

Public Document Pack

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

Tuesday, 31 August 2021 / 9.30 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 Acceptance (Pages 3 - 14)

Items for Corporate Director decision

Any Other Business

- 5 Date of future formal meetings

24 September 2021, 2 pm

Circulation:

Executive Members
CClIr Don Mackenzie

Officer attendees
Karl Battersby

Presenting Officers
Louise Neale
Keisha Moore

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North Yorkshire County Council

Business and Environmental Services

Executive Members

31 August 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 Business and Environmental Services (BES) Executive Member for Access in consultation with the BES Corporate Director, the Corporate Director Strategic Resources and the Assistant Chief Executive (Legal and Democratic Services) to authorise the Corporate Director Strategic Resources to accept the offer of £207,683 of revenue funding from the new Capability Fund from the Department for Transport.

2.0 Background

- 2.1 On 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 On 19 April 2021 we submitted a bid for funding which the DfT expects 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 LCWIP Phase 2 documents listed below 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 produced for four corridors which will require 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 Executive Members meeting in March 2021 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 and Travel Awareness team. The STOs would:

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

6.2 This package also includes 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 grant acceptance forms must be signed and returned to the DfT no later than 3 September 2021. Grant payments are expected to be made in October 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 award of £207,683 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. There is no match funding contribution committed by NYCC for this award.

10.0 Legal

10.1 The grant terms and conditions which the DfT have confirmed are within the grant offer letter of 13 August 2021 have been reviewed by the County Council's Legal Team.

10.2 Any expenditure of this Grant must comply with the Council's Procurement and Contract Procedure Rules and where relevant the Public Contracts Regulations 2015.

11.0 Climate Change

11.1 A climate change impact assessment has been carried out, see Appendix 2. There is no negative impact associated with accepting the funding.

12.0 Recommendation

- 12.1 It is recommended that the BES Executive Member for Access in consultation with the BES Corporate Director, the Corporate Director Strategic Resources and the Assistant Chief Executive (Legal and Democratic Services) authorises the Corporate Director Strategic Resources to accept:
- i. £207,683 revenue funding from the Department for Transport through the Capability Fund for 2021/22.

BARRIE MASON
Assistant Director – Highways and Transportation

Author of Report: Louise Neale

Background Documents: None

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	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Submit a response to the DfT to enable NYCC to access Capability Funding in 2021/22		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	Accept Capability Funding for 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 NYCC submit their acceptance forms to access this 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		
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 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.			
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.	No.		

disabled people's access to public transport)? Please give details.				
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:	<input type="checkbox"/>
Reason for decision	No adverse impact on any of the protected characteristics. The proposals outlined as part of the report are designed to improve the access, safety and information for all people across the county to travel infrastructure. People with reduced mobility will see benefits across all these areas.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	19/08/21			



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	Accept Grant Funding from DfT for Capability Funding 2021/22
Directorate	BES
Service area	Highways and Transportation
Lead officer	Keisha Moore
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	16/08/2021

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.

There will be an increase to council budgets of £207,683.

<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>			*				

<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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		*				
<p>Enhance conservation and wildlife</p>		*				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		*				
<p>Other (please state below)</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 recommendation to bid for the schemes outlined in section 5 will have no climate change impact. Prior to construction of any route, a report will be written and an associated climate change impact assessment completed.

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.

Page 13

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Transport Planning Officer
Service area	Highways and Transportation
Directorate	BES
Signature	Keisha Moore
Completion date	16/08/2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 19/08/21

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