

North Yorkshire Council

Richmond and Northallerton Area Committee

23 October 2024

Endorsement of the Scoped Projects for the Economic, Regeneration, Tourism and Transport Project Development Fund

Report of the Corporate Director (Community Development)

1.0 PURPOSE OF REPORT

- 1.1 For Members to consider the project scoping documents under the Economic, Regeneration, Tourism and Transport Project Development Fund;
- 1.2 to endorse the scoped projects to be put forward to the Executive Member for Open to Business for Final approval & sign-off by the Director of Community Development

2.0 BACKGROUND

- 2.1 In summary, the purpose of the fund is to stimulate and directly support a pipeline of locally important economic, regeneration and tourism destination development projects that will benefit from existing and future funding and delivery opportunities within the respective Areas.
- 2.2 The £50k Development Fund allocation for 2023/24 has already been carried forward into 2024/25. Together with the £50k budget for 2024/25, this gives an overall amount of £100k available in the current financial year. To date, none of the funding has been allocated to a project so the full £100k is still available.
- 2.3 It is understood that carry forwards are only considered in exceptional circumstances, so further carry forwards beyond March 2025 are not considered to be an option. This means that the £100k will need to be spent before the end of 2024/25 – otherwise the funding will transfer to the general reserve and be ‘lost’ to the area.
- 2.4 A previous report to the Area Committee (ACC) on 16 September 2024 set out the project proposals for the Economic, Regeneration, Tourism and Transport Project Development Fund (the “Development Fund”). It was agreed that three projects would be taken forward for scoping in more detail and reported back to the AC in an additional meeting to be held in October. In total, the three projects total £97k, utilising nearly all of the £100k available for the 2023/24 and 2024/25 allocations.

3.0 PROCESS

- 3.1 Any projects endorsed by the Area Committee (AC) will be evaluated and discussed with the Executive Member for Open to Business, and then signed off by the Director of Community Development.

4.0 CONSIDERATION OF SCOPED PROJECTS

- 4.1 The three projects that were agreed to take forward at the meeting on 16th September, have been scoped and are included as additional documents to be read alongside this paper.
- 4.2 The following table sets out the summary of the three projects which are recommended for endorsement:

Proposed Project	Description & Preliminary Investigations	Indicative Cost	Recommended by Steering Group to Proceed
Parking Spaces for Private Hire Taxis at Hildyard Row (White Shops)	The proposal is for the fund to be used to cover the cost of two parking spaces, to be utilised by any local taxi firms, which could be marked out for a set period. The cost of each space would be £930 per year and multiple licence plates could be associated with these spaces. The additional cost of the Traffic Regulation Order and lining will also be covered.	£7,000 for three years	Yes
Transport scheme to support individuals to get to places of work, study and health provision	This project proposes conducting research into the gaps in public transport provision across Richmond and Northallerton's rural areas, identifying where it is hardest to reach employment and places of study and health provision. It will look at the issues at the transport issues faced by employers and their existing staff at the employment sites. A feasibility study will then be produced, identifying short term opportunities to improve transport to work, study and health provision.	Estimated that the cost of the study is £50k	Yes
A684 Morton Flatts Responsive signage project	The proposal will provide signs that will illuminate to advise that the road is closed due to flooding, giving traffic an instant message as they approach the locations.	£40k	Yes
Total Proposed for Endorsement		£97k	

- 4.3 Final decisions will be made by the Director of Community Development in consultation with the Executive Member for Open to Business.

5.0 RICHMOND AND NORTHALLERTON AC BUDGET INFORMATION

- 5.1 The financial position of the budget allocated to the Richmond and Northallerton AC through the Economic, Regeneration, Tourism and Transport Project Development Fund is as detailed in the table below:

Item	Value
Budget Available (2023/24)	£50,000
Budget Available (2024/25)	£50,000

Value of projects approved to date	£0
Balance of budget <i>currently</i> available	£100,000

5.2 As the total of the projects shown in the table under 4.2 is within the £100k, it is proposed to endorse the three projects and any updates to costings will be provided as the projects progress.

6.0 CONSULTATION UNDERTAKEN AND RESPONSES

6.1 The project proposals contained in this report have been put forward following consultation with Officers from various services across the Council. The proposals have been discussed at the Richmond and Northallerton Area Committee Review on 16th September.

7.0 ALTERNATIVE OPTIONS CONSIDERED

7.1 Previous project options have been proposed but were agreed on the meeting of 16th September that they could not be progressed as they did not fit the scope of the fund.

7.2 Members may choose not to endorse any of the schemes outlined in this report, however, given that there is such limited time available to secure AC endorsement for any alternative proposals, finalise approvals, procure and undertake the project work, this is highly likely to result in the remaining Development Fund allocation being 'lost' to the area.

8.0 FINANCIAL IMPLICATIONS

8.1 Whilst there are no direct financial implications from this endorsement, the three projects will go forward for a decision by the Director of Community Development in consultation with the Executive Member for Open to Business. This decision will then determine whether £97k of the allocated £100k fund available for these projects, can be spent.

