



Agenda

Notice of a public meeting of Business and Environmental Services - Corporate Director and Executive Member - Highways and Transportation

To: Councillors Keane Duncan.

Date: Friday, 23rd September, 2022

Time: 10.45 am

Venue: Remote via MS Teams

Under his delegated decision making powers in the Officers' Delegation Scheme in the Council's Constitution, the Chief Executive Officer has power, in cases of emergency, to take any decision which could be taken by the Council, the Executive or a committee. Following on from the expiry of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020, which allowed for committee meetings to be held remotely, the County Council resolved at its meeting on 21 July 2021 that, for the present time, in light of the continuing Covid-19 pandemic circumstances, remote live-broadcast committee meetings should continue (as informal meetings of the Committee Members), with any formal decisions required being taken by the Chief Executive Officer under his emergency decision making powers and after consultation with other Officers and Members as appropriate and after taking into account any views of the relevant Committee Members.

The meeting will be available to view once the meeting commences, via the following link - www.northyorks.gov.uk/livemeetings Recordings of previous live broadcast meetings are also available there.

Business

Items for Executive Member decision

1. A6068 Cowling – traffic engineering options, Area 5 Craven - *Daniel Herbert*
2. Department for Transport - Enhanced Partnership Officer Grant Funding – *Andy Clark*

Items for Corporate Director decision

Barry Khan
Assistant Chief Executive

Enquiries relating to this agenda please contact Jane Connolly (jane.connolly@northyorks.gov.uk) Tel:
or e-mail

Website: www.northyorks.gov.uk

(Legal and Democratic Services)

County Hall
Northallerton

Date Not Specified

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 September 2022

A6068 Cowling 40 mph speed limit – Traffic Engineering Measures

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise the Corporate Director Business and Environmental Services (BES) and the BES Executive Member for Highways and Transportation of the options appraisal work undertaken as requested at the meeting on the 27 May 2022 which approved the introduction of a 40 mph speed limit on the A6068 at Cowling.
- 1.2 A decision from the Corporate Director BES and the BES Executive Member for Highways and Transportation is sought regarding the proposed recommendation outlined in this report.

2.0 Background

- 2.1 Cowling is a residential village situated on the A6068 that runs from the east at Cross Hills in North Yorkshire to the west at Colne in Lancashire where it joins the M65.
- 2.2 Officers have been in discussion with local residents, the Divisional Councillor for Aire Valley, County Councillor Andy Brown, the Parish Council, North Yorkshire Police, the Police, Fire and Crime Commissioners office and NYCC colleagues regarding the road safety issues that have been raised.
- 2.3 Following the Corporate Director (BES) and BES Executive Members meeting on the 27 May 2022, the approved 40mph speed limits were implemented week commencing 25 July 2022.
- 2.4 Whilst the measures introduced to date have addressed some of the concerns, there are two issues that remain of concern. Firstly, the speed of vehicles and unsafe overtaking and, secondly, concerns around the signing of a short series of bends to the west of the village.
- 2.5 The collision records show that in the last 5 years, there is one recorded injury collision on the section of the A6068 at Lane Ends and one recorded injury collision to the west of the bends to the west of the village. In accordance with our established countywide approach, damage only incidents are not recorded due to the inconsistency of reporting of such incidents. The collision at Lane Ends involved 4 vehicles and was due to a rear end shunt caused by a motorist who failed to see stationary traffic at temporary traffic signals. The collision to the west of the bends occurred at the cross roads junction with Moss End Lane and was the result of a vehicle crossing into the opposing carriageway resulting in a head on collision. All recorded injuries are slight. Vehicle speed has not been identified as a causation factor in either collision.

