



Agenda

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

To: Councillor Keane Duncan.

Date: Tuesday, 10th January, 2023

Time: 1.00 pm

Venue: Microsoft Teams

Business

Items for Executive Member decision

1. Active Travel England Capability and Ambition Fund 2022/23 - Grant Acceptance
(Pages 3 - 22)

Items for Corporate Director decision

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Date 03/01/2023

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North Yorkshire County Council
Business and Environmental Services

Executive Members

10 January 2023

Active Travel England Capability and Ambition Fund 2022/23 Grant Acceptance

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To request the BES Executive Member for Highways and Transportation, after consultation with the Corporate Director – Business and Environmental Services (BES) to authorise the Corporate Director – Strategic Resources to accept the offer of £220,780 of revenue funding from the Capability and Ambition Fund 2022/23 from Active Travel England.

2.0 Background

- 2.1 On 5 September 2022 Active Travel England (ATE) notified all Combined and Local transport authorities of their proposed revenue funding allocations for 2022/23 under the one year Capability and Ambition Fund with a deadline for submissions of 30 September 2022. The NYCC submission was approved at the BES Executive Members meeting held on 27 September 2022.
- 2.2 The Capability and Ambition Fund builds on the Local Authority Capability Fund, which provided funding to most authorities in England in 2021/22. It supports the commitment made in Gear Change, the Government'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, alongside delivering behaviour change initiatives.
- 2.3 The total amount of the Capability and Ambition Fund 2022/23 is £30 million. This is the same amount as in 2021/22, although the change in allocation approach may mean an increase in funding for some authorities and a decrease for others.
- 2.4 The proposed funding allocation for each authority is based on the moderated capability and ambition level, following the capability and ambition self assessment and assurance process, and population within the local authority area. As a result of this process North Yorkshire County Council (NYCC) have been given a 'level 1' moderated score. Following this assessment, NYCC were invited to submit proposals up to the value of £220,780.
- 2.5 ATE requires that the funding is used to achieve the following fund objectives:
- To support capability building activities that will enable authorities to undertake ambitious and inclusive active travel programmes.
 - To deliver behaviour change initiatives that result in sustained increases in walking, wheeling and cycling for everyday journeys including to school and work.

- 2.6 Capability building activities can include; development of Local Cycling and Walking Infrastructure Plans (LCWIPs), network design, scheme planning and design, public engagement/consultation, data and evidence collection and bespoke training for local authority officers and members.
- 2.7 Behaviour change initiatives can include; organisational travel planning and engagement, grants, cycle training, cycle loan and share schemes, cycle maintenance training, cycle security measures, active travel communications/marketing and street audits.
- 2.8 Guidance recommends that authorities assigned to lower levels, particularly level 1 (such as NYCC), direct the vast majority of their funding to capability building activities. Those that choose to include behaviour change must make a strong strategic case for its inclusion, including how it is supported by infrastructure to enable safe, everyday journeys to be made by walking, wheeling and cycling. Authorities at higher levels can choose to include more behaviour change, up to maximum of 40% of the value of the proposal.

3.0 Sifting process

- 3.1 Officers compiled a long list of options using both the prioritised LCWIP corridors from each of the current eight LCWIPs and the long list of pipeline schemes submitted to the DfT as part of Active Travel Fund 3 (ATF3). Sifting was completed using the Capability and Ambition Fund scheme objectives, proposed cost of development stage and projected demand/uplift in walking and cycling as a result of the proposed improvements. As a result, the following schemes detailed below were approved for submission at the BES Executive Members meeting of 27 September 2022.

4.0 Capability and Ambition Fund programme

- 4.1 There are three main elements that the NYCC Capability and Ambition Fund will aim to deliver. They are:
- Progress Selby LCWIP Corridor 1, (Brayton to Selby) to detailed design stage
 - Data and evidence collection of walking, wheeling and cycling via three intelligent traffic sensors
 - Behaviour change initiatives consisting of organisational travel planning and engagement, cycle training and active travel marketing and communications.
- 4.2 It is believed that all three elements will complement each other well. To meet the fund objective of sustained increases in walking, wheeling and cycling for everyday journeys including to school and work we must focus on having shovel ready schemes ready for future capital funding. We must also focus behaviour change initiatives where infrastructure is being developed such as Harrogate (NPIF), Skipton (TCF), Selby (TCF) and Scarborough (Town Deal). We must also be able to identify/demonstrate problems and measure impact of schemes through data and evidence collection. This package of measures will build our capability and ambition as we work toward the ambitions set out in the Cycling and Walking Investment Strategy.

