

North Yorkshire County Council

Executive

5 July 2022

Levelling Up Fund Round 2 Bid Submission and Acceptance Approval

Report of the Corporate Director - Business and Environmental Services

1.0 Purpose of Report

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| 1.1 | To seek approval for North Yorkshire County Council (NYCC) to submit a bid to the Levelling Up Fund Round 2 |
| 1.2 | To seek approval in principle to increase the matched funding commitment of 10% of the scheme cost required from the Corporate Capital Funding Pot from £3.5m to £3.9m should the bid be successful. |
| 1.3 | To inform Members of other bids intended to be submitted by District and Borough authorities |
| 1.4 | To agree to receive a further report, should NYCC be successful, prior to the acceptance of the funding |

2.0 Background

- 2.1 The Levelling Up Fund (LUF) was first announced in March 2021. The fund seeks to invest in local infrastructure that has a visible impact on people and their communities. It will support investment in places where it can make the biggest difference to everyday life, including ex-industrial areas, deprived towns and coastal communities. It is also designed to help local areas select genuine local priorities for investment by requiring local stakeholder support, including the local MP where they want to be involved. £4.8billion has been made available in England, through the fund, over the four years from 2021/22 up to 2024/25.
- 2.2 Key Facts for applications to round 1 of the Levelling Up Fund were as follows: Local Authorities (LAs) could submit one bid for every MP whose constituency lies wholly within their boundary up to the value of £20m. These bids were required to be developed to Outline Business Case (OBC). County Councils with transport powers were eligible to submit one transport bid up to the value of £50m. Bids over £20m required a Full Business Case (FBC) to be submitted.
- Package transport bids were allowed but they must be coherent with clearly aligned objectives
 - All round one bids were required to demonstrate that they could begin work in the 2021/22 financial year.
 - North Yorkshire County Council (NYCC) could make only one submission in June 2021 for round one.
 - MPs were expected to back one bid they see as a priority and local authorities can submit one bid for every MP whose constituency lies wholly within their boundary. Transport bids do not need priority support from the local MP.

- 2.3 As a result of the funding announcement in March 2021 various options were considered and these included:
- *A Town Centre Package* focusing on three town centres to deliver townscape, accessibility and active travel improvements
 - *Rail Package* focusing on accessibility and facilities at three stations: Seamer, Malton and Thirsk
 - *Swaledale Landslips* focusing on ground stabilisation works on the A6108 / B6270 corridor
- 2.4 The rail package was considered the most appropriate to meet the objectives of the funding and maximise the value of the bid for the county. There was a high level of confidence that delivery could be complete by 31 March 2024 deadline, however, the key consideration was the substantial amount of work required to develop a strong enough OBC level submission ahead of 18 June 2021 submission deadline for round 1(three months). A decision was made to defer to round two and this was reported verbally to the Executive meeting on 8 June 2021.
- 2.5 The projects selected to receive funding for the first round of the Levelling Up Fund were announced by the Chancellor of the Exchequer at the 2021 Autumn Spending Review. Feedback sessions were offered to unsuccessful places to support applications in further rounds of the Fund.
- 2.6 In round one £1.7bn was awarded leaving £3.1bn remaining. In total 305 bids were received in round one and, of those, 105 were successful (35.8%). The proportion of themes of investment included:
- Regeneration and town centre investment – 57%
 - Transport investment – 26%
 - Culture and heritage – 17%
- 2.7 Five of the 105 successful bids were over £20m (with only three of those in England). In relation to the shortlist, the assessment process focused on the following key criteria:
- Characteristics of the place – each local authority was sorted into category 1, 2 or 3 based on a set of assessment metrics, with category 1 representing the highest level of identified need
 - Deliverability – was based on supplementary finance, management and commercial cases, with bids able to demonstrate investment or which begin delivery on the ground in 2021-22 financial year prioritised in the first round of funding
 - Strategic fit with local and Fund priorities – this should be addressed in the strategic case of submissions and should include support from stakeholders
 - Value for money – an economic case should be submitted to explain the benefits of the bid and how it represents value for money.
- 2.8 A project governance structure has been developed (see Appendix A) to enable the relationship between key partners in this project including the district and borough councils, Network Rail, First TransPennine Express and WSP.

3.0 Round Two

- 3.1 On 23 March 2022 the Levelling Up Round 2 prospectus was released. The application window opened on 31 March 2022 and closes on 6 July 2022. There were no significant changes to the bid criteria set out for Round 1 and so development work to date on the County Council bid is still relevant.