3.0 Officer Comment and Conclusion

- 3.1 At a meeting with the police the issue of unsafe overtaking was discussed and a number of potential measures were explored. Installation of physical features along the centre line within the central hatching was considered. This would be by installation of bollards or divider posts. Whilst this would stop vehicles overtaking, it would introduce other risks such as damage to vehicles and injuries to pedestrians from bollards that have been struck by a passing vehicle, impeding the passage of emergency vehicles along with the maintenance liabilities that would also be required to replace damaged or missing bollards. On balance it was considered that the use of bollards would not be appropriate at this location.
- 3.2 The use of a high contrast surfacing material within the central hatching was discussed. This would involve the use of a coloured material laid on the carriageway surface and in between the white lines. Similar materials have been widely used across the county and experience shows that the material quickly loses its colour and therefore the contrast reduces, the material is also relatively expensive to lay and maintain and over a short period of time the impact it has on driver behaviour reduces. On balance, it was considered that the use of a coloured surfacing material would not be a cost effective solution.
- 3.3 The installation of additional traffic islands was also explored. There are two existing islands within the central hatching and it was considered that the installation of two or three additional islands would be the most appropriate measure. After discussion it was agreed that suitable locations would be identified and cones used to mark the locations and form temporary islands in order to assess the impact before any permanent installation. At the same time as the temporary islands were in place a traffic survey would also be undertaken to assess the impact on vehicle speeds.
- 3.4 The temporary islands were put in place on 23/08/2022 and the survey equipment was in place between 27/08/2022 and 02/09/2022. The AADT (Annualised Average Daily Traffic) was 9911 vehicles per day (vpd) for the survey period with an average speed of 31.3mph and an 85th percentile speed of 34.4mph. These results are considered commensurate with the speed limit. However, there are the vehicles that overtake and it is considered that the presence of the additional islands acts as a visual deterrent to drivers who are considered overtaking. It is the opinion of officers and the Police that the installation of additional permanent islands would therefore be beneficial. The cost of installing the islands is estimated to be approximately £20k. It is proposed to use moulded rubber pre-formed units for the islands. These can be installed securely and quickly as there is not a need for excavation works thus minimising the disruption to traffic. Should the islands ever need to be removed then this can be done with minimum disruption and without the need for excavation and reinstatement works. The locations are shown on the plan attached at Appendix A
- 3.5 Another option discussed was the installation of another Vehicle Activated Sign (VAS). Given that there are already two VAS signs in place it was felt that at this stage, further signs should be considered only after the permanent islands have been installed.
- 3.6 With regard to the signing of the series of bends to the west of the village, concern has been expressed by road users about the inconsistent signing. The westbound traffic on the uphill approach to the bends sees a sign warning of bends ahead with a supplementary plate advising them of a 40mph advisory speed limit whereas the east bound traffic sees a sign warning of bends ahead with a supplementary plate advising motorists to 'Reduce Speed Now'. Officers are of the opinion that the use of the Reduce Speed Now plate is more appropriate and will ensure consistency in the way

the bends are signed. It is therefore proposed that the 40mph supplementary plate on the west bound approach will be replaced with a 'Reduce Speed Now' supplementary plate.

- 3.7 A speed survey was undertaken with the equipment installed between 21/08/2022 and 27/08/2022 at the western end of the bends where the double white line system through the bends starts/finishes. The AADT was 8271 vpd for the survey period with an average speed of 41.9mph and an 85th%ile speed of 47.3mph. These results are commensurate with the speed limit and there is no justification for further measures at this time beyond the change to the supplementary plate discussed in 3.6 above.

4.0 Consultation

- 4.2 North Yorkshire Police have been consulted and, following a meeting on site on 7th September 2022, have confirmed that are in agreement with the proposed locations of the traffic islands and the proposal to amend the signing on the approach to the 'S' bends.

- 4.1 Councillor Andy Brown, Divisional Member for Aire Valley, has been consulted on the proposals and supports the installation of additional traffic islands. The Parish Council also support the installation of the traffic islands but have asked that the island near the Adventure Centre/Cricket ground makes provision for pedestrians to cross. All three islands will be pedestrian refuge islands which will assist pedestrians crossing. The proposed change to the signing for the 'S' bends has also been discussed with Councillor Brown and he accepts the recommendation to change the supplementary plate as set out above.