8.2 At this stage the above figures for the Transport to Work Study is *indicative only* and subject to securing detailed quotes/fee proposals. However, the study brief will be adapted to make sure that the work comes in for the allocated amount.

8.3 The funding for Morton Flatts is a contribution to the overall cost with agreement from the Environment Directorate to cover the additional costs of the signage. A contribution from the Environment Agency is also being sought.

8.4 The costs for the creation of parking spaces in Catterick have been costed by the NYC parking team.

9.0 LEGAL IMPLICATIONS

9.1 Whilst there are no direct legal implications from the recommendations of this report, the following legal implications should be noted if the projects are progressed:

9.2 The proposal relating to the provision of parking spaces will be subject to the statutory process for Traffic Regulation Orders (TRO) which includes a public consultation. The outcome of that consultation has to be considered before any decision is taken regarding the TRO. The Council also has to have regard to its duty under Section 122 Road Traffic Regulation Act 1984 before making any TRO.

9.3 With regard to the project regarding public transport provision the appointment of any consultants will be undertaken in line with Council's Constitution and the Contract and Procedure Rules.

9.4 In respect of proposed signage this will be compliant with the Traffic Signs Regulations and General Directions 2016.

10.0 EQUALITIES IMPLICATIONS

10.1 There are no direct equality implications from the recommendations in this report.

11.0 CLIMATE CHANGE IMPLICATIONS

11.1 There are no direct climate implications from the recommendations in this report.

12.0 REASONS FOR RECOMMENDATIONS

12.1 To progress the allocation of the Economic, Regeneration, Tourism and Transport Project Development Fund available to this Committee and to maximise benefit to the Richmond and Northallerton area.

13.0 RECOMMENDATIONS

13.1

It is recommended that the Committee:

- Endorses the proposals which have been put forward to the Committee and which contribute to the objectives of the fund which will then be put forward for decision by the Director of Community Development in consultation with the Executive Member for Open to Business

Nic Harne
Corporate Director – Community Development
County Hall
Northallerton
23rd October 2024

Report Author – Louisa Carolan, Principal Regeneration Officer: Richmond and Northallerton Area
Presenter of Report – Louisa Carolan, Principal Regeneration Officer: Richmond and Northallerton Area

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

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING		
NYC Area Constituency Committee Name	Richmond and Northallerton AC	
Project Name	Signage at Morton Flatts (A684)	
Description of Project Location	Morton on Swale	
NYC Division(s) in which the project is located	Morton on Swale	
Project Lead Officer Details	Name	Louisa Carolan and Jayne Charlton
	Job Title	Principal Regeneration Officer and Area Manager (Highways)
	Email	louisa.carolan@northyorks.gov.uk
	Telephone	01609 797563
1. PROJECT DETAILS		
Please outline why the budget is required and what are the current barriers to project development it will help overcome?	<p>The A684 provides a strategic route from Northallerton to the A1, and the employment centre of Leeming Bar. It also provides a key route for tourism linking the nations parks of the Moors and Dales. The closure of the road due to flooding causes significant impact to road users.</p> <p>The project will provide signs that will illuminate to advise that the road is closed upon the point of water breach which will give traffic an instant message as they approach the locations. This gives them the opportunity to turn round and utilise the signed diversion. This will also assist the Area highways team and emergency services in their flood response as it gives an instant message to traffic this should reduce the reduce the numbers of abandoned/trapped vehicles in the floods,</p>	

	<p>allowing the emergency services to focus on other priority areas and the highways team time to focus on getting the hard closure in place.</p> <p>The work to reduce flooding on the A684 at Morton Flatts is a significant infrastructure project which is being explored independently of this proposal but these measures would reduce the impact that flooding will have on road users (up to 12,000 a day), highways teams and emergency services. It improves safety for the travelling public and supports the usage of the diversion at times of flooding, in turn reducing the time people will pick up the diversion route, improving traffic flow times on the diversion.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>The works would involve:</p> <p>Provision and installation of sensor at point where flood water breaches the carriageway - £15,500</p> <p>Provision and installation of Electronic signage ('Road closed due to flooding') at Warlaby Cross Roads and to the west at the eastern roundabout junction with Bedale By pass £85,100</p> <p>Moving existing flip type signage at the above locations to new locations £1,000</p> <p>Total Project Cost £101,600</p> <p>The project is seeking a £40,000 contribution to this work, with the rest of the cost being sourced through match funding.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>Whilst this project is a stand alone delivery, it will assist the Area highways team and emergency services in their flood response. The project will deliver an instant message to traffic which should reduce the numbers of abandoned/trapped vehicles in the floods, allowing the emergency services to focus on other priority areas and the highways team time to focus on getting the hard closure in place.</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 proposal contributes towards the delivery of one of our key services, is supporting traffic flow and safety on the highways</p> <p>The proposal contributes towards the ambitions of the Council Plan as outlined above and below.</p> <p>Place and environment</p> <ul style="list-style-type: none"> One of the key themes under Places and Environment is "A well connected and planned place with good transport links". This project supports maintaining these good transport links <p>Economy</p>

