

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	Annual report on the progress and performance of NY Highways
Brief description of proposal	To provide members with an update on the progress and performance to date of NY Highways, the County Council's company for the operational delivery of highway services.
Directorate	Environment
Service area	Highways and Infrastructure – Highway Operations
Lead officer	Nigel Smith - Head of Highway Operations NYC
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	19 December 2025

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 teckal delivery model was approved as the preferred way forward for delivery of the highways service, therefore no alternative options have been considered as part of this report

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.

As part of this preferred delivery model, it was acknowledged this would provide greater flexibility for the (then) NYCC. Innovation and efficiency, alongside an ongoing challenge to reduce unit cost and deliver as much for the same budget or the same for less budget are an integral part of the operating model. Efficiencies and savings have been outlined in detail in the reports appended to this document. NYH operates on a cost plus Zero basis.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	√			<p>More effective scheduling and minimising travel distance during winter service and routine maintenance works journey planning</p>	<p>Ongoing procurement and replacement of fleet will also assist in minimising emissions</p>	<p>Sharing best practice across NY Highways and NYC</p>
	Emissions from construction	√			<p>Use of warm mix as opposed to hot mix materials in road and footway repairs.</p>	<p>Early partnership meetings to reduce / reuse / recycle will assist alongside working to NYC carbon reduction ambition</p>	<p>Use of NYH carbon counting tool when fully developed will identify areas for improvement/focus</p>
	Emissions from running of buildings				<p>N/A</p>		
	Emissions from data storage				<p>N/A</p>		
	Other		√				

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<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	√				<p>Early partnership meetings to reduce / reuse / recycle will assist alongside working to NYC carbon reduction ambition</p>	
<p>Reduce water consumption</p>				<p>N/A</p>		
<p>Minimise pollution (including air, land, water, light and noise)</p>	√			<p>More efficient scheduling of works will reduce overall miles travelled on highway network and therefore minimise air and noise pollution emanating from travelling vehicles</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>				<p>Some schemes delivered by NYH, such as drainage works, will reduce the risk of flooding on the highway network. The risk-based gully cleansing model identifies those parts of the drainage system requiring attendance</p>		<p>The gully schedule is updated on an evolving intelligence/data-led approach</p>
<p>Enhance conservation and wildlife</p>				<p>N/A</p>		

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<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	<p>✓</p>			<p>Material choice in maintenance and improvement schemes wherever possible reflect the nature of the surrounding environment</p>		
<p>Other (please state below)</p>				<p>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.

NY Highways maintains accreditation to ISO 14000, the internationally recognised standard for environmental compliance. NYH also continues to engage with the Council on its Net Zero agenda and will assist with the delivery of any infrastructure improvements associated with achieving this initiative

Close working across the delivery partnership from scheme inception stage also allows access to good practice from other organisations.

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.

North Yorkshire Council delivers its operational highway services through the teckal company, NY Highways Ltd.

NY Highways has a duty and a corporate responsibility to develop and deliver a Carbon Plan to align with the commitment made by the Council to achieve net carbon neutrality by 2030, or as near to that date as possible.

Continual review and challenge will be key to success and the carbon management tool remains an integral part of ensuring that climate change remains at the forefront of people's thoughts from scheme inception to completion and in every other area of the business / service delivery

Sign off section

This climate change impact assessment was completed by:

Name	Nigel Smith
Job title	Nigel Smith – Head of Highway Operations NYC
Service area	Highways and Transportation, Parking Services, Street Scene Parks and Grounds – Highway Operations
Directorate	Environment
Signature	<i>N Smith</i>
Completion date	19 December 2025

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 09/01/2026