



## Agenda

**Meeting held in private: Environment Directorate - Corporate Director and Executive Member - Highways and Transportation**

**To: Councillor Malcolm Taylor.**

**Date: Tuesday, 2 June 2026**

**Time: 3.30 pm**

**Venue: Via Microsoft Teams**

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### Business

#### **Items for Executive Member decision**

1. Active Travel Grant Acceptance (*Pages 3 - 16*)

Barry Khan  
Assistant Chief Executive  
(Legal and Democratic Services)

County Hall  
Northallerton

Friday, 22 May 2026

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## North Yorkshire Council

### Environment Executive Members

02 June 2026

### Acceptance of Grants for Active Travel Schemes

#### Report of the Assistant Director – Highways and Infrastructure

#### **1.0 PURPOSE OF REPORT**

- 1.1 Request approval from the Executive Member for Highways and Transportation in consultation with the Executive Member for Finance and the Corporate Director Resources to accept the following four grants from York and North Yorkshire Combined Authority (YNYCA)
- i. £498,875 from the Mayoral Active Travel Fund (MATF) for the Skipton Towpath Upgrade
  - ii. £237,600 from the Safer Routes to School Fund for School Streets Support
  - iii. £198,154 from the Active Travel Pot for the Skipton Accessibility Package
  - iv. £346,653 from the Improvement Pot for the Minor Schemes Package

#### **2.0 BACKGROUND**

- 2.1 North Yorkshire Council (NYC) submitted four bids to the MATF on 27 February 2026 totalling £1,281,282. The bids submitted were for the following schemes:
- i. Skipton Canal Towpath Upgrade
  - ii. School Streets Support
  - iii. Skipton Accessibility Package
  - iv. Minor Schemes Package,
- 2.2 Full details for these schemes can be found in the Mayoral Active Travel Fund – Submission of schemes report from 27 February 2026.
- 2.3 NYC has received notification from YNYCA that all the schemes within the bid will be funded, however, only one will be funded directly from the MATF. The other three bids are to be funded from other funding pots provided by YNYCA.

#### **3.0 GRANTS AND SCHEMES**

- 3.1 The original terms of the MATF were that a minimum of 10% match funding had to be supplied for schemes to be eligible. All grant amounts are assumed to be 90% of the projected scheme costs.

##### Skipton Canal Towpath Upgrade

- 3.2 Grant funding of £498,875 from the Mayoral Active Travel Fund will enable the delivery of the Skipton Canal Towpath Upgrade.
- 3.3 As NYC has received notification of award of funding, grant funding will be transferred to NYC, and the scheme needs to be delivered in full by January 2028.
- 3.4 Match funding will be provided from NYC Local Transport Grant in order to ensure full delivery of the scheme.

- School Streets Support
- 3.5 Grant funding of £237,600 from the Safer Routes to School Fund will enable the delivery of the School Streets Support scheme.
- 3.6 It is assumed that match funding will be a requirement of the grant funding and therefore this will be provided from Transport Planning's revenue budget in order to ensure full delivery of the scheme.
- Skipton Accessibility Package
- 3.7 Grant funding of £198,154 from the Mayor's Active Travel Pot will enable the delivery of the Skipton Accessibility Package.
- 3.8 It is assumed that match funding will be a requirement of the grant funding and therefore this will be provided from the NYC Local Transport Grant in order to ensure full delivery of the scheme.
- Minor Schemes Package
- 3.9 Grant funding of £346,652 from the Mayor's Improvement Pot will enable the delivery of the Skipton Accessibility Package.
- 3.10 It is assumed that match funding will be a requirement of the grant funding and therefore this will be provided from S106 funding in order to ensure full delivery of the scheme.

#### **4.0 LOCAL MEMBER ENGAGEMENT**

- 4.1 Local member engagement was undertaken prior to submitting the bid for the MATF and therefore no further engagement has been undertaken. All members consulted were supportive of the schemes within their respective areas.

#### **5.0 CONTRIBUTION TO COUNCIL PRIORITIES**

- 5.1 The NYC 'Council Plan 2024-2028' sets out the priorities for the next four years. One such priority is to 'promote and encourage active travel including walking, wheeling and cycling'. The schemes within this bid align with this priority and are expected to increase walking, wheeling and cycling.
- 5.2 North Yorkshire Council's Local Transport Plan (2016–2045) sets out the long-term vision for a transport system that supports the county's health, environment and accessibility objectives. The LTP highlights the importance of reducing the negative impacts of transport on the environment and public health, including issues linked to air quality, and identifies improving access to essential services and enabling more sustainable travel choices as core priorities. Through its strategic objectives and approach to transport planning, the LTP provides a foundation for encouraging healthier, lower-impact travel across the county.
- 5.3 The YNYCA Strategic Transport Framework commits to ensuring that active travel is a core part of an integrated transport network. In the long term this means a comprehensive network of lit, well-maintained walking, wheeling and cycle routes across the Combined Authority. The schemes within this bid will improve walking, wheeling and cycling routes across North Yorkshire.