	<ul style="list-style-type: none"> The project supports the Economy but reducing the impact that road closures have on residents travelling to and from work and for businesses to deliver goods and services <p>Health and wellbeing</p> <ul style="list-style-type: none"> This project improves safety for the travelling public, reducing the likelihood of being trapped in flood water. Maintaining good access to the road network supports general health and wellbeing
<h3>3. LOCAL FIT</h3>	
<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>The A684 is a strategic link between the A19, Northallerton, Leeming Bar employment centre and the A1. It also provides a key link to the Dales National Park being a key route for tourism. It also provides a link for communities to the services centres of Northallerton and Bedale. When the road is closed community links to essential services are severed. By providing these signs it will give immediate and advanced notice of the road closed ensuring traffic divers to the already permanently signed diversion route reducing traveling time for the diverted traffic. Once water levels have dropped sufficient to allow the road to be opened to traffic they will turn off so that traffic can flow freely, re linking the communities and services and ensuring businesses are not unnecessarily impacted</p>
<h3>4. FINANCE</h3>	
<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>The Environment directorate will provide match funds from their Capital maintenance budget to support the delivery of this project. It is expected that the value of this contribution is X</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>Total Project Cost £101,600</p> <p>The project is seeking a £40,000 contribution to this work, with the rest of the cost being sourced through match funding.</p>
<h3>5. DELIVERY, TIMESCALES AND MONITORING</h3>	
<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>The highways team will manage this project and will work with suppliers of the equipment to ensure the purchase and installation is complete and to the required standard</p> <p>The highways team have confirmed resource to manage this project</p> <p>In addition to highways, internal services will be required from finance</p>

<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>	<p>Five months from agreement to progress to completion</p> <p>The organisation that supplies and installs the equipment are on an existing framework</p>
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>Yes</p>
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The stages of work will be reported on a time frame suggested and required by the team including:</p> <ul style="list-style-type: none"> • Schedule of works in advance of works starting • Monitoring of works on a monthly basis • Completion report and sign off at the end of project

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>By undertaking this work now it limits any future impact from flooding, delivering these improvements as quickly as possible</p>
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AREA COMMITTEE SIGN OFF

<p>ACC Meeting Date When Project Scope Agreed</p>		<p>Draft Minute Number</p>	
<p>Signed (ACC Chairman)</p>		<p>Date</p>	

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			

DRAFT

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name	Richmond and Northallerton AC	
Project Name	Creation of Taxi parking in Catterick Garrison	
Description of Project Location	Hildyard Row Catterick Garrison (known as 'White Shops')	
NYC Division(s) in which the project is located	Hipswell and Colburn	
Project Lead Officer Details	Name	Louisa Carolan
	Job Title	Principal Regeneration Officer
	Email	louisa.carolan@northyorks.gov.uk
	Telephone	01609 797563

1. PROJECT DETAILS

<p>Please outline why the budget is required and what are the current barriers to project development it will help overcome?</p>	<p>As issue has been raised following discussions with local taxi drivers, that previously utilised free parking spaces have been lost to electric charging points. There is now no allocated safe taxi waiting spaces for one of the main local shopping areas in Catterick 'White Shops' on Hildyard Row.</p> <p>Taxi companies operating at Hildyard Row in Catterick (known as White Shops) had utilised space just off the highway to park when taxis are not being used. This space was taken by EV charging points leaving the taxi companies with limited parking options. 30 mins free is available on the highway and at the neighbouring NYC car park, but a longer period of free parking has been requested.</p>
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After consultation with NYC parking services, any removal of public parking spaces for commercial business parking would require a financial address, such as the purchase of a permit but this fund could not be used to purchase individual permits.

However, the fund could be used to cover the equivalent cost for two spaces, which can be utilised by any local taxi firms. These spaces would be marked out for taxi use for a set period of time (proposal is three years).

The cost (equivalent to the cost of issuing a permit) for each parking space would be £930 per year (£1860 for the two spaces per year) and multiple license plates could be associated with these spaces. The fund could also cover the additional cost of the Traffic Regulation Order and the marking / lining.

The spaces would then either revert back to public spaces after this time or alternative funding would have to be found.

The images below show the area of the proposal



Image 1: Previous Parking area that is now EV charging



Image 2: Existing NYC Pay and Display Car Park



Image 3: Map showing location (1 is NYC carpark, 2 is previous parking area)

The adjacent Catterick Garrison and Colburn are significant residential centres with an ever-growing population both military and civilian who utilise the local taxi services operating in this area.
The project would provide support to providers of a key service to residents in the local area whilst a more long-term solution is sought.