5.0 Financial Implications

- 5.1 The replacement of the supplementary plate to the bends sign for westbound drivers will be £100 and will be funded from the Area 5 Signs & Lines budget.
- 5.2 The cost of installing a total of three traffic islands will be approximately £20,000. Councillor Brown is prepared to contribute £2,500 from his locality budget and the Parish Council will contribute a further £2,500 which leaves a shortfall of £15,000. The collision history on this section of the A6068 would not normally meet the requirements for funding from the Traffic Engineering Road Safety budget however, in this case, funding from this budget is considered appropriate given that the measures are necessary to ensure the effective operation of a recently introduced highway scheme.

6.0 Equalities Implications

- 6.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment decision form is attached as Appendix B

7.0 Legal Implications

- 7.1 Consideration has been given to the potential for any legal implications arising from the recommendation and no implications have been identified.

8.0 Climate Change Implications

- 8.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and as such a Climate Change Impact Assessment has not been carried out. A copy of the Climate Change Impact Assessment decision form is attached as Appendix C

9.0 Recommendations

- 9.1 It is recommended that:
- i) The proposed changes to the signing on the west-bound approach to the 'S' bends on A6068 at Cowling be approved and funded using the local Area 5 signing and lining budget;
 - ii) The installation of the three traffic islands as proposed on the plan attached as Appendix A is approved, to be funded from the Traffic Engineering Road Safety budget.