#### **6.0 ALTERNATIVE OPTIONS CONSIDERED**

- 6.1 NYC could reject the funding offers and not progress these schemes any further, however, as a funding route to deliver improvements for local communities has been offered by YNYCA, officers advise that this is not a good option.

6.2 NYC could utilise other transport funding to deliver the schemes, however, this would divert funds away from other schemes. Accepting external funding grants allows NYC, as the local highways authority, to deliver further improvements within the publicly maintainable highway without reducing its existing improvement and maintenance program.

## 7.0 FINANCIAL IMPLICATIONS

7.1 During the application to the MATF, NYC committed funds to meet the match funding requirement of the grant. The grants supplied will be for the ask laid out within MATF and that match funding will be supplied by NYC in line with the bid. NYC submitted bids for four schemes totalling £1,496,954 with a total ask to the YNYCA for £1,281,282. Costs for schemes include preliminary fees, delivery costs, contingency, and optimism bias where relevant.

7.2 The schemes put forward were at various stages of development, however, the figures quoted for delivery reflect all the costs needed to deliver the schemes. The breakdown of the costs is shown in Table 2 below.

Table 2 - Scheme Cost Breakdown

Scheme	Cost	Prelims	Contingency	Optimism Bias	Total Cost	MATF Ask	Match Funding Required
Minor Scheme Package	£363,746	£45,110	£22,555	£27,066	£458,477	£346,653	£111,824
Skipton Accessibility Package	£155,050	£31,010	£15,505	£18,606	£220,171	£198,154	£22,017
School Streets Support	£240,000	£0	£24,000	£0	£264,000	£237,600	£26,400
Skipton Canal Towpath Upgrade	£367,979	£63,937	---	£122,390	£554,306	£498,875	£55,431
				<b>Totals</b>	<b>£1,496,954</b>	<b>£1,281,282</b>	<b>£215,672</b>

7.3 An optimism bias of 23% was applied to the base cost inclusive of preliminaries for the Minor Schemes Package and Skipton Accessibility Package. This uplift reflects the potential for cost increases associated with scheme delivery and is consistent with standard practice at this stage of development.

7.4 An optimism bias was not applied to the ANPR School Streets Support scheme, as the cost estimates have been based on evidence from recent procurements of identical equipment.

- 7.5 A higher optimism bias of 35% was applied to the Skipton Canal Towpath Upgrade scheme. This uplift reflects the potential for cost increases during scheme delivery and aligns with standard practice at this early stage, when cost estimates are considered to be of order-of-magnitude accuracy. However, there is increased confidence in the cost estimates for this scheme, as they have been independently prepared by both the Canal & River Trust's Cost Intelligence team and NYC's consultants using the North Yorkshire Highways schedule of rates. The two estimates are almost identical, providing assurance of their robustness. Additional contingency is considered unnecessary given the high optimism bias applied.
- 7.6 A contingency allowance of 10% was included for the Minor Scheme Package, Skipton Accessibility Package and School Streets Support to account for unforeseen risks and unexpected costs that are not captured within the base budget. This level of contingency is typical for schemes of this nature that have a low to medium risk profile.
- 7.7 Preliminary costs were not included for ANPR School Street Support as the scheme does not involve the construction of infrastructure. Preliminary costs have been set at 20% for all other schemes. This is consistent with previous schemes delivered through North Yorkshire Highways, however, should a more cost-effective procurement route become available, NYC will look to pursue that option.
- 7.8 The match funding requirement for each scheme will be met through various sources as detailed in Table 3 below:

Table 3 – Scheme Funding Sources

<b>Scheme</b>	<b>Total Cost</b>	<b>MATF Ask</b>	<b>Match Funding Required</b>	<b>Source</b>
Minor Scheme Package	£458,477	£346,653	£111,824	S106
Skipton Accessibility Package	£220,171	£198,154	£22,017	Local Transport Grant
School Streets Support	£264,000	£237,600	£26,400	Capability/CATF Revenue
Skipton Canal Towpath Upgrade	£554,306	£498,875	£55,431	Local Transport Grant

- 7.9 The schemes are a mix of revenue and capital schemes. This information is displayed in Table 1 below:

Table 1 – Scheme Funding Type

<b>Scheme</b>	<b>Revenue/Capital</b>
Minor Scheme Package	Capital
Skipton Accessibility Package	Capital
School Streets Support	Revenue
Skipton Canal Towpath Upgrade	Capital

- 7.10 The risk of any cost overrun is with NYC, which is mitigated through the contingency/optimism bias included in the scheme budgets. Should costs on one of the capital schemes overrun, NYC would look to utilise the Local Transport Plan Grant (LTP) allocation to support delivery, in discussion with YNYCA. Alternatively, schemes could be scaled back to fit the funding envelope.

- 7.11 In the event of a scheme coming in under a budget, a conversation will take place with YNYCA to discuss whether additional schemes can be delivered.
- 7.12 The improvements contained within the Skipton Accessibility Package and Minor Scheme Package will be adopted into the NYC Highways Maintenance Programme. Skipton Towpath Upgrade will have no long-term financial implications from maintenance as the upgraded towpath will be maintained by the Canal & Rivers Trust. The School Street Support Package is a self-funding model. High level revenue estimates from fines generated from those who violate the traffic regulations indicate that operational costs should be covered in full.