5.0 Selby LCWIP Corridor 1 (Brayton to Selby)

- 5.1 The Brayton to Selby Corridor was included in the Phase 2 Selby LCWIP to the outline design stage and has recently been refreshed to ensure outline designs are

compliant with Local Transport Note 1/20 (LTN 1/20). We will develop this work to detailed design stage.

- 5.2 The corridor features a direct radial route connecting Brayton to both Selby town centre and the rail station. The route encompasses prestige and primary walking and cycling routes as defined in the Selby LCWIP, and the central location of the corridor means many trips will either end within or make use of any proposed infrastructure.
- 5.3 This corridor connects potential growth sites and links existing employers and education facilities, a hospital and shopping destinations as well as the rail and bus stations, maximising permeability into the town centre, whilst aligning with district aspirations. This scheme directly links to the existing Transforming Cities Fund project and will encourage new trips from a new residential development.
- 5.4 The budget for this element is £143,165.

6.0 Data and evidence collection

- 6.1 Data and evidence collection is key to amass baseline information to inform identification of schemes, business case development as well as assessing scheme impacts. We will procure and install three intelligent traffic sensors capable of gathering accurate count data on walking, wheeling and cycling users and how they navigate road space, enabling the identification of behavioural trends and interactions between other transport modes. It is envisaged that one sensor will be placed on the Brayton to Selby corridor to inform the detailed design stage, whilst the other two sensors will be located to inform ATF4 scheme baselines and impacts.
- 6.2 This will allow data collection at key points (to be decided) within the county's walking, wheeling and cycling network which can be used as evidence to inform any future funding bids for scheme development or capital funding for construction.
- 6.3 The budget for this element is £22,615. This is inclusive of an annual charge for each sensor over five years of £5,985. The grant conditions allow for NYCC to use this 22/23 funding across 5 years to support this.

7.0 Behaviour Change initiatives

- 7.1 The table below shows the behaviour change initiatives planned by NYCC that are within the scope of the Capability and Ambition Fund guidance.

Initiative	Description/activities	Outline	£
1. Organisational travel planning and engagement	Includes engagement programmes with staff/pupils/visitors, travel challenges, events, led walks/rides, scooter skills for schools.	Targeted engagement and travel planning with school and businesses' Challenges events. Led walks/rides. Public transport events.	20,000 (salary)
2. Cycle training	For adults, families and children. This will be National Standard training and can be delivered by Bikeability provider but will complement and not duplicate or divert resources from the existing NYCC Bikeability schools programme.	Adult and family training.	5,000 (salary)

3. Active travel communications/marketing	Motivating people to walk, wheel and cycle and to use new/existing infrastructure.	Social media, radio, outdoor advertising, community led events. Promotion of national campaigns, eg cycle to work week, walk to school week.	25,000 (salary)
			5,000 (Materials)
		Salary costs	50,000
		Goods and Services	5,000
		Total	55,000

7.2 As the table above shows the £55,000 consists of £50,000 salary costs and £5,000 goods and services in order to deliver the suggested behaviour change activities. The behaviour change total of £55,000 is 24.9% of the total bid request and therefore aligns with the guidance for 'level 1' authorities to spend the vast majority of funding on capability funding activities. 75.1% (£165,780) has been allocated to capability building activities. The full bid can be found in Appendix A.

8.0 Assessment of Proposals

8.1 The guidance states that assessment of proposals will inform how the total funding pot will be divided between authorities, with very strong proposals able to attract additional funding, up to 25% above this level, and proposals with significant shortfalls receiving less.

8.2 Unfortunately our request for an additional 25% (£55,195) to fund LCWIP development in Whitby was not successful within our submission.

9.0 Next Steps

9.1 ATE require the grant acceptance slip to be signed by the section 151 officer and returned by 13 January 2023. Following receipt of this ATE will issue the grant determination letter and make payment in one instalment. Funding will need to be spent and delivery completed within 12 months of funding being awarded.

10.0 Equalities

10.1 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. Further equality impact assessments will be carried out on the individual projects delivered using this funding in due course. A copy of the Equality Impact Assessment screening form is attached as Appendix B.