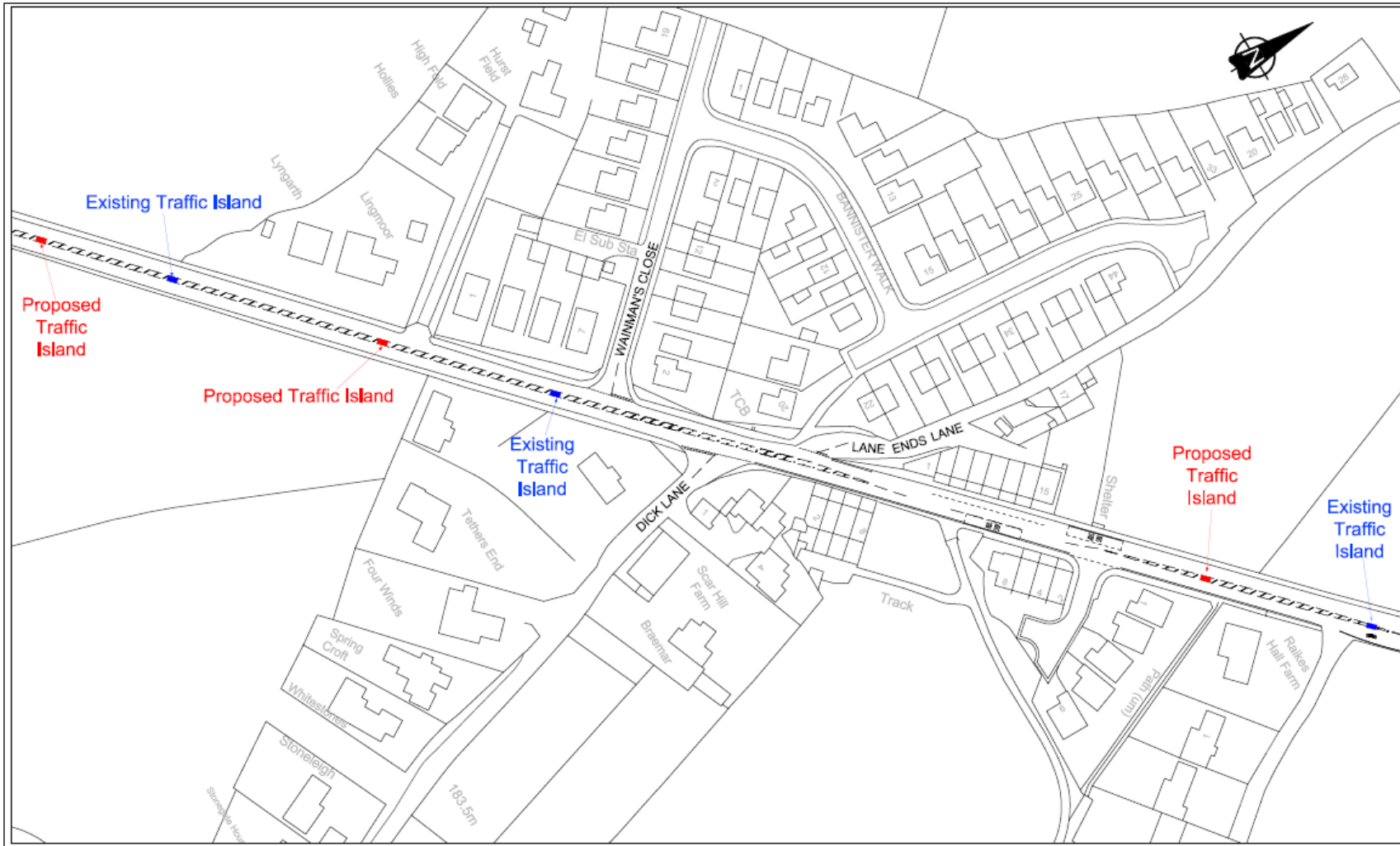
BARRIE MASON


Assistant Director – Highways & Transportation, Business and Environmental Services

Author of Report: Daniel Herbert

Background Documents:

Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme files held by the Skipton Area 5 Highways Office.



Notes:	Drawn:	Date:	Project:	AREA NO. 5  Business & Environmental Services <small>Corporate Director: Neil Riddaway</small> Area 5 Skipton	
	Checked:	Date:	Title:		
	Approved:	Date:	Scale:		Drawing No:
	<small>This drawing is based upon Ordnance Survey map information with the permission of the controller, H.M. Stationery Office. © Crown Copyright North Yorkshire County Council. 100017468 (2021).</small>				N.T.S. A5/2022/Cowling T1

ORIGINAL DRAWING SIZE A3

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	Highway Operations		
Proposal being screened	Traffic Engineering proposals for Cowling		
Officer(s) carrying out screening	Daniel Herbert, Improvement Manager		
What are you proposing to do?	Install three central islands within the highway		
Why are you proposing this? What are the desired outcomes?	To reduce the number of vehicles carrying out inappropriate overtaking manoeuvres		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
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
	No	Yes	
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:	<input type="checkbox"/>
Reason for decision	No impact on Protected characteristics			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	15/09/22			



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	Traffic Engineering proposals for Cowling
Brief description of proposal	Install three central islands within the highway
Directorate	BES
Service area	Highway Operations
Lead officer	Daniel Herbert
Names and roles of other people involved in carrying out the impact assessment	N/A
Date impact assessment started	12/9/2022

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.

Installation of physical features along the centre line within the central hatching was considered. This would be by installation of bollards or divider posts. Whilst this would stop vehicles overtaking, it would introduce other risks such as damage to vehicles and injuries to pedestrians from bollards that have been struck by a passing vehicle, impeding the passage of emergency vehicles along with the maintenance liabilities that would also be required to replace damaged or missing bollards. On balance it was considered that the use of bollards would not be appropriate at this location.

The use of a high contrast surfacing material within the central hatching was discussed. This would involve the use of a coloured material laid on the carriageway surface and in between the white lines. Similar materials have been widely use across the county and experience shows that the material quickly loses its colour and therefore the contrast reduces, the material is expensive to lay and maintain and over a short period of time it's impact reduces. On balance, it was considered that the use of a coloured surfacing material would not be a cost effective solution.

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 will be cost neutral. The costs associated with the installation of the islands will be funded from the Highways Capital Programme. Ongoing maintenance will be funded from existing revenue budgets.

