

North Yorkshire County Council

Business and Environmental Services

**Briefing Note for the Corporate Director, Business and Environmental Services and
BES Executive Member for Access**

6 August 2020

Emergency Active Travel Fund - Tranche 1

1.0 Purpose of Briefing Note

1.1 The Government recently announced £2bn funding over 5 years for walking and cycling facilities and the release of £225m of that funding for the Emergency Active Travel Fund (EATF). NYCC, were allocated an indicative sum in the region of £1.3m from the EATF for the current year (20/21) to be spread over two tranches. NYCC, submitted a bid with schemes designed to implement temporary measures in the areas across the County to facilitate social distancing and active travel linked to the phases and steps in the Government's Covid-19 Recovery Strategy. The schemes were designed to allow pedestrians and cyclists more space to move around in particular in town centre locations where the concentration of local people is likely to be high and there are constraints around space due to social distancing requirements. In a number of locations, we proposed closure of some parking bays to expand footways to create a space to social distance and so create a safe space for people to access businesses and also move around the streets. A copy of the bid can be found in **Appendix 1**.

2.0 Tranche 1 bid

2.1 To receive any funding, authorities needed to satisfy the Department for Transport (DfT) that they have swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors. The DfT stated that schemes that do not meaningfully alter the status quo on the road will not be funded.

3.0 Funding

3.1 In tranche 1 the total indicative allocation to NYCC was £266,000 but following the assessment of our bid the DfT only 50% was funded. Given the importance of the measures to the Covid-19 recovery in county, it is proposed that the County Council match fund the £133,000 allocation from DfT in order to complete all of the schemes set out in the tranche 1 bid. A summary of the schemes is set out in **Appendix 2**.

3.2 The match funding of £133,000 by the County Council will be funded through a combination of the Highways capital programme and the Highways revenue budget.

3.3 The split of the grant funding from DfT is £4,143 capital and £128,857 revenue.

3.4 Brief feedback about the tranche 1 bid was received from the DfT and they advised that authorities that had received their full allocations had focussed more on replacing public transport trips with cycling rather than creating space for walking and cycling in town centre areas. Walking has a much bigger modal share than cycling in our county and we focussed our efforts in aiming to provide such improvements linked to the steps and phases in the Government's Covid-19 Recovery Strategy.

4.0 Equalities

4.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as **Appendix 3**.

5.0 Legal

5.1 Consideration has been given to any legal implications in accepting the funding from DfT and there are none at this stage but it is acknowledged that legal implications may arise at the project planning and implementation stages.

6.0 Recommendation(S)

- 6.1 It is recommended the Corporate Director – BES in consultation with the BES Executive Member for Access:
- (a) the £133k funding already received in Tranche 1 from the Department for Transport (DfT) be spent on the schemes included in the bid and;
 - (b) the sum of £133,000 be allocated from a combination of the highways capital programme and the highways revenue budget in order to match fund the DfT grant and deliver the complete Tranche 1 bid.

BARRIE MASON
Assistant Director – Highways and Transportation

Author: Keisha Moore

COVID-19 Emergency Active Travel Fund

SECTION A: BACKGROUND

Q1. What is your local transport authority name?

North Yorkshire County Council

Q2. Which geographical region are you in?

Yorkshire and the Humber

Q3. What type of authority are you?

County Council

Q4. How would you classify yourself geographically?

Other – please specify below if you feel you do not fit into one of the categories given:
North Yorkshire County Council covers an area of just over 3000 square miles with a population of around 615,000. There is a mixture of urban and rural areas. The largest urban areas in the county are Harrogate and Scarborough which have a population of around 75,070 and 52,100 respectively.

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

North Yorkshire County Council Emergency Active Travel Fund

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

In this first tranche of the Emergency Active Travel Fund we aim to implement temporary measures in the areas across the County that have the most need. The schemes have been designed to allow pedestrians and cyclists more space to move around in particular in town centre locations where the concentration of local people will be and the biggest constraints around space. In a number of locations, we are proposing to close parking bays to expand footways to create a space to social distance and so create a safe space for people to access businesses and also move around the streets. The schemes we intend to implement are as follows:

Filey

Murray Street - Parking bays suspended - disabled parking bays open – 220m

Ravine Road - Pay and display parking bays suspended – disabled and permit holder parking bays open – 540m

Harrogate

Albert Street - Barriers in place to widen sections of footway – 132m

Commercial Street - Barriers in place to widen sections of footway – 112m

James Street - Barriers in place to widen sections of footpath

Beech Grove –Temporary pop up cycle lane -570m

Knaresborough

High Street - Barriers in place to widen sections of footway – 140m

Leyburn

Commerical Square - Some parking bays suspended to widen the footway, cones barriers and signs in place. – 150m

Ripon City Centre

High Skellgate - Barriers in place to widen sections of footway – 115m

Westgate - Barriers in place to widen sections of footway – 115m

City centre market place

Scarborough

Blands Cliff - Road closed at junction with Eastborough/Newborough – 125m

Church Lane - Road closed at the junction with Castle Road – 130m

Foreshore and Sandside - Road closed from the Spa Roundabout to the Toll House Roundabout

The measures going forward will be a combination of those listed above and other slightly less restrictive measures dependant on the expected footfall. – 600m

Selby – from 15 June

Finkle Street - New road layout and partial closure around Micklegate – 350m

Gowthorpe - Some parking bays suspended – 220m

New Lane - Partial road closure – 80m

Sherburn-in-Elmet

Low Street - Some parking bays suspended – 200m

Skipton – from 10th June

High Street - Closed between 10am and 4pm every Wednesday, Friday and Saturday for market – 200m

Tadcaster

Bridge Street - Some parking bays suspended – 80m

High Street - Some parking bays suspended – 50m

Kirkgate (A659) - Some parking bays suspended and barriers in place to widen sections of footpath – 200m

Whitby

A174 - Raithwaite Chipping Dump (between Sandsend and Whitby Barrier) closed – 40m

NYCC – various locations

A lack of cycle parking has been identified as an issue in a number of locations across the county. We will seek to provide cycle parking at locations where there is a demand in consultation with local districts and boroughs.