11.0 Finance

11.1 The Capability and Ambition Fund is a revenue fund and replaces the Capability Fund 2021/22. This additional funding will mean that some Capability Fund activities can continue. Also, by progressing outline designs at Selby to detailed design, NYCC will be in a much better position to access future capital funding to deliver this active travel scheme. There is no match funding required from NYCC as a result of accepting this funding.

- 11.2 The three intelligent traffic sensors include five years license fee within the £22,615 cost. Following the completion of the five years, the license fee would be incorporated into highway asset management budgets. The licence fee cost per year for each sensor is £399.
- 11.3 Active Travel England guidance states that funding should be committed and ideally spent and delivery completed within 12 months of the funding being awarded. The funding start date is predicated on the return date of the Section 31 Grant form which has a deadline of 13 January. Therefore, the programme of work is likely to run until 13 January 2024. Limited monitoring and evaluation activities such as the intelligent traffic sensors can extend beyond this date, as per the guidance.

12.0 Legal

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

13.0 Climate Change

- 13.1 A climate change impact assessment has been carried out, see Appendix C. Delivery of initiatives associated with the behaviour change elements of the bid will encourage increased use of sustainable travel modes which should in turn have a positive impact on climate change.

14.0 Recommendation

- 14.1 It is recommended that the BES Executive Member for Highways and Transportation, after consultation with the Corporate Director – BES authorises the Corporate Director -Strategic Resources to:
- i. accept £220,780 revenue funding from Active Travel England through the Capability and Ambition Fund 2022/23.

BARRIE MASON
Assistant Director – Highways and Transportation

Author of Report: Alexander Kay

Background Documents:
Appendix A – Bid application form
Appendix B – Equality Impact Assessment
Appendix C – Climate Change Impact Assessment

Capability and Ambition Fund 2022/23 Proforma

Introduction

Q1. Which local/combined authority are you preparing this proforma submission on behalf of?

North Yorkshire

Q2. Who are the main points of contact for this proforma?

Name 1: Louise Neale
E-mail address 1: LouiseAnne.Neale@northyorks.gov.uk
Name 2: Alexander Kay
E-mail address 2: Alexander.kay@northyorks.gov.uk

Q3. Please specify the total spend you are seeking for capability building and behaviour change activities.
 Please put 0 if you are not requesting funding.

Capability building activities 165780
Behaviour change initiatives 55000

Q4. Are you seeking funding for capability building activities ?

Yes

Section A: Capability building activities

Q5. Provide details of the capability building activities you propose to undertake using the 2022/23 Capability and Ambition Fund.

Select the first activity you are delivering

Scheme planning and design

Q6. Briefly describe what activities you plan on delivering. Include number of activities where appropriate. (max 20 words)

We will develop detailed designs for the Brayton to Selby corridor, which is a priority corridor in the Selby LCWIP.

Q7. What amount of funding are you seeking for this activity?

143165

Q8. What is the expected start and end date for this activity?

Start date 01/12/2022

End date 30/11/2023

Q9. Do you want to add another activity?

Yes

Section A: Capability building activities

Q10. Provide details of the capability building activities you propose to undertake using the 2022/23 Capability and Ambition Fund.

Select the next activity you are delivering

Data & evidence collection

Q11. Briefly describe what activities you plan on delivering. Include number of activities where appropriate. (max 20 words)

We plan to install 3 intelligent traffic sensors to collect cycling, walking and wheeling data to inform future scheme development.

Q12. What amount of funding are you seeking for this activity?

22615

Q13. What is the expected start and end date for this activity?

Start date 30/11/2022

End date 30/11/2027

Q14. Do you want to add another activity?

No

Section A: Capability building activities

Q54. How will these capability building activities support the objectives of the fund and your local strategic objectives? (300 words max)

Developing detailed designs for the Brayton to Selby corridor, identified within the LCWIP will ready an ambitious 2.5km LTN 1/20 compliant direct radial route connecting Brayton to Selby town centre and rail station. This corridor connects potential growth sites identified in the Local Plan and links key employers and education facilities, a hospital, retail destinations, rail and bus stations, maximizing permeability into the town. This aligns with LTP4 objectives facilitating access to services, promoting healthier travel and managing adverse impacts of transport on the environment.

