

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	North Yorkshire Council (NYC) / NY Highways (NYH) – Highway Officer Integration
Brief description of proposal	To provide a detailed update on work relating to the proposed alternative operating model for duties currently undertaken by Highway Officers, Assistant Highway Officers and some Maintenance Managers in North Yorkshire Council's (NYC's) Highway Operations Area teams and to seek authorisation for implementation of a new way of delivering that element of the service via NY Highways (NYH). To move the operational responsibility for road cleansing using our larger mechanical sweeper fleet from NYC to NYH.
Directorate	Environment
Service area	Highways and Infrastructure – Highway Operations Environment and Transport Waste Operations and Street Scene
Lead officer	Nigel Smith - Head of Highway Operations NYC
Names and roles of other people involved in carrying out the impact assessment	Harry Briggs – Head of Waste Operations and Street Scene
Date impact assessment started	2 April 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.

A number of options have been considered:

- a. Do nothing – retaining the status quo would not make use of the opportunities for closer working / further integration with NY Highways, nor would it assist in the realisation of savings from the council's Revenue Budget
- b. Transfer only part of the HO / AHO / MM function to NYH – this has been discussed at length in the engagement sessions. Highway Officers in particular were not supportive of this option as they felt it would remove variety from their role, but also might see one HO passing another to undertake different functions in the same geographical areas, resulting in inefficient practices.
- c. Transfer all HO / AHO and some MM functions to NYH – this has been deemed the most viable and efficient option. Maintenance Manager functions can be more easily undertaken remotely in many cases and given the necessary interface between NYH and NYC to ensure the HOs' / AHOs' duties are being discharged effectively. Whilst there will be a different focus on NYH MM duties and NYC MM duties, there will inevitably be ongoing dialogue alongside a matrix management arrangement between NYC and NYH.
- d. The entire mechanical sweeping fleet, including assets associated with pavements and pedestrianised areas, could move across to NYH, this could be considered as a second phase and moving the largest fleet first does not impact the viability of any future changes.

The teckal delivery model was approved as the preferred way forward for delivery of some Council functions, therefore it makes sense to explore how that can be further utilised to maximise efficiency in service delivery

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 is anticipated that in year 1 of operation, it was anticipated this would provide greater flexibility for the (then) NYCC and any successor authority. 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 realised in each year of operation and it is hoped that ethos will now translate into this latest proposal, exceeding the £330k assigned to this element of the Transformation Savings agenda.

For completeness, NYH operates on a cost plus Zero basis.

The transfer of the mechanical sweeping responsibility will realise a £50k saving in operational efficiencies.

How will this proposal impact on the environment? 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.		Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		√		Should be net zero – any increase in Maintenance Manager travel between more than one base will be offset by NYH looking to ensure Highway Officer routes and travel are optimised	Ongoing procurement and replacement of fleet will also assist in minimising emissions	Sharing best practice across NY Highways and NYC
	Emissions from construction		√		Not applicable		
	Emissions from running of buildings				N/A		
	Emissions from data storage				N/A		
	Other		√				

Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	√				meetings to reduce / reuse / recycle will assist alongside working to NYC carbon reduction ambition	
Reduce water consumption				N/A		
Minimise pollution (including air, land, water, light and noise)	√			More efficient scheduling of the working day should reduce overall miles travelled on highway network and therefore minimise air and noise pollution emanating from travelling vehicles		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers				N/A		
Enhance conservation and wildlife				N/A		
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape				N/A		
Other (please state below)				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.

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. Robust performance management and challenging KPIs should result in more efficient practices and reduced travel distances thus reducing emissions overall.

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

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 proposed method of delivery going forward should add value by reducing emissions; Continual review and challenge will be key to success but ensuring that climate change remains at the forefront of people's thoughts is essential and this will include any consideration of, response to or adjustment in working practices as seasonal trends change and whether that has an impact on how the service is delivered, particularly with regard to not just winter, but also other weather events.

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	
Completion date	2 April 2026

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 02/04/2026