Infrastructure	Highways Improvements	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4

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	EV Charging at Rail Stations	Highways Improvements	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Zero Emission Buses	Public Transport Improvements	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Visitor Infrastructure Schemes	Visitor Infrastructure Schemes	Highways, Public Transport and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Coach Access Schemes	Coach Access Schemes	Highways and Public Transport Infrastructure	Revenue	<ul style="list-style-type: none"> • Support economic growth and • Improve the experience of transport users 			4
LCWIPs - Future Schemes	LCWIP	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4

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Urban Traffic Management Control	Urban Traffic Management Control	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Northallerton Places and Movement Interventions	Northallerton Local Plan Development	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	13.0m	1.33	1
	Northallerton LCWIP Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	2.1m	5.91	1
					1.8m	6.58	1
					2.2m	3.62	1
					500k	9.37	1

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	Town Centre Cycle Hubs Improvements (Bedale, Easingwold, Thirsk, Stokesley)	Active Travel Infrastructure	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	9k		1
	Northallerton Local Rail Interventions	Rail Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Northallerton Regional Rail Interventions	Rail Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Darlington Road Active Travel Improvements	Darlington Road Active Travel Improvements	Active Travel Improvements	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
Catterick Phase 2 LCWIP Schemes	Catterick Phase 2 LCWIP Schemes	Active Travel Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	To follow	To follow	4

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Endeavour Way Active Travel Link	Endeavour Way Active Travel Link	Active Travel Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	£1.5m	1.45	4
Dalton on Tees to Croft on Tees Active Travel Link	Dalton on Tees to Croft on Tees Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
A170 Sutton under whitstonecliffe bypass	A170 Sutton under whitstonecliffe bypass	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	6.1m	3.05	10
Thirsk Station Rail Access Package	Thirsk Station Rail Access Package	Railway Infrastructure	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	£6m	0.81	1
Thirsk Phase 2 LCWIP	Thirsk Phase 2 LCWIP	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4

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Malton, Helmsley, Kirkbymoorside Market Town Circular	Kirkbymoorside to Helmsley Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
	Malton to Helmsley via Hovingham Cycle Path for everyone	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
Malton and Norton Places and Movement Interventions	A64 Route Upgrade	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Cut congestion • Support economic growth and • Improve the experience of transport users 	£300m		1
	A64 Local Congestion Infrastructure	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Cut congestion • Support economic growth and • Improve the experience of transport users 	£8.9m (Musley Bank) / £18.8m Broughton Road	2.63 (Musley Bank) / 2.06 Broughton Road	4

	Malton and Norton Phase 2 LCWIP Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Malton Rail Station Access Package	Highways Improvements and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	35m		1
	Malton and Norton Southern Bypass	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	22.2	2.02	10

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	Castlegate Regeneration Scheme	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Northern Arc Access Improvements	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
A61 Carlton Miniott Bypass	A61 Carlton Miniott Bypass	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	3.9m	2.39	10
Scarborough Station Access Package	Scarborough Station Rail Access Package	Active travel and Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	£7m	3.92	1

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	Scarborough Station Gateway Scheme	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	£20m	2.31	1
Scarborough Park and Ride Sites	Scarborough Park and Ride	Public Transport	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Scarborough South Places and Movement Improvements	York to Scarborough Line Speed Improvements	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
	Scarborough LCWIP Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	7.3m	3.35	4
					4.5m	2.2	4
					13.3m	2.32	4
Seamer Station Rail Access Package	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	£23m	0.91	1	
	Active Travel Infrastructure						

	Seamer to Crossgates Active Travel Corridor	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
	Filey Rail Station Access Package	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Esk Valley Line Interventions	Esk Valley Line Interventions	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
				<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Whitby Places and Movement Improvements	Whitby Town Pedestrianisation	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10

	Whitby Park and Ride	EV Hyperhub	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
		Mobility Hub	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			
		Operations	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Whitby LCWIP Phase 2 Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	To follow	To follow	
	Whitby, Guisborough Road Active Travel Link	Active Travel Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	250k		4

	Whitby Carrs Road Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Skipton Places and Movement Improvements	TCF Phase 2 - Skipton	Highways Improvements and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
	Skipton Masterplan Transport Infrastructure Local Improvements	Highways Improvements and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
	Skipton Masterplan Transport Infrastructure wider strategic Improvements	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4

	Wyvern Link Road	Highways infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Skipton Phase 2 LCWIP Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	8.2m	2.06	4
					780k	2.62	
					224k	7.48	
					368k	?	