The Brayton to Selby corridor will link directly into the existing Transforming Cities Fund project at Selby, aligning with the key strategic objectives of the TCF scheme;

Providing more accessible, affordable, attractive greener transport options
Connecting people to economic and education opportunities
Lead to happier and healthier communities

Development of high quality walking, wheeling and cycling infrastructure 'detailed designs' will assist NYCC to meet the Government's ambition of making active travel the natural choices for shorter journeys and as part of a longer journey by 2040.

We will procure and install three intelligent traffic sensors to gather accurate data on walking, cycling and how people navigate road space, enabling identification of behavioural trends and interactions between other modes. We envisage that one sensor will be placed on the Brayton to Selby corridor to inform the detailed design stage, with other two located to inform ATF4 scheme baselines and impacts.

We are also proposing to unlock an additional 25% of Capability and Ambition funding by undertaking an LCWIP in Whitby. With a population of approximately 13,000, a ward amongst the 10% most deprived in England, 32.7% of households in Whitby do not have access to a car. This would suggest planning and improving walking and cycling infrastructure in Whitby could have a significant impact on active travel.

Section B: Behaviour Change

Q55. Are you seeking funding for behaviour change activities?

Yes

Section B: Behaviour Change

Q56. Provide details of the behaviour change initiatives you propose to deliver using the 2022/23 Capability and Ambition Fund.

Select the first initiative you are delivering

Organisational travel planning and engagement

Q57. What audience are you targeting with this initiative?

Workplace

Q58. What is the name of the activity (or activities) you are delivering under this initiative? (e.g. led walks) (max 20 words)

Salary for 1x Sustainable Transport Officer to deliver Travel Planning with staff/pupils/visitors, travel challenges, events, led walks/rides and PT events.

Q59. What amount of funding are you seeking for this initiative?

20000

Q60. What are the expected number of activities you are delivering? (e.g. number of cycle training courses)

40

Q61. What is the expected number of participants for this initiative?

1000

Q62. What are the expected start and end dates for this initiative?

Start date 08/12/2022

End date 07/12/2023

Q63. Do you want to add another initiative?

Yes

Section B: Behaviour Change

Q64. Provide details of the behaviour change initiatives you propose to deliver using the 2022/23 Capability and Ambition Fund.

Select the next initiative you are delivering

Cycle training

Q65. What audience are you targeting with this initiative?

Community

Q66. What is the name of the activity (or activities) you are delivering under this initiative? (e.g. led walks) (max 20 words)

Adult and Family Cycle training. This will be National Standard training and will compliment existing NYCC Bikeability schools programme.

Q67. What amount of funding are you seeking for this initiative?

5000

Q68. What are the expected number of activities you are delivering? (e.g. number of cycle training courses)

20

Q69. What is the expected number of participants for this initiative?

200

Q70. What are the expected start and end dates for this initiative?

Start date 08/12/2022

End date 07/12/2023

Q71. Do you want to add another initiative?

Yes

Section B: Behaviour Change

Q72. Provide details of the behaviour change initiatives you propose to deliver using the 2022/23 Capability and Ambition Fund.

Select the next initiative you are delivering

Active travel comms/marketing

Q73. What audience are you targeting with this initiative?

Community

Q74. What is the name of the activity (or activities) you are delivering under this initiative? (e.g. led walks) (max 20 words)

Salary for 1x Active travel communications/marketing officer and materials. Delivering social media/radio commercials, outdoor advertising, events, promotion of national campaigns.

Q75. What amount of funding are you seeking for this initiative?

30000

Q76. What are the expected number of activities you are delivering? (e.g. number of cycle training courses)

12

Q77. What is the expected number of participants for this initiative?

100000

Q78. What are the expected start and end dates for this initiative?

Start date 08/12/2022

End date 07/12/2023

Q79. Do you want to add another initiative?

No

Section B: Behaviour Change

Q175. What is the total number of participants you aim to reach across all of your behaviour change initiatives?

Note: if you expect someone to participate in more than one activity, only count them once

101200

Q176. How will the behaviour change activities that you intend to deliver support the objectives of the fund and your local strategic objectives? (300 words max)

The behaviour change elements included within this bid (representing 24.9% of the total allocation) are predominately focused around schools and workplaces and will therefore meet the fund objectives of sustained increases in walking, wheeling and cycling for everyday journeys including to school and work. We will focus initiatives on locations where walking, wheeling and cycling infrastructure is being developed such as Harrogate (NPIF), Skipton (TCF), Selby (TCF) and Scarborough (Town Deal). A focus on increasing participation from underrepresented groups within these areas will be a key objective, such as older women cyclists.

