

Public Document Pack

North Yorkshire County Council
Business and Environmental Services - Executive Members & Corporate Director Meetings -
Department

Friday, 16 April 2021 / 10.00 am

A G E N D A

- 1 **Apologies for Absence**
- 2 **Declarations of Interest**
- 3 **Exclusion of the public from the meeting during consideration of item(s) # on the grounds that it/they each involve the likely disclosure of exempt information as defined in the paragraph(s) # of Part 1 of Schedule 12A to the Local Government Act 1972 as amended by the Local Government (Access to information)(Variation) Order 2006**

Items for Executive Member decision

- 4 Department for Transport Capability Fund 2021/22 (Pages 3 - 14) (Pages 3 - 14)

Items for Corporate Director decision

Any Other Business

- 5 Date of future formal meetings

Friday 23 April (9.30 am)
Friday 21 May (2.00 pm)
Friday 18 June
Friday 23 July
Friday 20 August
Friday 24 September
Friday 22 October
Friday 19 November
Friday 17 December
Friday 21 January 2022

Circulation:

Executive Members
Don Mackenzie

Officer attendees
K Battersby

Presenting Officers
Louise Neale

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North Yorkshire County Council

Business and Environmental Services

Executive Members

16 April 2021

Department for Transport Capability Fund 2021/22

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To seek approval from the Executive Member for Access following consultation with the Corporate Director – Business and Environmental Services and Corporate Director Strategic Resources to submit a response to the Department for Transport to access £207,683 of revenue grant funding from the new Capability Fund.

2.0 Background

- 2.1 On the 3 March 2021 the Department for Transport (DfT) notified all Combined and Local transport authorities of their indicative revenue funding allocations for 2021/22 under the new one year Local Authority Capability Fund with NYCC receiving an allocation of £207,683.
- 2.2 The Local Authority Capability Fund replaces the Access Fund, previously offered to a subset of authorities. It supports the commitment made in Gear Change, the Prime Minister's Cycling and Walking Plan in July 2020, to increase the capabilities of local authorities to plan good active travel infrastructure, including building more expertise and undertaking more evidence-based planning.
- 2.3 The total amount of revenue funding that will be provided in 2021/22 is £30 million. This reflects the government's increased commitment to walking and cycling.
- 2.4 The amount of funding for each authority has been calculated according to a formula which takes account of value for money and the Government's key objectives to level up the economy and to support jobs and skills to help the economy recover from Covid-19. This took into account population, the Index of Multiple Deprivation (IMD) and propensity for walking and cycling.
- 2.5 The DfT expects that the funding will be used for interventions and activities which support the following funding objectives:
- To support the development of infrastructure projects to the new standards set out, including updating previous plans (such as LCWIPs) as necessary;
 - To promote increased levels of physical activity through walking and cycling for everyday journeys;
 - To support access to new and existing employment, education and training through cycling and walking.

3.0 Capability Fund programme

3.1 There are three main elements that the NYCC Capability Fund will aim to deliver. They are:

- Local Cycling and Walking Infrastructure Plan (LCWIP) review and update
- Bikeability training for school pupils
- Travel plan development, review and delivery with developers and continuation of active travel marketing and communications

4.0 LCWIP Review and Update

4.1 The following LCWIP Phase 2 documents were produced pre-LTN 1/20, the most recent cycle infrastructure guidance. To ensure that the designs comply with current guidance review and updates are required as follows:

- Scarborough LCWIP – designs have been produced for four corridors. These will require review against LTN and potential updating.
- Selby District LCWIP – designs have been produced for five corridors in Selby and one in Sherburn. These will require review against LTN and potential updating.
- Harrogate CIP – designs have been previously produced for four corridors and we undertook a review of the appropriateness of the designs as part of the HTIP workstream (Oct 2020) which covers off most of the review, but the designs will require some further updating to ensure LTN compliance.

4.2 The budget for this element is £30,000

5.0 Bikeability Training for School Pupils

5.1 The DfT has very recently invited NYCC to accept a one year contract for 2021/22 with a grant offer of £168,165 to provide up to 3637 places. The DfT grant contribution per pupil trained is increased to £45 per place.

5.2 Delivery costs in 2021/22 for 3637 places will be approximately £247,300, leaving a shortfall of £79,000. This figure includes increased salary costs, following the pay award in August 2020.

5.3 For the programme to continue, funding will be required to meet the shortfall, either through a full charging scheme or another source.

