

**North Yorkshire County Council**  
**Business and Environmental Services**

**Executive Members**

**8 December 2020**

**Active Travel Fund**

**Report of the Assistant Director – Highways and Transportation**

<b>1.0 Purpose Of Report</b>
1.1 To seek approval from the BES Corporate Director and the Corporate Director Strategic Resources in consultation with the BES Executive Member for Access to accept grant funding from the Department for Transport through the Active Travel Fund totalling £1,011,750

**2.0 Background**

- 2.1 The Government announced £2bn funding over five years for walking and cycling facilities earlier in 2020. The indicative allocation from the Department for Transport (DfT) was that the NYCC allocation for the current year (20/21) would be in the region of £1.3m spread across two tranches, with a smaller amount, £133,000 of that money already released under Tranche 1 of the Emergency Active Travel Fund (EATF).
- 2.2 We were invited by the Department for Transport to submit a bid for Tranche 2 of the Active Travel Fund (ATF) by 7 August 2020 for the remaining £1.065m of our allocation. The fund has been renamed with the removal of the word 'emergency' due to the longer timescales involved in approving the fund and for the subsequent delivery.
- 2.3 Tranche 2 of the ATF amounts to £180m in total. As with Tranche 1, to receive any funding, authorities needed to satisfy the DfT that they have swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors. Schemes that do not meaningfully alter the status quo on the road will not be funded. All cycling schemes, permanent or temporary, will need to include segregation or point closures to through traffic: advisory cycle lanes, and those marked only with white paint, will not be funded.
- 2.4 Since the ATF was launched requests for various improvements for pedestrians and cyclists have been received from members of the public, County Councillors and other interest groups. These suggested schemes were collated along with schemes identified through the Local Cycling and Walking Improvement Plan (LCWIP) process and assessed according to the EATF criteria. This information was then circulated to all County Councillors and around 100 cycling and walking groups across the county for their comments and suggestions on priorities.
- 2.5 An online tool was launched on the NYCC website on 21 July 2020 for further walking and cycling suggestions to be made. By Monday 27 July a total of 290 submissions had been made using the online tool and these were then also assessed for their deliverability within this financial year. Following this initial sift against deliverability, those schemes that were identified as deliverable were assessed against the ATF criteria.

- 2.6 A decision was made to bid for more than the £1.065m indicative allocation and so a bid for £1.565m was submitted. This bid included:
- Oatlands Drive, Harrogate: segregated cycle lanes along an existing cycle route, improved crossing facilities at four locations and other improvements; £215k
  - A59, Maple Close, Harrogate, to Knaresborough: segregated cycle lanes along an existing cycle route and improved crossing facilities at either end; £250k
  - Victoria Avenue, Harrogate, Princes Square to Station Parade: pedestrian crossing improvements, segregated cycling infrastructure and bike storage facilities; £250k
  - Guisborough Road, Whitby, park and ride site to Prospect Hill: segregated walkways and cycle lanes along the existing park and ride route; £250k
  - Market Place, Helmsley, to Kirkdale Lane: a segregated pedestrian and cycle lane along a busy bus route to allow active travel from Beadlam to Nawton; £500k
- 2.7 The bid also included £100k revenue funding to enable engagement with residents and businesses in the areas of the planned infrastructure.

### **3.0 Active Travel Fund Award**

- 3.1 On Thursday 12 November 2020 DfT informed NYCC that we have been successful with our bid to the Active Travel Fund. The amount awarded is £1,011,750 which is £53k less than our indicative allocation or 95%. The letter sets out that the amount awarded will be split 80/20 between capital and revenue; £809,400 capital, £202,350 revenue.
- 3.2 As the bid included a cycle route from Helmsley as an additional scheme, which was over and above the allocation, this will be removed from the scheme list. This will leave four remaining schemes.
- 3.3 The four remaining schemes total £965,000, which is more than the capital element of the award. We are seeking clarification from the DfT on how to best deliver all 4 schemes with the funding available.
- 3.4 As per the conditions of the grant a period of consultation will be undertaken prior to construction and this will include a public opinion survey. The DfT are keen to ensure that reasonable levels of consultation are carried out and reasonable adjustments to schemes are made in response to concerns.
- 3.5 A consultation period will be undertaken with local residents and other stakeholders on the four core schemes from the bid in early 2021. A decision will be made following the consultation period on which schemes can be taken forward to delivery within the available budget and timescales.