<p>Please detail what specific costs the budget will be spent on?</p>	<p>The project cost would be £7,000. This equates to</p> <p>£930 per space x 2 = £1860 x 3 years = £5,580 Cost for Traffic Regulation order and marking out spaces = £1,420</p> <p>The fund allocation has been agreed by the parking team</p> <p>There would be additional resource required from legal, highways, licensing and finance</p>
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<p>Please describe the future project that this activity will help to unlock.</p>	<p>This proposal is a solution to a current issue that has been highlighted due to a change in parking available for taxis when the EV charging spaces were installed. This does not contribute to a future project except to identify local parking issues that may need to be considered in future car parking strategies.</p> <p>The proposal provides a solution to a short-term local need with a requirement to seek a long-term solution to the issue. Improvements in access for those who regularly use taxi services will help support local businesses and resident mobilisation in an area with limited public transport links.</p>
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2. STRATEGIC FIT

<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>The proposal supports a local need and replaces a parking provision that has been previously utilised by private hire taxi firms. However, the proposal fits within the ambitions of the Council Plan within the three areas:</p> <ul style="list-style-type: none"> • place and environment • economy • health and wellbeing <p>The proposal contributes towards the ambitions of the Council Plan as outlined above and below.</p>
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<p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>Place and environment One of the key themes under Places and Environment is “A well connected and planned place with good transport links”. This supports the provision of private hire taxis, an important service for local residents, especially those with specific health and social requirements</p> <p>Economy Under the Economy area, the ambition is “New and existing businesses can thrive and grow”. This project will look to support the private hire businesses in the area and maintain this service.</p> <p>Health and wellbeing “People are supported to have a good quality of life”. Readily available transport supports access to social and physical services, in turn, supporting a high quality of life.</p> <p>The proposal contributes towards the three pillars of the Economic Growth Strategy as outlined in previous sections and below.</p> <p>Enterprise This study supports existing businesses by addressing parking issues currently experienced by the private hire taxis. This supports the service they provide to the local residents, service personnel and businesses.</p> <p>Infrastructure Transport is an enabler for accessing health provision, work, education and support services and taxis fill the gap for those without their own transport and where public transport is not available at the appropriate times. It remains an important tool in provision of the county’s transport infrastructure.</p> <p>People As above, ensuring taxi provision in the local area provides a key service to the people of the Catterick area.</p>
<p>3. LOCAL FIT</p>	
<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>This project fulfils a local need to provide a safe parking space for taxis to park near to Hildyard Row in Catterick. This is not a strategic project but is a short term but important requirement for the local community.</p>
<p>4. FINANCE</p>	
<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>The fund will cover all of the costs of the two car parking spaces for 3 years</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>£930 per space x 2 = £1860 x 3 years = £5,580 Cost for Traffic Regulation order and marking out spaces = £1,420</p>
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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>The service area and relevant teams within Parking have confirmed that this work can be undertaken in the time allocated and within the stated cost.</p>
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<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>	<p>Five months – the work will all be conducted within NYC</p>
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<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>Yes</p>
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<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The stages of work will be reported on a time frame suggested and required by the team including:</p> <ul style="list-style-type: none"> • Schedule of works in advance of works starting • Monitoring of works on a monthly basis • Completion report and sign off at the end of project
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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>The provision of these parking spaces will fulfill an existing need and ensure a continuation of service to the area. This is a short term solution to an issue and does not feed into a long term project</p>
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AREA COMMITTEE SIGN OFF

<p>ACC Meeting Date When Project Scope Agreed</p>		<p>Draft Minute Number</p>	
<p>Signed (ACC Chairman)</p>		<p>Date</p>	

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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			

DRAFT

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name	Richmond and Northallerton AC	
Project Name	Transport to Work	
Description of Project Location	Stokesley to Hawes and all towns and rural areas in between	
NYC Division(s) in which the project is located	All divisions in the Richmond and Northallerton constituency area	
Project Lead Officer Details	Name	Louisa Carolan
	Job Title	Principal Regeneration Officer
	Email	Louisa.Carolan@northyorks.gov.uk
	Telephone	01609 797563

1. PROJECT DETAILS

Please outline why the budget is required and what are the current barriers to project development it will help overcome?

Issues have been raised by both employers and residents around the provision of public transport options in our more rural areas. It can be difficult for those without their own transport, to access transport at the right times (or at all) for work and study. Similarly, key employers can struggle to take on workers who do not have their own transport due to the lack of provision.

This project proposes conducting research into the gaps in public transport provision across Richmond and Northallerton's rural areas, identifying where it is hardest to reach employment and places of study but also looking at other requirements such as health provision. It will work with large employers in the area

	<p>and a sample of small businesses to understand the issues they have with employment and transport and also look at the transport issues faced by existing staff at the employment sites.</p> <p>A feasibility study will then be produced, identifying short term opportunities to improve transport to work options, any other key transport requirements for study and health, and any funding requirements, and also identify longer term opportunities that could feed into the Local Transport Plan.</p> <p>This works supports the economic growth of both residents of our rural areas and our employers and supports longer term considerations for the Local Transport Plan. It is identified that results from this more localised study will be relevant for many rural areas and employers across the county.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>The budget (estimated between £40k and £50k) will be used to procure consultants to conduct a desktop study of current transport provision, key employment sites and places of study. It will also be used to conduct surveys of employers and employees to understand the issues they face with transport with a potential further study of residents (locations to be determined) to understand their transport issues.</p> <p>£50k is the maximum available for this work so if estimates come in higher, the scope of work will be reduced accordingly.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>This study will recommend options for improving transport in our most rural areas, looking at where the gaps in provision exist and options for improving this provision. It is anticipated that this could include additional stops or slight rerouting of existing services and may identify short term financial support (along the lines of Wheels to work, where mopeds are given to young people for a short period of time to support their access to work and study). It will provide recommendations for how transport provision can support employers which may be changes to times of bus services to meet shift patterns, changes to routes or recommend alignment of shift patterns to match other employers. It is anticipated that these recommendations will feed into the local transport plan to secure provision into the future.</p> <p>The study will also look at the funding required for both short term and longer-term options and explore if third party funding (such as contributions from employers) can be sought.</p> <p>The study, whilst being focused on Richmond and Northallerton and its rural areas, will likely be relevant for many rural areas and employment sites across the county, delivering wider benefits to NYC.</p>