How will this proposal impact on the environment? 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.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		X				
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Other	X			Short term – use of premoulded rubber products using recycled materials will reduce carbon generated through the use of raw materials. The premoulded products will also require no excavation and construction waste arising will be reduced.		
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	X						
Reduce water consumption		X					

<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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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 pollution (including air, land, water, light and noise)</p>		X				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X				
<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.

None

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.

The use of pre-moulded recycled rubber units that bolt down to the existing surface will remove the need for excavation and the disposal of waste. The use of new concrete and asphalt surfacing and the use of recycled materials will reduce the generation of carbon from the manufacture of products from raw materials.

There will be neutral impact on vehicle emissions as vehicle speeds will be unchanged and the anticipated reduction in inappropriate overtaking manoeuvres will have little impact on emissions.

Sign off section

This climate change impact assessment was completed by:

Name	Daniel Herbert
Job title	Improvement Manager
Service area	Highway Operations, Area 5 Skipton
Directorate	BES
Signature	Daniel Herbert
Completion date	12/09/2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 15/09/22

North Yorkshire County Council

Business and Environmental Services

Executive Member for Access

23 September 2022

Department for Transport - Enhanced Partnership Officer Grant Funding

Report of the Assistant Director – Travel, Environmental & Countryside Services

1.0 Purpose Of Report

- 1.1 To update the Corporate Director, Business and Environmental Services (BES) and Business and Environmental Services Executive Member for Access on the Department for Transport (DfT) Enhanced Partnership Officer Grant Funding (EPO) and proposals for the same.
- 1.2 Following consultation with the Corporate Director Business and Environmental Services, the Corporate Director Strategic Resources and the Assistant Chief Executive (Legal & Democratic Services) for the Business and Environmental Services Executive Member for Access to authorise the Corporate Director Strategic Resources to accept the grant award.

2.0 Background

- 2.1 When the Department for Transport announced earlier this year that they would not be funding the Bus Service Improvement Plans of around 40 local authorities they indicated that some additional staff capacity funding would be provided to support the continued development and delivery of the Enhanced Partnerships that all councils are required to set up with bus companies.
- 2.2 This funding has now been confirmed and on 12 September 2022 North Yorkshire County Council received the letter attached at Appendix A which shows that we have been allocated a grant of £336,000. This is a single payment to be used over the next three years (2022/23 to 2024/25).
- 2.3 In its letter the Department acknowledges that the best use of the funding will vary by area and has given councils some flexibility in how it is used, with the overall objective being to ensure that LTAs have good internal capacity and capabilities on bus delivery to enable them to work with bus companies to improve buses across their authority.
- 2.4 Full details of the aims and conditions are contained within the grant letter attached at Appendix A. How the grant will be used will be subject to consideration within the Service Area once the funding has been received.
- 2.5 There is no formal process to accept this grant payment or any stated audit requirements, although DfT may contact us over the course of the funding period to collect information on how the funding has been spent.

3.0 Equalities

- 3.1 Consideration has been given to the potential for any adverse equality impacts arising from this decision (see Appendix B). The acceptance of the EPO grant funding will enable the release of £336,000 funding to the council. This in turn will enable the Council to secure staff resource to assist in the development of the work required as part of the Enhanced Partnership Scheme.

4.0 Finance

- 4.1 The Council will receive £336,000 of revenue funding to manage and allocate within the guidelines of the Grant Determination letter attached at Appendix A. The funding is to cover the period 2022/23 – 2024/25 and will be received by the Council in one tranche in 2022/23. A spending profile will be developed to ensure that the grant is appropriately accounted for in future years. No match funding is required as a condition of acceptance of the grant.

5.0 Legal

- 5.1 The receipt of this grant does not contravene the Subsidy Control Rules. The Public Contracts Regulations 2015 will be complied with, where relevant, in any procurement relating to the expenditure by NYCC of the grant monies.
- 5.2 The recommendations contained in this Report will enable the County Council to continue to fulfil its statutory duty under Section 63 of the Transport Act 1985 and subsequent amendments.