Evidence shows that it is more effective to develop both behaviour change and infrastructure projects, rather than either one in isolation. Evaluation of LSTF, Access Fund and Capability Fund programmes demonstrate that people require support to change and the change is more effective and long lasting with support.

A key objective of our LTP4 is Healthier Travel (Part 2e) which aims to use transport to contribute towards improving people's health. Walking, wheeling and cycling are the cheapest, healthiest and least polluting forms of travel. In the current climate, providing the skills and knowledge for people to use active travel, therefore saving money and keeping active can have a significant impact on 101,200 participants we expect to reach through this fund. The production of travel plans for both schools and businesses will also enable a programme of engagement activities and the potential to link to capital funding for any further infrastructure improvements identified through this process, with a potential to add these to our pipeline of schemes in readiness for ATF4 and beyond.

Section C: Value for Money

Q177. Which of the following sources of evidence have been considered in making a value for money judgement? (Tick all that apply)

Cost benchmarking comparisons

Appraisals for past spending

Q178. Please set out the evidence collected which demonstrates why this spending would be expected to deliver value for money: (300 words max)

The Brayton to Selby corridor is identified within the Selby LCWIP as having a BCR of 3.56 and developing this scheme to detailed design at a cost of £143,165 is in line with appraisals for past spending. The cost accounts for design, costing, PM, surveys and contingency. Three intelligent traffic sensors will provide value for money via accurate decision making data and an opportunity to relocate sensors after monitoring periods to collect data for other schemes. The behaviour change initiatives are commensurate with the cost benchmarks provided by ATE in the fund guidance. Funding for local authority active travel officer time is typically assumed to deliver value for money. Given the emphasis to deliver active travel marketing in key strategic locations where significant investment in infrastructure is taking place, the value for money case for this element is evident.

A positive return on investment through soft measures has been seen to produce a positive BCR. A study by Cairns et al., 2008 showed high economic benefit (10:1) from behaviour change initiatives. Cost analysis of small adult cycle training schemes (such as the one proposed) suggest that returns are in the order of 7:1 (DfT and Department for Health 2010). Behaviour change activities proposed within this bid have been delivered in previous years; this funding will provide continuation and expansion of key elements, with staff already in post to deliver. Costs presented are akin to previous years spend.

We are also proposing to unlock an additional 25% of our allocation by undertaking a LCWIP in Whitby. Cost benchmark comparisons in the guidance estimate this to be £38k for a large town like Whitby. Our experience of undertaking eight LCWIPs so far suggests this to be significantly underestimated. A value of £55k is more reasonable considering the geographical area and location.

Section D: Public Sector Equality Duty

Q179. Will the initiatives you are delivering through the Capability and Ambition Fund be specifically targeted at people with any of the following protected characteristics? (Please tick all that apply)

age

sex

Q180. Please outline how you will meet your public sector equality duty obligations to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people (with reference to the protected characteristics above) when delivering your Capability and Ambition Fund programme (300 words max)

An initial equality impact assessment has been carried out on the delivery of the Capability and Ambition Fund 2022/23 and the elements included within it, and shown there are no negative impacts on any groups within the protected characteristics. In addition our impact assessment also considers people in rural areas, people on a low income and carers (unpaid family or friend).

Each activity within the NYCC Capability and Ambition Fund 2022/23 bid will take into account the needs of all service users and if adaptations need to be made to ensure that all people will have equal access to them. There will be a focus within the behaviour change element of cycle training to focus on underrepresented groups such as older women cyclists. Further equality impact assessments will be carried out on the individual projects delivered using this funding in due course.

Section E: Monitoring and Evaluation

Q181. The guidance documentation for the Capability and Ambition Fund sets out the monitoring and evaluation requirements for each local authority to undertake. Are you confident that your authority will be able to meet these requirements?

Yes

Q182. Do you agree to participate in the National Evaluation if relevant?