	Skipton to East Lancashire Railway Reinstatement	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
	Embsay to Skipton Town Centre Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
	Skipton East Strategic Transport Options	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10

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Kildwick Railway Station	Crosshills Railway Station	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	£20m+		10
	Crosshills Level Crossing	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Coniston Cold Bridge / Causeway study	Coniston Cold Bridge / Causeway study	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Bentham Railway Line	Bentham Railway Line	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Small Railway Station Gateways	Small Railway Station Gateways	Railway Infrastructure and Active Travel Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10

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Bolton Abbey Railway Connection	Bolton Abbey Railway Connection	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Hellifield / Ribble Valley Rail Service	Hellifield / Ribble Valley Rail Service	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Ripon Active Travel Infrastructure	Ripon Phase 2 LCWIP Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	To follow	To follow	4

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	Ripon West Sustainable Travel Corridors	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	550k		1
Clotherholme 21st Century Innovation Hub Access	Clotherholme 21st Century Innovation Hub Access	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Selby Places and Movement Improvements	Selby LCWIP Phase 2 Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 	4.87m	3.56	4
					8.86m	4.25	
					11.43m	2.3	
					2.0m	3.31	
					3.73m	2.73	
	720k	2.51					
	TCF Phase 2 - Selby	Highways, Active Travel and Railway Infrastructure Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1

	Selby Station Quarter	Highways and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Leeds-Selby-Hull Rail Service Improvements	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
	Selby-York Rail Service Improvements	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
	Selby Places and Movement Delivery	Highways and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4

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	Selby Mobility Hub	Highways and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Olympia Park Access Scheme	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
	Leeds Road Link, Selby	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Leeds Road Active Travel Link, Selby	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Church Fenton	Church Fenton	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Leeds-Goole Line Improvements	Leeds-Goole Line Improvements	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10

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Gascoigne Wood Rail Freight Interchange	Gascoigne Wood Rail Freight Interchange	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10
Sherburn in Elmet Improvements	Sherburn in Elmet Junction Improvements	Highways Infrastructure	Capital	<ul style="list-style-type: none"> • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
	Sherburn in Elmet Business Park Access Scheme	Active Travel Infrastructure	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
Babthorpe to Barlby Active Travel/Highways Routes	Babthorpe to Barlby Active Travel Routes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Barlby Road Gateway Enhancements	Highways and Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4

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Selby - Burn - Chapel Haddelsey Active Travel Route	Selby - Burn - Chapel Haddelsey Active Travel Route	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Tadcaster Pedestrianisation	Tadcaster Pedestrianisation	Highways Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
Harrogate and Knaresborough Places and Movement	Harrogate Station Gateway wider redevelopment	Highways, Public Transport and Active Travel Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Harrogate Transport Improvement Plan (HTIP)	Highways, Public Transport and Active Travel Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Urban Traffic Management Control	Highways Improvements	Capital	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1

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	Harrogate Line Electrification /Modernisation	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Pannal Strategic Employment site	Highways Improvements	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Pannal to Rosset Green, Harrogate Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Whinney Lane to Rosset Green Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Harrogate LCWIP Phase 2 Schemes	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			
					1.65m	1.75	1
					1.57m	1.56	1
5.9m					6.39	4	
4.1m					8.49	4	
1.7m	1.5	4					
3.8m	2.23	4					

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	Cardale Park to Otley Road, Harrogate Active Travel link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Nidderdale Greenway Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Manse Farm (A59) Rail Halt	Railway Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			1
	Knaresborough to Flaxby Green Park Industrial site Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			4
	Flaxby to York Active Travel Link	Active Travel Infrastructure	Revenue	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			10

<p>Haxby</p>	<p>Haxby Rail Interventions</p>	<p>Highways, Railway and active travel infrastructure</p>	<p>Revenue</p>	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			<p>4</p>
<p>York Station Masterplan</p>	<p>York Station Masterplan</p>	<p>Highways Improvements and Railway Infrastructure</p>	<p>Revenue</p>	<ul style="list-style-type: none"> • Reduce carbon emissions • Improve air quality • Cut congestion • Support economic growth and • Improve the experience of transport users 			<p>4</p>

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	H&T		
Proposal being screened	Major Scheme Development Pipeline Plan		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	Gain approval for a long list of schemes		
Why are you proposing this? What are the desired outcomes?	To prepare a pipeline of transport investment schemes that can be used to access funding opportunities and aid spending decisions.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
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? 			
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.			
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. 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	No		

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protected characteristics? Please explain why you have reached this conclusion.				
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	This is a report recommending the approval of a long list of schemes to prepare a list of transport investment plans. There are no impacts on people with protected characteristics.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	02/09/2024			

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	Major Scheme Development Pipeline Plan
Brief description of proposal	Gain approval for a long list of schemes
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	01/08/2024

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.

Alternative options have been considered and consulted on (internally and with the LEVI Support Body) throughout the application and proforma development and the final recommendation is a result of the feedback received from those key stakeholders and the experience of officers.

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 funding for developing this proposition will come from within existing budgets however the investment will enable us to bid into future funding opportunities (internal and external) and aid spending decisions in line with local and regional objectives.

How will this proposal impact on the environment?	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale?	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
<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>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>Minimise greenhouse gas</p>	<p>Emissions from travel</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>
<p>emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from construction</p>	<p>*</p>				
	<p>Emissions from running of buildings</p>	<p>*</p>				
	<p>Other</p>	<p>*</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>*</p>				
<p>Reduce water consumption</p>		<p>*</p>				
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>*</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>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>*</p>				
<p>Enhance conservation and wildlife</p>		<p>*</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>*</p>				
<p>Other (please state below)</p>		<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.

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.

Completing this work will have no climate change impact at this stage.

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Transport Planning Officer
Service area	Highways and Transportation
Directorate	Environment
Signature	
Completion date	01/08/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 02/09/2024