2. STRATEGIC FIT

Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan

(Reference should be made on how a future project will help deliver the respective strategies)

The proposal contributes towards the ambitions of the Council Plan as outlined above and below.

Place and environment

One of the key themes under Places and Environment is *"A well connected and planned place with good transport links"*. This project fits directly within this focus by looking at how we can improve our transport links and create well connected places.

Economy

Under the Economy area, the ambition is *"New and existing businesses can thrive and grow"* which this study will support by looking at the challenges that transport generates when recruiting and retaining staff.

Health and wellbeing

"People are supported to have a good quality of life". Access to jobs and study opportunity supports a high quality of life and transport supports that access. Access to health support will also be looked at to understand the gaps.

People

"People can achieve their full potential through lifelong education and learning". This study can strengthen the access to study and employment opportunities from resident's homes and nearby locations rather than needing to relocate to access those opportunities.

The proposal contributes towards the three pillars of the Economic Growth Strategy as outlined in previous sections and below.

Enterprise

This study supports the growth of existing and new businesses by addressing issues around transport and its impact of recruiting and retaining staff.

Infrastructure

Ensuring transport provision is optimal for sustainable economic growth – specifically the following *"Ensure the public transport, active travel and digital networks connects people to employment, services and learning opportunities"*. It is recognised that this is a current issue for many areas *"Access to opportunities for learning and employment remains a challenge in parts of North Yorkshire, where a lack of regular, reliable bus services outside of core hours makes commuting via public transport all but impossible."*

"Similarly, the lack of early/late bus provision prevents people from accessing shift-based employment".

People

This study supports many of the priorities for supporting people in our area *"Attract and enable more young people to take up local employment opportunities"*, *"Attract and retain the talents of older workers"*, *"Widen access and connection to*

	<p><i>higher education”</i></p> <p>The project will support the ambitions of our Climate Change Strategy of <i>“Working with partners to achieve the ambition to be a carbon negative region by 2040 and encourage residents, businesses and visitors to take climate responsible actions.”</i> We will look at opportunities to utilise <i>“Easy, accessible, and affordable low carbon transport to enable active travel, public transport, and electric vehicles”</i></p>
3. LOCAL FIT	
Detail how this project meets local priorities including linkages with local regeneration plans and strategies.	<p>The project supports the economic growth of the area, specifically the transport provision and the impact it has on these areas. It also identifies areas across rural Richmond and Northallerton that could be better supported by transport provision.</p> <p>It also supports Local Cycling and Walking Infrastructure Plans (LCWIPs), encouraging active travel for the start and end of journeys. LCWIPs are in place for Northallerton and being constructed for Catterick</p>
4. FINANCE	
Will the service area be making a financial contribution to the project development costs? If so, please detail.	The project would be fully funded from this fund with no financial contributions required from the service area.
<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>	£40k to £50k is the estimates for the study. This would be for consultants to undertake the desktop study and survey work.
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>Staff time from transport planning and travel planning team (through the scoping period) has been initially agreed.</p> <p>Economic Development Officer time would be required to support the engagement work and Principal Regeneration Officer time throughout the project to generally support.</p> <p>Internal services – legal, procurement, and finance</p>

<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>	<p>All work undertaken and report received within five months</p> <p>As the cost is below £50k we would seek a minimum of 3 quotes from the Crown Commercial Services agreed suppliers list</p>
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>Yes</p>
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The principal regeneration Officer will report back to the AC and steering group in the following stages:</p> <ul style="list-style-type: none"> • Schedule of works in advance of works starting. • Monitoring of works on a monthly basis. • Completion report and sign off at the end of project

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>This study will recommend options for improving transport in our most rural areas, looking at where the gaps in provision exist and options for improving this provision. By undertaking this work now, we have the opportunity to look at funding opportunities from the Mayoral fund to support these recommendations and to deliver benefits to local residents and businesses quickly.</p> <p>It will provide recommendations for how transport provision can support employers and it is anticipated that these recommendations will feed into the local transport plan to secure provision into the future, delivering long term economic and social benefits for residents and businesses.</p> <p>The study, whilst being focussed on Richmond and Northallerton and its rural areas, will likely be relevant for many rural areas and employment sites across the county, delivering wider benefits to NYC.</p>
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AREA COMMITTEE SIGN OFF

<p>ACC Meeting Date When Project Scope Agreed</p>		<p>Draft Minute Number</p>	
<p>Signed (ACC Chairman)</p>		<p>Date</p>	

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	Louisa Carolan
	Job Title	Principal Regeneration Officer
	Email	Louisa.carolan@northyorks.gov.uk
	Telephone	01609 797563

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			

DRAFT

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

Version 2: amended 11 August 2021

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 the summary section of the form below.