### **4.0 Next Steps**

- 4.1 Following the consultation period and further design work on each of the schemes a decision will be taken on which schemes should be taken forward to delivery. A report will be presented to the BES Executive members meeting at this stage and prior to NYCC providing confirmation to the DfT on the delivery programme for the schemes.

## **5.0 Equalities**

- 5.1 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 1

## **6.0 Finance**

- 6.1 The original split of the funding bid for was 90/10 capital/revenue and due to the DfT award being split 80/20 this leaves a funding gap for the capital element of the project. We are liaising with DfT to find a solution. If we are unable to capitalise some of the revenue funding we will deliver only three of the schemes included within the original bid.
- 6.2 Contingency funding will be built into the programme and any spend over and above this will be covered by the LTP capital pot. If only three schemes are taken forward there will be a larger contingency fund. The amount of contingency funding available if four schemes are delivered will depend upon whether revenue can be capitalised and the cost of engagement and consultation.

## **7.0 Legal**

- 7.1 There are no legal implications arising from the acceptance of the Grant nor its expenditure pursuant to the Procurement and Contract Procedure Rules.

## **8.0 Climate Change**

- 8.1 A climate change impact assessment has been carried out, see Appendix 2. There is no negative impact of accepting the funding

## **9.0 Recommendation(S)**

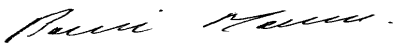
- 9.1 It is recommended that the BES Corporate Director and the Corporate Director Strategic Resources in consultation with the BES Executive Member for Access approves:
- i. To accept the Active Travel Fund grant totalling £1,011,750

BARRIE MASON  
Assistant Director – Highways and Transportation

Author of Report: Louise Neale

Background Documents: None

<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
<b>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.</b>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	Acceptance of Active Travel Fund from DfT		
<b>Officer(s) carrying out screening</b>	Louise Neale		
<b>What are you proposing to do?</b>	Accept funding to be able to deliver a programme of cycling and walking improvements		
<b>Why are you proposing this? What are the desired outcomes?</b>	A bid was submitted to the DfT for this funding and will enable new cycling and walking infrastructure to be installed at various locations in the County		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	Yes		
<b>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be a significant 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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b></p>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	

People on a low income		✓	
Carer (unpaid family or friend)		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	<b>No</b>		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	<b>No</b>		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	No adverse impact on any of the protected characteristics.		
<b>Signed (Assistant Director or equivalent)</b>			
<b>Date</b>	27/11/2020		



## 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](mailto:climatechange@northyorks.gov.uk)

**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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Active Travel Fund</b>
<b>Brief description of proposal</b>	<b>To accept funding from the DfT as part of the Active Travel Fund</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Louise Neale</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>25/11/20</b>

**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 Active Travel Fund was presented as an opportunity to bid for funding from the DfT to deliver walking and cycling infrastructure. A decision could have been taken not to bid or to not accept the funding but this would have a negative impact as new infrastructure would not be constructed.

**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.

It is intended that all schemes will be delivered within the funding that has been offered by the DfT and so will be cost neutral.

## APPENDIX 2

<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><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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 <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		*				
	Emissions from construction		*		Phase 1 is the identification of a high-level walking and cycling network, and does not involve physical construction at this point.		
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		*					
<p>Reduce <b>water</b> consumption</p>		*					
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		*					



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<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>*</p>				
<p>Enhance <b>conservation</b> and wildlife</p>		<p>*</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		<p>*</p>				
<p>Other (please state below)</p>		<p>*</p>				

## APPENDIX 2

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

N/A

**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.

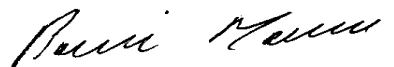
Accepting the funding will have no climate change impact. Prior to construction of any route a further report will be written and an associated climate change impact assessment completed.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Louise Neale</b>
<b>Job title</b>	<b>Team Leader Transport Planning</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>L Neale</b>
<b>Completion date</b>	<b>25/11/2020</b>

Authorised by relevant Assistant Director (signature):



Date: 27/11/2020