5.4 It was agreed at the BES Exec Members meeting in March that the current delivery model is continued and the funding shortfall be met with a BES contribution of £43,000 together with fee charges of £10 per place, producing income of approximately £36,000. It is suggested that the fees that were intended to be met by schools are now covered by the Capability Fund.

5.5 The budget for this element is £36,000

6.0 Travel Plan development, review and delivery and marketing and communication

6.1 It has been recognised that more could be done to develop, review and deliver travel plans related to developments across the County. It is suggested that the Capability fund is used to pay for two full time Sustainable Transport Officers (STOs) to be based within the Road Safety team. The STOs would:

- Work with developers at application stage to embed sustainable and active travel ethos into design and build.
- Review TP at application stage and monitor existing travel plans.
- Promote sustainable and active travel.
- Promote school and business Modeshift Travel Plans.

6.2 This package will also include continuing the active travel communications and marketing through the Open North Yorkshire brand. This will include travel information packs, residential engagement/travel surveys and online/outdoor/radio promotion.

6.3 The budget for this element is £141,683. This is made up of:

- £96,000 – 2 x Sustainable Travel Officers (including on-costs)
- £3000 – Membership to Modeshift Stars travel planning tool
- £42,683 – Active Travel Marketing and promotion

7.0 Next Steps

7.1 The survey response must be submitted to the DfT no later than Monday 19 April and the DfT expects to pay the full amount in a lump sum in May 2021. On receipt of the funding work will begin on delivering the Capability Fund programme as detailed in this report.

8.0 Equalities

8.1 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

9.0 Finance

9.1 The Capability Fund is additional revenue and replaces the Access Fund. This additional funding will mean that some Access Fund activities can continue. Also by updating LCWIP plans this will put NYCC in a better position for accessing future funding to deliver active travel schemes.

9.2 The elements of funding that are included within our submission equate to the amount that has been allocated. NYCC will not be required to add additional funding.

Capability Fund element	Budget
LCWIP Review and update	£30,000
Bikeability	£36,000
Travel Plans and marketing	£141,683
Total	£207,683

10.0 Legal

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

11.0 Climate Change

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

12.0 Recommendation(S)

- 12.1 It is recommended that the Executive Member for Access, following consultation with the Corporate Director - BES and Corporate Director - Strategic Resources approves:

i) the submission of a survey response to the DfT to receive £207,683 revenue funding from the Capability Fund.

BARRIE MASON
Assistant Director – Highways and Transportation

Author of Report: Louise Neale

Background Documents: None

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA') 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	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Bid for Capability Funding		
Officer(s) carrying out screening	Louise Neale		
What are you proposing to do?	Submit a response to the DfT to enable NYCC to access Capability Funding in 2021/22		
Why are you proposing this? What are the desired outcomes?	DfT have allocated an amount to each Local Authority for 2021/22 and have requested all LA's to complete a survey to access their allocation. This funding will replace the previous Access Fund money.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	This proposal will require an additional two members of staff funded from the Capability Fund		
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? 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? 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			

People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
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:	✓	Continue to full EIA:
Reason for decision	No adverse impact on any of the protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	12/04/21		



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

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 in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Bid for Capability Funding
Brief description of proposal	Submit a response to the DfT to enable NYCC to access Capability Funding in 2021/22
Directorate	BES
Service area	Highways and Transportation
Lead officer	Louise Neale
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	08/04/2021

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 Capability Fund was presented as an opportunity to bid for funding from the DfT to deliver revenue based activity. A decision could have been taken not to bid or to not accept the funding but this would have a negative impact on revenue availability and the ability to work with developers on producing travel plans. It may also limit our ability to pull together successful bids in the future if we do not update our LCWIPs to be in line with current guidance.

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.

If we are successful in receiving this funding there will be an increase to council budgets.

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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>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (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"> • 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		*				
	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 waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			*				
<p>Reduce water consumption</p>			*				
<p>Minimise pollution (including air, land, water, light and noise)</p>			*				

APPENDIX 2

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

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 direct climate change impact. Delivery of initiatives associated with the funding should encourage increased use of sustainable travel modes which should in turn have a positive impact on climate change.

Sign off section

This climate change impact assessment was completed by:

Name	Louise Neale
Job title	Team Leader Transport Planning
Service area	Highways and Transportation
Directorate	BES
Signature	L Neale
Completion date	08/04/2021

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

Date: **12/04/21**