6.0 Climate Change

- 6.1 This award will provide £336,000 Enhanced Partnership Officer grant funding to the Council. This will enable the Council to secure staff resource to assist in the development of the work required as part of the Enhanced Partnership Scheme. Impacts will remain the same as existing, see Appendix C

7.0 Recommendations

- 7.1 Following consultation with the Corporate Director Business and Environmental Services, the Corporate Director Strategic Resources and the Assistant Chief Executive (Legal & Democratic Services) for the Business and Environmental Services, Executive Member for Access to authorise the Corporate Director Strategic Resources to accept the grant award.

MICHAEL LEAH
Assistant Director – Travel, Environmental & Countryside Services

Author of Report: Catherine Price

Background documents: None



Department
for Transport

To: Local Transport Authority Transport
Directors
cc. LTA BSIP contacts

By email

Sharon Maddix
Deputy Director
Bus Reform Division
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
sharon.maddix@dft.gov.uk
Web Site: www.gov.uk/dft

08 September 2022

Dear Transport Director

Grant Award Agreement: Bus Capacity Funding

I am writing to you to set out the details of the bus capacity grant we are allocating to those Local Transport Authorities (LTAs) that did not receive a Bus Service Improvement Plan (BSIP) indicative funding allocation.

Thank you for your time in submitting your BSIP and draft Enhanced Partnership (EP). We appreciate the time it has taken to submit your proposals, and although unfortunately we were unable to allocate you funding, we hope this grant will support your ongoing work on delivering better bus services in your area.

It is encouraging to see that all LTAs are continuing to engage with the Bus Back Better strategy. We want to see all LTAs continue to improve bus services in their area. and we look forward to working with you to support this work. We made it clear in Bus Back Better that future funding for bus will depend on LTAs having an effective EP or bus franchising scheme in place, so it is important that LTAs build on their work to date with their bus operator partners.

Purpose of this Grant

The EP bus capacity funding allocations are at Section A of the attached grant letter.

This grant is only available to LTAs that did not receive an indicative BSIP funding allocation. The purpose of the grant is to ensure that those LTAs have the ongoing internal capacity and capability to dedicate to the continued development and delivery of bus interventions, especially through your BSIP and EP (or franchising) over the next three years.

The funding has been calculated to enable the recruitment and retention of at least one EP Officer (EPO) or equivalent internal capacity on bus. Clearly current staffing arrangements in LTAs vary, as do the issues faced, so the best use of the funding will also vary by area. There is therefore flexibility in how this funding is used, but the

objective is to ensure that LTAs have good internal capacity and capabilities on bus delivery.

A broad guide on the possible role of an EPO is attached at Annex A.

Grant Details

The grant amounts for the EPO funding have been based on LTA population and Indices of Multiple Deprivation, as used on previous bus capacity funding rounds. This is to reflect the potential bus user base across your area, and the fact that buses are relied upon more by residents in deprived locations.

The allocations have been banded according to these criteria. We have set a minimum allocation that should ensure that all LTAs, regardless of size, have enough funding to cover an EPO salary and on-costs (or equivalent capacity support). Those LTAs with higher allocations can decide whether to support further EPO-type roles, more senior roles, or fund alternative internal capacity and capability improvements with the aim of enhancing the ability of the LTA to improve buses across their authority.

This capacity funding covers the years 2022/23 to 2024/25. We are paying this in one lump sum this financial year.

It is non-legally binding, as required in Section 31 grants.

We may contact you over the course of the funding period to collect information on how this funding has been spent (or will be spent), as well as any other information to enable the Department to evaluate bus capacity issues in LTAs. It is important for DfT to understand how the funding for capacity and capability has been used to inform our future thinking on capacity support.

Should circumstances change and the LTA no longer has a need for all or some of the funding to undertake the work above, they should contact the Department to arrange reimbursement (at the email address below).