3.2 A review of the potential packages for a round two transport bid has been undertaken by officers based on:

- Bidding options
- Time/capacity available to prepare a business case for the expected cost of the package
- How the packages score against the objectives of Levelling Up Fund
- Whether the area is identified as a priority
- Whether schemes could be delivered by 31 March 2025/26 (by exception)

3.3 The objectives of transport bids in the Levelling Up Fund are to;

- Reduce carbon emissions
- Improve air quality
- Cut congestion
- Support economic growth and
- Improve the experience of transport users

3.4 The schemes investigated to be included in the package were:

Projects	Brief	Est. Cost	Package Development Status
Thirsk Station	Step free footbridge with lifts	£5m	Single Option Design
Seamer Station	Step free footbridge and option of new platform	£20m	Feasibility Design
Scarborough Non-Transport Station Gateway	Fablab Cyberhub, Commercial Space and NHS & Pavilion House Public Sector Hub	£20m	Outline Business Case in development
Scarborough Transport Station Gateway	Transport interchange (transport hub)	£5.9m	Outline Business Case in development
Malton Station	Option of new platform and step free footbridge	£8m	Options Assessment
Malton Rail / Bus Interchange Redevelopment	Improvements to the Rail/Bus station interchange	£12m	Options Assessment
Haxby Line Speed Improvements	Improvements to rail infrastructure to support line speed increase	£200k	Options Assessment

3.5 Six package options for each of the above schemes were identified (see Appendix B for more detail): Option 6 is the officers recommended option bringing in circa £70m for the county across three bids.

6	Malton and Thirsk Constituency bid	Ryedale District Council	Malton Rail / Bus Interchange Redevelopment, Malton Station
	Scarborough and Whitby Constituency bid	Scarborough Borough Council	Scarborough Non-Transport Station Gateway bid
	NYCC transport bid	North Yorkshire County Council	Seamer Station, Thirsk Station, Scarborough Station

3.6 The SBC proposal included construction of a multi storey car park (MSCP). Upon review it was felt that a MSCP does not fit with the package objectives to improve non-motorised user (NMU) access to and at the stations. A sustainable transport theme is seen throughout the recommended options.

- 3.7 This option enables Robert Goodwill MBE MP to back the Scarborough Constituency bid and Kevin Hollinrake MP to back the Malton constituency bid. Both can offer what is referred to in the bid criteria as 'non-priority support' to the NYCC transport package bid. Formal priority support will be recognised and reflected in the assessment although formal priority support is not a condition or requirement for a bid to be successful.
- 3.8 To clarify, constituency bids can only be submitted by the District/Borough Councils and authorities with transport powers can only submit Transport bids. The bidding authority for each package has been included in the table above, however, it should be noted in the case of recommended option (6) significant NYCC resource is being committed to developing the Malton Station scheme and the bid.
- 3.9 Whilst a decision to take forward the transport package is for NYCC, Ryedale District Council and Scarborough Borough Council must approve the constituency based bid proposals.

4.0 NYCC Transport Bid

- 4.1 NYCC will improve access at and to three key railway stations (Seamer, Scarborough and Thirsk). The benefits will be:
- Decarbonisation of the transport network;
 - Increased Rail Station Usage;
 - Reduced Rail Journey Times; and
 - Improved active mode access to each station
- 4.2 At Seamer station we will provide a new pedestrian and cycle link connecting the station to residential sites in the west, a new three span open footbridge across the rail line and A64 including lifts to platforms 1 and 2 and a new station car park to the east of the track on to the A64. The proposals will complement National Highways proposed shared use path along the A64 which finish at the Dunslow Road roundabout. The scheme will deliver key access enhancements for users, improve safety, create increased access to employment sites and business opportunities and increase station passenger demand and, subsequently, revenue. This scheme is estimated to cost £25.2m.
- 4.3 At Scarborough railway station we will provide a Transport Hub which will host facilities including cycle storage, hire, repair and amenities, bus stands and waiting areas, taxi booking stands, electric vehicle rental facilities and some commercial space. The transport hub is part of a wider master plan for the station and surrounding area, led by SBC, but can be delivered independently. SBC have already successfully secured £6.68m of Towns Fund grant to deliver public realm improvement and station access works. SBC's LUF bid builds upon the Towns Fund public realm elements of the project and the NYCC Transport Hub to deliver regeneration of the station and town centre buildings. The proposals will reinvigorate a historic part of central Scarborough, and strengthen the connections between the train station and the town centre and sea front. This scheme is estimated to cost £8.4m.
- 4.4 At Thirsk railway station we will replace the existing footbridge with a new two span bridge design with three lift towers positioned towards the middle of the platform length. One tower will be located adjacent to the upper car park and the other two lift towers located on the island platforms. A high-level walkway will connect the new footbridge to the drop off point to the west on Carlton Road. These proposals will offer step free access to every platform, enhancing pedestrian and cycle access at the station. The existing barrow crossing will be extinguished. This scheme is estimated to cost £5.4m.