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

Title of proposal	Morton Flatts Responsive Signage
Brief description of proposal	Instant messaging signage for the A684 that illuminate to advise of flooding incidents
Directorate	Environment
Service area	Highways
Lead officer	Jayne Charlton
Names and roles of other people involved in carrying out the impact assessment	Louisa Carolan – Principal Regeneration Officer – Richmond and Northallerton
Date impact assessment started	16/09/24

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.

This option was assessed alongside more detailed and costly solutions to reduce flooding on the A684 at Morton Flatts but this solution gave a cost effective option for reducing the impact of flooding when it occurs.

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

The cost of this project is £101,600 of which £40k is being sought from the Richmond and Northallerton AC fund. The additional cost will be sought from Highways Capital maintenance budgets and potential third party contributions

<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>	<p>Emissions from travel</p>	X			<p>As the signage will minimise the distance that cars have to travel when a diversion is in place, it will reduce emissions</p>		<p>The signage will be placed at the optimum positions to deliver the most efficient travel route</p>
	<p>Emissions from construction</p>	N/A	N/A	n/A	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
	<p>Emissions from</p>	N/A	N/A	n/A	<p>N/A</p>	<p>N/A</p>	<p>N/A</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>
running of buildings						
Emissions from data storage	N/A	N/A	n/A	N/A	N/A	N/A
Other	N/A	N/A	n/A	N/A	N/A	N/A
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	N/A	N/A	n/A	N/A	N/A	N/A
Reduce water consumption	N/A	N/A	n/A	N/A	N/A	N/A
Minimise pollution (including air, land, water, light and noise)	N/A	N/A	n/A	N/A	N/A	N/A
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X		Whilst this project mitigates the effects of flooding on commuters and residents it does not directly impact on climate change resilience		

<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>
Enhance conservation and wildlife		X		The signage will support drivers to take the designated diversions at times of flooding. The signage being constructed will be minimal so is not anticipated to have any impact on the local wildlife		
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape	N/A	N/A	n/A	N/A	N/A	N/A
Other (please state below)	N/A	N/A	n/A	N/A	N/A	N/A

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

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 project will have limited impact on the environment due to it being the installation of new signage with no capital works. It may have a slight positive impact on emissions as it will stop drivers taking unnecessary travel and point them to the diversion immediately once the flooding starts.

Sign off section

This climate change impact assessment was completed by:

Name	Louisa Carolan
Job title	Principal Regeneration Officer
Service area	Regeneration
Directorate	Community Development
Signature	<i>Louisa Carolan</i>
Completion date	04/10/2024

Authorised by relevant Assistant Director (signature):

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	Community Development		
Service area	Regeneration		
Proposal being screened	Morton Flatts – Responsive Signage		
Officer(s) carrying out screening	Louisa Carolan		
What are you proposing to do?	Install Responsive Signage on the A684 to support road users when flooding takes place		
Why are you proposing this? What are the desired outcomes?	<p>The A684 provides a strategic route from Northallerton to the A1, and the employment centre of Leeming Bar. It also provides a key route for tourism linking the nations parks of the Moors and Dales. The closure of the road due to flooding causes significant impact to road users.</p> <p>The project will provide signs that will illuminate to advise that the road is closed upon the point of water breach which will give traffic an instant message as they approach the locations. This gives them the opportunity to turn round and utilise the signed diversion. This will also assist the Area highways team and emergency services in their flood response as it gives an instant message to traffic this should reduce the numbers of abandoned/trapped vehicles in the floods, allowing the emergency services to focus on other priority areas and the highways team time to focus on getting the hard closure in place.</p>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The project will look to install responsive signage that will remain in place indefinitely.		
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 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 directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don’t know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	

People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No. This is to support road users at times of flooding on the A684. The Highways team will take forward the installation of the signs		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The work is considered to have no direct impact on equalities matters.		
Signed (Assistant Director or equivalent)			
Date			

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.

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Version 2: amended 11 August 2021

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 the summary section of the form below.

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

Title of proposal	Taxi Parking – Catterick Garrison
Brief description of proposal	Creation of two parking spaces for private Hire taxis on Hildyard Row, Catterick Garrison
Directorate	Community Development
Service area	Regeneration
Lead officer	Louisa Carolan
Names and roles of other people involved in carrying out the impact assessment	Louisa Carolan – Principal Regeneration Officer – Richmond and Northallerton
Date impact assessment started	16/09/24

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.

The project proposal has been put together after looking at options with the Head of Parking. The issue is that space where private hire taxis used to park has been utilised for EV charging spaces and the free parking on the highway and in the NYC car park is only 30mins with a longer period required. The proposal is a short term solution where the fund pays for two spaces for 3 years. Alternative options such as long term free parking in the car parking with no cost redress was against car parking policy.