Support from DfT

We understand that this funding does not replace BSIP funding to spend on transforming your bus services. But we do hope it will help to support your ongoing work with operator partners, especially working through an EP or franchising arrangement, to deliver better bus services (whether they are commercial or tendered) and enable you to use local bus funding to best effect and attract future bus funding as it becomes available.

The Department will continue to support this process through other practical support:

- to strengthen your in-house bus capability, we will support appropriate guidance and training for your teams, including under the auspices of the planned new Bus Centre of Excellence (BCoE);

- we also aim to support the community of local authority EP Officers nationwide through networking and information-exchange activities provided via the DfT, our contractors and the BCoE.

I attach a grant determination letter.

Should you have any questions about this grant, please email bsip@dft.gov.uk

Yours sincerely,



Sharon Maddix

Annex A: Role of the Enhanced Bus Partnership Officer/Team

The focus of this funding stream is on maintaining and developing internal LTA capacity and capability on buses (as distinct from bringing in shorter-term external support). The specific use of the funding will depend in part on the current makeup of an LTA's bus team, but the broad roles and skills we anticipate for an EPO or related bus team include:

- To manage the continued development, review, and delivery of the LTA's BSIP and EP (or development of franchising case if the LTA is exploring that route).
- To provide support to the governance structure of the BSIP/EP (e.g., EP Board).
- To build and support the partnership with local bus operators and other stakeholders, including negotiating with these groups to ensure their commitment to the funding and delivery of the BSIP/EP
- To work with operators (commercial and tendered) to ensure that local people have access to an effective, user-friendly and integrated bus network.
- To engage with the public and local stakeholders (including business) to ensure that bus services meet the needs of the local population and visitors.
- To understand and promote (both within the authority and externally) the wider role of the bus in delivering outcomes across the authority's agenda, including economic and social outcomes such as climate change/air quality, levelling up, employment, education, health etc.
- To work with other transport teams in the authority (including district authorities where appropriate), especially highways/traffic/parking to ensure bus is integrated into the decision making for local roads.
- To work with neighbouring LTAs (especially across wider travel to work areas) to ensure cross-boundary services are suitably integrated.
- To understand legislation and guidance from government departments that impacts buses, and how to make best use of it to deliver improvements to buses.
- To identify funding opportunities for bus, whether from central government or local sources.
- To understand the Public Service Equality Duty and ensure that buses provide a service for all residents, especially given that protected characteristic groups use the bus disproportionately more than the general population.
- To work with bus operators on marketing, communications, and information to ensure that bus services are well publicised across the LTA area.
- To seek and incorporate best practice on buses from across the country.
- To seek training opportunities on bus related issues e.g., upcoming Bus Centre of Excellence, and Chartered Institute of Logistics and Transport (CILT) training syllabus on buses.

LOCAL TRANSPORT AUTHORITY ENHANCED BUS PARTNERSHIP CAPACITY (REVENUE) GRANT DETERMINATION 2022-23: No 31/6274

The Minister of State for Transport (“the Minister of State”), in exercise of the powers conferred by section 31 of the Local Government Act 2003, makes the following determination:

Citation

1) This determination may be cited as the Enhanced Bus Partnership Capacity (Revenue) Grant Determination 2022/23 [No 31/6274].

Purpose of the grant

2) The purpose of the grant is to provide support to the receiving local authorities in England towards expenditure lawfully incurred or accrued by them.

Determination

3) The Minister of State determines:

- (a) that the authorities listed in Section A are the authorities to which grant under this determination is to be paid; and
- (b) that the maximum amount of grant payable to each authority shall be the amount shown against the name of the authority in Section A.

Treasury consent

4) Before making this determination in relation to local authorities in England, the Minister of State obtained the consent of the Treasury.