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£321,000 - including VAT, £267,300 - excluding VAT

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£10,000 including VAT, £8300 excluding VAT

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£311,000 including VAT, £259,000 excluding VAT

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

No

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures

Segregated cycleway (temporary)

Widening existing footway

Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)

Park and cycle/stride/scooter facilities

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

Individual lengths per scheme are given in question 6. Total length is approximately 4.4km

Q16. When are the works expected to be completed?

All apart from Beech grove could be implemented immediately. Beech Grove will take 7 weeks to implement

Q17. When is the scheme(s) expected to be open to the public?

All apart from Beech Grove could be open immediately. Beech Grove will take 7 weeks to implement

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

Yes

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

Name Louise Neale

Telephone number

Email address

Postal address North Yorkshire County Council County Hall Northallerton DL7 8AH

Q22. Senior Responsible Officer details

Name Barrie Mason

Telephone number

Email address

Q23. Section 31 Officer (or equivalent with delegated authority) details

Name Daniel Harry

Telephone number

Email address

Q24. Please add further details or clarification

Within North Yorkshire County Council LCWIP's have been developed for 6 towns. Some of the schemes listed above do form part of the cycling and walking networks identified through the LCWIP process. Other areas have been identified as areas with potential problems for pedestrians and cyclists due to the high volumes of tourists that could become an increasing problem as lockdown restrictions are eased. Plans are also aligned with work that Districts and Boroughs will be carrying out as part of the Reopening High Street Safely Fund. By working in partnership the two funds can achieve more and support local people in using local businesses in a safe manner.

Scheme Location	Description of Scheme
Filey	<ul style="list-style-type: none"> • Murray Street - Parking bays suspended - disabled parking bays open – 220m • Ravine Road - Pay and display parking bays suspended – disabled and permit holder parking bays open – 540m
Harrogate	<ul style="list-style-type: none"> • Albert Street - Barriers in place to widen sections of footway – 132m • Commercial Street - Barriers in place to widen sections of footway – 112m • James Street - Barriers in place to widen sections of footpath • Beech Grove –Temporary pop up cycle lane -570m
Knaresborough	<ul style="list-style-type: none"> • High Street - Barriers in place to widen sections of footway – 140m
Leyburn	<ul style="list-style-type: none"> • Commercial Square - Some parking bays suspended to widen the footway, cones barriers and signs in place. – 150m
Ripon	<ul style="list-style-type: none"> • High Skellgate - Barriers in place to widen sections of footway – 115m • Westgate - Barriers in place to widen sections of footway – 115m • City centre market place
Scarborough	<ul style="list-style-type: none"> • Blands Cliff - Road closed at junction with Eastborough/Newborough – 125m • Church Lane - Road closed at the junction with Castle Road – 130m • Foreshore and Sandside - Road closed from the Spa Roundabout to the Toll House Roundabout • The measures going forward will be a combination of those listed above and other slightly less restrictive measures dependant on the expected footfall. – 600m
Selby	<ul style="list-style-type: none"> • Finkle Street - New road layout and partial closure around Micklegate – 350m • Gowthorpe - Some parking bays suspended – 220m • New Lane - Partial road closure – 80m
Sherburn-in-Elmet	<ul style="list-style-type: none"> • Low Street - Some parking bays suspended – 200m
Skipton	<ul style="list-style-type: none"> • High Street - Closed between 10am and 4pm every Wednesday, Friday and Saturday for market – 200m
Tadcaster	<ul style="list-style-type: none"> • Bridge Street - Some parking bays suspended – 80m • High Street - Some parking bays suspended – 50m • Kirkgate (A659) - Some parking bays suspended and barriers in place to widen sections of footpath – 200m
Whitby	<ul style="list-style-type: none"> • A174 - Raithwaite Chipping Dump (between Sandsend and Whitby Barrier) closed – 40m
NYCC – various locations	<ul style="list-style-type: none"> • A lack of cycle parking has been identified as an issue in a number of locations across the county. We will seek to provide cycle parking at locations where there is a demand in consultation with local districts and boroughs.

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	BES		
Service area	H&T		
Proposal being screened	Emergency Active Travel Fund Tranche 1 (EATF)		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	<ul style="list-style-type: none"> Agree to the £133k funding already received in tranche 1 from Department for Transport being spent on schemes included in the bid and Approve the allocation of £133,000 from a combination of the highways capital programme and the highways revenue budget in order to match fund the DfT grant and deliver the complete Tranche 1 bid 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> In order to deliver schemes which have been included in the bid for funding in the EATF Tranche 1 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The proposal is securing funding, which will cover the costs of the resource necessary to deliver the programme.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <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 Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	

People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	05/08/20		