The alternative would be a 'Do Nothing' option – but this project is looking to resolve a current issue.

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

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The projects will utilise £7,000 to cover the costs of a Traffic Regulation Order, the marking of the spaces within the car park and the financial redress for the loss of the two public pay and display parking .

<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.</p>	<p>Emissions from travel</p>	<p>X</p>		<p>The project will give existing private hire taxi's a place to park but will not reduce or increase the</p>	<p>N/A</p>	<p>N/A</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>reducing emissions from travel, increasing energy efficiencies etc.</p>					<p>number of taxis. There may have a small positive impact as the taxis will not have to find parking away from the area whilst they wait for customers.</p>		
<p>Emissions from construction</p>	N/A	N/A	N/A	N/A	N/A	N/A	
<p>Emissions from running of buildings</p>	N/A	N/A	N/A	N/A	N/A	N/A	
<p>Emissions from data storage</p>	N/A	N/A	N/A	N/A	N/A	N/A	
<p>Other</p>	N/A	N/A	N/A	N/A	N/A	N/A	
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	N/A	N/A	N/A	N/A	N/A	N/A	
<p>Reduce water consumption</p>	N/A	N/A	N/A	N/A	N/A	N/A	

<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 pollution (including air, land, water, light and noise)</p>	N/A	X	N/A	<p>Whilst there is 30min free parking available locally, if those spaces are not available the allocation of two spaces for parking may have a positive impact on pollution. This is due to it minimising idling time for the taxis if as they will have a place to park and turn off their engines.</p>	N/A	N/A
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	N/A	N/A	N/A	N/A	N/A	N/A
<p>Enhance conservation and wildlife</p>	N/A	N/A	N/A	N/A	N/A	N/A
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	N/A	X	N/A	<p>The car parking spaces created for taxis will use existing pay and display parking spaces so will not remove any green spaces.</p>	N/A	N/A

<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>
Other (please state below)	N/A	N/A	N/A	N/A	N/A	N/A

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

Any environmental standards relating to the paint used for marking the spaces will be used for this line marking

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.

This project will have minimal impact on climate change and the environment as it is utilising existing parking spaces for the taxis so will not negatively alter the landscape or increase traffic.

Sign off section

This climate change impact assessment was completed by:

Name	Louisa Carolan
Job title	Principal Regeneration Officer
Service area	Regeneration
Directorate	Community Development
Signature	<i>Louisa Carolan</i>
Completion date	16/09/2024

Authorised by relevant Assistant Director (signature):

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	Community Development		
Service area	Regeneration		
Proposal being screened	Taxi Parking at Catterick Garrison		
Officer(s) carrying out screening	Louisa Carolan – Principal Regeneration Officer		
What are you proposing to do?	Cover the cost of creating two parking spaces for private hire taxis to park near Hildyard Row Shops. The fund will also cover the financial cost for removing two pay and display parking spaces.		
Why are you proposing this? What are the desired outcomes?	<p>As issue has been raised following discussions with local taxi drivers, that previously utilised free parking spaces have been lost to electric charging points. There is now no allocated safe taxi waiting spaces for one of the main local shopping areas in Catterick 'White Shops' on Hildyard Row.</p> <p>Taxi companies operating at Hildyard Row in Catterick (known as White Shops) had utilised space just off the highway to park when taxis are not being used. This space was taken by EV charging points leaving the taxi companies with limited parking options. 30 mins free is available on the highway and at the neighbouring NYC car park, but a longer period of free parking has been requested.</p>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The proposal will remove two pay and display parking spaces and use them for private hire taxis. It is a short term project providing the spaces and the financial cost of the loss of the pay and display spaces for three years at which time a long term solution must be found		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	

People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	The proposal relates to private hire taxis in Catterick Garrison that will be utilised by members of the armed forces. Taxis may be utilised by individuals with mobility issues. This proposal supports taxi provision in the area and supports the safe parking and access to taxis.		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	The proposal will positively impact the private hire taxi companies that operate within Catterick Garrison, providing them with safe places to park.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The work is considered to have little impact on equalities matters and supports a provision that will be used by residents in Catterick Garrison and surrounding area.		
Signed (Assistant Director or equivalent)			
Date			

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

Version 2: amended 11 August 2021

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 the summary section of the form below.

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

Title of proposal	Transport to Work Feasibility Study – Richmond and Northallerton
Brief description of proposal	Research into the gaps in transport provision that is impacting employers and residents. Look at options for improving transport to support travel to work, study and health provision
Directorate	Community Development
Service area	Regeneration
Lead officer	Louisa Carolan
Names and roles of other people involved in carrying out the impact assessment	Louisa Carolan – Principal Regeneration Officer – Richmond and Northallerton
Date impact assessment started	30/08/24

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. This is a study to look into the issues facing residents and employers when trying to get transport to and from work, study and health provision. It will look at the impacts this has around accessing jobs, study and health provision and recruiting staff by both large and small employers. The study will then explore options for improving this service and the funding that would be required for this change. It is expected that the findings of this research, whilst local to Richmond and Northallerton AC, will be relevant across NY and will lead to recommendations that could feed into the Local Transport Plan for NY

The alternative would be a 'Do Nothing' option – but that would lead the potential economic / commercial benefits unidentified and untapped.