Signed by authority of the Minister of State for Transport



Sharon Maddix
Deputy Director, Bus Reform Division, Department for Transport

08 September 2022

SECTION A

LTA	Total Allocation (£)
Bedford	171,000
Blackpool	171,000
Bracknell Forest	171,000
Buckinghamshire	171,000
Cambridgeshire & Peterborough CA	336,000
Cheshire East	171,000
Cheshire West and Chester	171,000
Cumbria	336,000
Dorset	171,000
East Riding of Yorkshire	171,000
Essex	666,000
Gloucestershire	336,000
Hampshire	501,000
Herefordshire	171,000
Hull	171,000
Isle of Wight	171,000
Leicester	171,000
Leicestershire	336,000
Lincolnshire	336,000
Medway	171,000
Milton Keynes	171,000
North Lincolnshire	171,000
North Northamptonshire	171,000
North Yorkshire	336,000
Plymouth	171,000
Rutland	171,000
Sheffield City Region CA	666,000
Shropshire	171,000
Slough	171,000
Southampton	171,000
Southend-on-Sea	171,000

Staffordshire	336,000
Suffolk	336,000
Surrey	501,000
Swindon	171,000
Tees Valley CA	336,000
Telford and Wrekin	171,000
Thurrock	171,000
Torbay	171,000
Warwickshire	336,000
West Northamptonshire	171,000
Wiltshire	171,000
Windsor and Maidenhead	171,000
Wokingham	171,000
Worcestershire	336,000

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	Integrated Passenger Transport		
Proposal being screened	Department for Transport Enhanced Partnership Officer Grant Funding		
Officer(s) carrying out screening	Catherine Price		
What are you proposing to do?	To accept the grant award agreement for EPO grant funding		
Why are you proposing this? What are the desired outcomes?	Secure bus service improvement related funding.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <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	Yes the proposals relate to public transport.		

inequalities/probable impacts (e.g. 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)	<table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td>X</td> <td>Continue to full EIA:</td> <td></td> </tr> </table>	EIA not relevant or proportionate:	X	Continue to full EIA:	
EIA not relevant or proportionate:	X	Continue to full EIA:			
Reason for decision	The grant award provides £336,000 to be allocated to developing the Councils Enhanced Partnership with the bus industry and key partners. This will not have any negative impacts on groups of people with protected characteristics.				
Signed (Assistant Director or equivalent)	Michael Leah				
Date	12/09/2022				



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	Department for Transport - Enhanced Partnership Officer Grant Funding
Brief description of proposal	To accept the grant award agreement for EPO Grant Funding
Directorate	Business and Environmental Services
Service area	Integrated Passenger Transport
Lead officer	Catherine Price
Names and roles of other people involved in carrying out the impact assessment	None
Date impact assessment started	August 2022

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 other option considered is to refuse the grant funding. However the council would not receive the grant funding which has been allocated to it and this in turn would have adverse impacts in maintaining the bus service levels needed to help key workers get to work and allowing the public to access essential services.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs? Cost Neutral.

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

6.1 The Council will receive £336,000 to manage and allocate within the guidelines of the grant.

How will this proposal impact on the environment? 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.	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.	
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		X		No impact		
	Emissions from construction		X		No impact.		
	Emissions from running of buildings		X		No impact.		
	Other		X		No impact		
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X		No impact.			
Reduce water consumption		X		No impact			
Minimise pollution (including air, land, water, light and noise)		X		No impact			

<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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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>		X		<p>No impact</p>		
<p>Enhance conservation and wildlife</p>		X		<p>No impact</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		<p>No impact</p>		
<p>Other (please state below)</p>		X		<p>No impact</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 EPO grant will enable the release of £336,000 funding to the council. This will enable financial support to be allocated to developing the Councils Enhanced Partnership with the bus industry and key partners. This will not have any positive or adverse impacts.

Sign off section

This climate change impact assessment was completed by:

Name	Catherine Price
Job title	Head of Transport Services
Service area	Integrated Passenger Transport
Directorate	Business and Environmental Services
Signature	C Price
Completion date	12/09/2022

Authorised by relevant Assistant Director (signature): Michael Leah

Date: 12/09/2022