## **8.0 LEGAL IMPLICATIONS**

- 8.1 In order to accept the funding, NYC will be required to enter into formal grant agreements with YNYCA. The terms of the grant agreements are not yet available, however, once they are available, Legal Services will review the agreements. Should any term present an unacceptable level of risk, the grant offer will be declined.
- 8.2 Any expenditure of the Grants will be in accordance with the Council's Procurement and Contract Procedure Rules and to the extent applicable, the Procurement Act 2023, the Public Contracts Regulations 2015 and the Subsidy Control Act 2022.

## **9.0 EQUALITIES IMPLICATIONS**

- 9.1 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 A.

## **10.0 CLIMATE CHANGE IMPLICATIONS**

- 10.1 A climate change impact assessment has been carried out and can be viewed in Appendix B. As with all capital projects carbon emissions are directly generated from construction, however this must be considered alongside the impacts of maintenance and the opportunity for carbon reduction arising from modal shift to sustainable transport modes.

## **11.0 REASONS FOR RECOMMENDATION**

- 11.1 The acceptance of these grants will ensure that work on transport schemes and their delivery can continue and achieve positive outcomes for our communities.

## **12.0 RECOMMENDATION**

- 12.1 It is recommended that the Executive Member for Highways and Transport, in consultation with the Executive Member for Finance and Corporate Director Resources Accept grant funding of:

- i. £498,875 from the Mayoral Active Travel Fund (MATF)
- ii. £237,600 from the Safer Routes to School Fund
- iii. £198,154 from the Active Travel Pot
- iv. £346,653 from the Improvement Pot.

**APPENDICES:**

Appendix A – Equality Impact Assessment Initial Screening Form

Appendix B – Climate Change Impact Assessment Initial Screening Form

**BACKGROUND DOCUMENTS:**

None

27/02/2026 Executive Report - [Mayoral Active Travel Fund – Submission of schemes](#)

Barrie Mason  
Assistant Director – Highways and Infrastructure  
County Hall  
Northallerton  
27 May 2026

Report Author – Nathan Harding, Transport Planning Officer (Projects)  
Presenter of Report – Louise Anne Neale, Team Leader Transport Planning

<b>Initial equality impact assessment screening form</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>Directorate</b>	Environment		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	Acceptance of Grants for Active Travel Schemes		
<b>Officer(s) carrying out screening</b>	Nathan Harding		
<b>What are you proposing to do?</b>	Accept grant funding from York and North Yorkshire Combined Authority		
<b>Why are you proposing this? What are the desired outcomes?</b>	The outcome will result in the deliver of active travel projects		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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>			
<b>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 directorate representative for advice if you are in any doubt.</b>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.</b>	The schemes delivered will have no adverse impact on people with protected characteristics, but will remove some barriers for some of these groups		

<b>Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</b>	<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>	Barrie Mason			
<b>Date</b>	15/05/2026			

## 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)

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

<b>Title of proposal</b>	Acceptance of Grants for Active Travel Schemes
<b>Brief description of proposal</b>	It is proposed that North Yorkshire Council accept grants in order to deliver active travel schemes
<b>Directorate</b>	Environment
<b>Service area</b>	Highways and Transportation
<b>Lead officer</b>	Nathan Harding
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	30/04/2026

**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.

**It was considered to fund this project internally however this was discounted due to the fact that this would take away from the delivery of other transport schemes.**

**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 points raised in respect of accepting grant funding from York and North Yorkshire Combined Authority enable scheme delivery. The proposal is cost neutral

Page 12

<p><b>How will this proposal impact on the environment?</b></p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p><b>Explain why will it have this effect and over what timescale?</b></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><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>
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Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Improvements to active travel infrastructure will enable more people to travel sustainably and reduce CO2 emissions.		The improvements will be match with positive publicity to promote the improvements within the local community
	Emissions from construction			X	Some emissions from construction vehicles Emissions associated with construction materials etc	Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc Look to use more recycled material in construction and through the selection of lower carbon techniques	
	Emissions from running of buildings		X				
	Emissions from data storage		X				
	Other		X				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	X				Establish the use of more sustainable construction techniques		Look to use more recycled material in construction and through the selection of lower carbon techniques and innovation
Reduce <b>water</b> consumption		X					
Minimise <b>pollution</b> (including air, land, water, light and noise)	X				Reduce air and noise pollution by encouraging modal shift to sustainable travel modes		

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

Page 14

**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.

Steps will be taken to ensure that construction emissions are reduced as far as possible.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	Nathan Harding
<b>Job title</b>	Transport Planning Officer
<b>Service area</b>	Highways and Transportation
<b>Directorate</b>	Environment
<b>Signature</b>	N Harding
<b>Completion date</b>	30/04/2026

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

**Date: 15/05/2026**

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