This climate change impact assessment has been completed focusing directly on the work involved in this study – rather than any potential projects / initiatives that might emerge as a result of it. However, we feel that the outputs from the study are likely to have a positive impact on climate change (Increased public transport usage, shared transport options etc, reducing greenhouse gas emissions) so this should be a consideration for the decision to undertake the study.

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 Study will involve a direct cost to the Council of approx £50,000, however, one of the key outcomes will be a strategy and Action Plan to identify actions that the Council can take to improve transport provision across the Richmond and Northallerton area, improving connectivity which is part of the Infrastructure ambitions within the Council Plan. It will also support the growth of existing and new businesses which, in turn, delivers economic and commercial benefits. Some of those actions are likely to become projects which will have cost implications for the Council (should they be taken forward) but these will be assessed separately.

<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>	<p>Emissions from travel</p>		X		<p>Whilst the consultants will need to conduct research with businesses across the area, face to face meetings will be kept to a minimum and grouped wherever possible and be in line with the Economic Development teams business as usual. It is expected that the majority of work on this study will be desk based and can be conducted remotely without a need to travel. Any outcomes from the study relating to changes in travel plans will be assessed separately. Potentially the outcomes of the study could have a positive impact as it is expected that the study will recommend increased use of public transport and green transport measures.</p>	<p>Hold regular project meetings via Teams, where practicable</p>	<p>N/A</p>
	<p>Emissions from construction</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
	<p>Emissions from</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</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>
running of buildings						
Emissions from data storage		X		<p>Consultants will have their own solutions to data storage, which the Council will not have control over. However we will recommend at the consultants sustainability measures as part of the evaluation.</p> <p>Any additional data generated by this project and provided to the Council will be stored in accordance with Council’s practices for data storage – e.g. Microsoft and AWS cloud storage, which utilise renewable tariffs.</p>		
Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	N/A	N/A	N/A	N/A	N/A	N/A

<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>
Reduce water consumption	N/A	N/A	N/A	N/A	N/A	N/A
Minimise pollution (including air, land, water, light and noise)	N/A	N/A	N/A	N/A	N/A	N/A
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	N/A	N/A	N/A	N/A	N/A	N/A
Enhance conservation and wildlife	N/A	N/A	N/A	N/A	N/A	N/A
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape	N/A	N/A	N/A			
Other (please state below)		X		The brief for the study will emphasis the need to look at green transport options including active travel (esp EV bikes) wherever possible. The study		

<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>aims to look at ways public transport (buses) can be enhanced which is a more environmentally friendly transport alternative to cars. Whilst the study itself will have no impact, it is hoped that the recommendations, when assessed separately, will have a positive impact on the environment.</p>		

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

No but we will be mindful of companies who have B-corp status

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.

This project is considered to have no significant direct impact upon the environment and climate change. Some of the actions / projects that this study identifies will, no doubt, have environmental and climate change impacts associated with them which can be considered once those actions / projects have been better defined.

Sign off section

This climate change impact assessment was completed by:

Name	Louisa Carolan
Job title	Principal Regeneration Officer
Service area	Regeneration
Directorate	Community Development
Signature	<i>Louisa Carolan</i>
Completion date	19/09/2024

Authorised by relevant Assistant Director (signature):

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	Community Development		
Service area	Regeneration		
Proposal being screened	Transport to Work Feasibility study – Richmond and Northallerton		
Officer(s) carrying out screening	Louisa Carolan – Principal Regeneration Officer		
What are you proposing to do?	Research into the gaps in transport provision that is impacting employers and residents. Look at options for improving transport to support travel to work, study and health provision.		
Why are you proposing this? What are the desired outcomes?	This is a study to look into the issues facing residents and employers when trying to get transport to and from work, study and health provision. It will look at the impacts this has around accessing jobs, study and health provision and recruiting staff by both large and small employers. The study when then explore options for improving this service and the funding that would be required for this change. It is expected that the findings of this research, whilst local to Richmond and Northallerton AC, will be relevant across NY and will lead to recommendations that could feed into the Local Transport Plan for NY		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No – it involves consultancy research and development of a strategy and recommendations		
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? 			
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 directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don’t know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	

Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	The proposal relates to consultancy research / feasibility work to identify gaps in transport provision across the Richmond and Northallerton area. It is likely that the research will highlight inequalities in provision that may impact people with protected characteristics if it is identified as part of their research.		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No. This is a research study and any recommendations that come from the work will be assessed separately if they are taken forward		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The work is considered to have no direct impact on equalities matters. Some of the actions / projects that this study identifies may have equalities impacts and individual Equalities Impact Assessments will need to be undertaken on those actions/projects, as appropriate, once they are better defined.		
Signed (Assistant Director or equivalent)			
Date			