Yes

Section F: Other activities

Q183. Are you intending to use the Capability and Ambition Fund in tandem with any of the following national DfT-supported programmes? (Please tick all that apply)

Bikeability

Modeshift STARS

Active Travel Academies (Modeshift/Bikeability Trust)

Q184. Are you intending to use your Capability Fund allocation in tandem with any of the following sources of capital and revenue funding? (Please tick all that apply)

Active Travel Fund

Transforming Cities Fund

Q185. Please describe how your Capability and Ambition Fund programme will work alongside these other funding sources/programmes to activate infrastructure and enable more people to walk, wheel and cycle: (300 words max)

Our existing Bikeability training forms part of the North Yorkshire Road Safety Curriculum developed by the Road Safety and Travel Awareness (RS&TA) Team together with Children and Young People's Services (CYPS) to promote appropriate road user education and training at key stages in every child's education. We currently use a targeted delivery model to offer grant funded training to priority schools. The additional funding for Adult and Family Cycle training through this fund will enable NYCC to offer additional training as there will not be a requirement for schools to part fund places.

Work within schools as part of this bid will work in tandem with our Modeshift STARS programme, progressing schools from Bronze through to Gold and developing travel plans is a key aim of our school work.

In North Yorkshire we are currently working on both Active Travel Fund schemes and three large Transforming Cities Fund projects. The Capability and Ambition Fund will allow greater use of the Open North Yorkshire social media channels and links into messaging around the physical infrastructure that is being rolled out across the County. This will give a coordinated approach between all of the projects that have similar aims in encouraging more people to walk, wheel and cycle.

The detailed design development work in Selby will directly link into the Selby TCF proposals and will link Brayton and the surrounding residential area with a safe LTN 1/20 compliant walking, wheeling and cycle route to the rail station and town centre. This will support the objectives of the TCF scheme and encourage those short journeys and journeys that are part of a longer journey to be made through active travel. The detailed design work is key to activating infrastructure in future capital funding rounds.

End of the proforma

Q186. Are you happy to submit your proforma?

You can save a copy of your proforma once you have submitted.

To print your response: Select 'Print and Save Response' Go to the drop down box labelled 'printer' Select 'save as PDF'.

Yes

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	Accept the offer of £220,780 of revenue from the Capability and Ambition Fund 2022/23 from Active Travel England.		
Officer(s) carrying out screening	Alexander Kay		
What are you proposing to do?	Accept Capability and Ambition Funding for 2022/23		
Why are you proposing this? What are the desired outcomes?	DfT have allocated an amount to each Local Authority for 2022/23 and have requested NYCC submit an application to access this allocation.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Proposal will part cover salaries of 2 x officers within the sustainable transport team.		
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? <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 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	No		

these organisations support people with protected characteristics? Please explain why you have reached this conclusion.				
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	<p>No adverse impact on any of the protected characteristics.</p> <p>The proposals outlined as part of the report are designed to improve planned infrastructure and data collection. The behaviour change elements will provide active travel information to people across the county.</p> <p>The initiatives mentioned in the report, specifically the improved infrastructure in Selby and the delivery of cycle training will have a positive impact on those people with reduced mobility.</p> <p>Further equality impact assessments will be carried out on the individual projects delivered using this funding in due course.</p>			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	22/12/2022			



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	Capability and Ambition Fund 2022/23
Brief description of proposal	Accept Grant Funding from Active Travel England for Capability and Ambition Funding 2022/23
Directorate	BES
Service area	Highways and Transportation
Lead officer	Alexander Kay
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	22/09/2022

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 Capability and Ambition Fund 2022/23 builds on the Local Authority Capability Fund, which provided funding to most authorities in England in 2021/22. The projects included within this funding bid cannot be progressed through other means at this time.

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 impact will be cost neutral.

APPENDIX C

<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	*			<p>Behaviour change initiatives will promote and encourage active travel therefore reducing emissions from travel.</p>		
	Emissions from construction		*				
	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>Behaviour change initiatives will promote and encourage active travel therefore</p>		

APPENDIX C

<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>minimising pollution relating to GHG emissions and tyre and brake contaminants.</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 accept the funding will have a positive climate change impact.

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

Page 22

Sign off section

This climate change impact assessment was completed by:

Name	Alexander Kay
Job title	Senior Transport Planning Officer
Service area	Highways and Transportation
Directorate	BES
Signature	Alexander Kay
Completion date	19/12/2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 22/12/2022