

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	Parking Tariff Review
Brief description of proposal	Proposed 10% uplift in parking tariffs and residents permits and scratch cards
Directorate	Environment
Service area	Parking Services
Lead officer	Steve Brown
Names and roles of other people involved in carrying out the impact assessment	Head of Parking Services
Date impact assessment started	24/02/2026

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.

One year ago, the prices were increased by 20%, this was because parking tariffs had not been increased, in some cases for 10 years and 20% was considered appropriate to adjust the pricing allowing for CPI increases that hadn't been applied. In August 2025 the Council adopted a Parking Principles document and this outlines 20 Parking Principles set against the Council Plan and supports the LTP and is complicit with Section 122 of the 1984 RTRA. The proposed 10% uplift reflects the inflationary costs incurred and expected into 2027 also recognises the Council's ongoing and significant funding investment in car parks such as new parking machines, car park lighting improvements, new signing, new notice processing software, rationalisation of parking apps and the digitisation of Traffic Regulation Orders.

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 proposed uplift will have a positive impact on budgets to support the Councils Parking Principles, Local Transport Plan (LTP) and ensure sustainable funding for transportation infrastructure and services.

<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	X			<p>Part of the aim of these changes is to help change behaviour patterns for parking and encourage more sustainable practices such as walking, cycling and the use of public transport</p>	N/A	<p>Further encourage transfer from On – Street to off-street parking to help change behaviours</p>
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Emissions from data storage		X				
	Other		X				

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Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X				
Reduce water consumption		X				
Minimise pollution (including air, land, water, light and noise)	X			<p>The aim of tariff setting is to support the LTP and the council plan. Tariffs are designed to encourage drivers to park long stay or use public transport. The aims of Parking are now laid out in Parking Principles.</p>		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X				
Enhance conservation and wildlife		X				

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<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</p>				
<p>Other (please state below)</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.</p>
<p>One of the aims of parking fees in general is to create a change in driving behaviours thereby encouraging other means of travel and permit regulation supports climate goals by reducing congestion and emissions.</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 fee uplift is proposed to cater for inflationary cost increases into 2027 and in recognition of the significant investment that the council is making in terms of improvements to car parking facilities, it is complementary to the LTP and is in line with Section 122 of the 1984 RTRA and guided by parking principles that are linked to the council plan. These principles provide a framework that encourages policies to be created that benefit all of our customers, be they residents, businesses or tourists and the idea that tariff charging will then be linked directly to policy and strategy with the aim to encourage more sustainable forms of transport by changing driver behaviour through price. This tariff uplift therefore does have a positive impact on the budget and the climate objectives.

Sign off section

This climate change impact assessment was completed by:

Name	Steve Brown
Job title	Head of Parking Services
Service area	Parking
Directorate	Environment
Signature	
Completion date	24/02/2026

Authorised by relevant Assistant Director (signature): **Barrie Mason**

Date: **24/02/2026**