5.0 Other Funding bids

- 5.1 There are other LUF funding bids proposed by some of the other district/borough councils in the county. These are not being submitted by North Yorkshire County Council. The total value of these bids for the County is £118.4m. A summary of these bids can be found at Appendix C.

6.0 Funding to Date

- 6.1 In May 2021 NYCC submitted a £450,000 bid to the Community Renewals Fund (CRF), a £220 million fund to help local areas prepare for the launch of the UK Shared Prosperity Fund in 2022, to fund the development of an OBC and designs for the schemes in Seamer and Malton. Government, in November 2021, announced that this bid was not successful therefore £295,157 has been funded from existing NYCC budgets to ensure that the bid could be submitted in time.

7.0 Proposed Bid Costs

- 7.1 The NYCC bid proposal is listed in the table below with items that are intended to be requested from the fund highlighted in blue:

Item	Cost
Thirsk total package cost	6,287,597
- Spend to date Access for All mid-tier funding	752,563
- Spend to date TPE contribution	109,800
- Spend to date NYCC contribution	15,000
Total Thirsk LUF ask:	5,410,234
Scarborough total package cost	8,378,774
- Spend to date SBC contribution	54,808
Total Scarborough LUF ask:	8,323,966
Seamer total package cost	25,249,708
- Spend to date NYCC contribution	121,398
Total Seamer LUF Ask:	25,128,310
Other Costs:	516,000
- Spend to date LUF Bid Development	132,000
LUF Bid development costs	95,000
NYCC Staff costs to completion	199,000
Monitoring and Evaluation	90,000
Total Other Costs LUF ask:	384,000
Sub Total	40,432,080
Sub Total LUF bid request:	39,246,511
Required Local Contribution / Programme Risk	3,924,651
Total Cost:	43,171,162

- 7.2 There is a requirement for local and third party contributions of a minimum 10% (local authority and/or third party) of the total package costs. £3.9m constitutes a 10% local contribution which is intended to be a programme level risk pot, and is above the risk, contingency and optimism bias already built into the scheme costs. Scheme and programme level risk is at 26% of the total cost of the project and is based on experience of other schemes and benchmarking calculations.

7.3 To date there has been a number of third party contributions from First Transpennine Express (TPE), Department for Transport and Scarborough Borough Council which have funded design development. NYCC has also supported these contributions and funded some of the design work. We will continue to seek third party contributions which could come from sources such as Network Rail and other local private investors that seek to benefit from the schemes.

7.4 It should be noted that alternative DfT funds that could deliver the scheme at Thirsk sooner are being explored in parallel to this bid.

8.0 Equalities

8.1 There are no immediate equalities issues arising from this report, see Appendix D as this is to seek approval for a bid for funding. However, the improvement of accessibility is a key issue in the transport schemes which would be realised in the event of the bid being successful.

9.0 Finance

9.1 Individual projects from District councils have been considered and consent to proceed agreed in line with the process set out in the Local Authority Section 24 report as agreed by North Yorkshire County Council Executive on 23 May 2022.

9.2 The total bid is for £39.3m with an additional £3.9m contribution from NYCC which will be funded from available capital resources. If this is approved in principle as part of this report, the funding route will be set out in the Q1 Finance report to Executive.

9.3 To be considered for funding, applicants must demonstrate that the benefits that the proposal is expected to generate will at least be equal to the costs of the proposal, this is known as the BCR. The BCR indicates how much benefit is obtained for each unit of cost, with a figure greater than 1 indicating that the benefits outweigh the costs. The BCR that will be considered by DfT is for the overall package which for this bid is 1.3. The individual scheme ratios are Scarborough 3.3, Thirsk 0.84 and Seamer 0.91. Officers explored using a different set of assumptions/cases to maximise the BCR and, in line with DfT appraisal guidance the maximum amount of benefits has been realised for these schemes. The expectation of the fund is that the overall package BCR will be greater than 1.0 therefore this bid is aligned with these requirements although there is a risk to note in that the BCR's for the Thirsk and Seamer elements of the package are below 1.

9.4 The costs have been arrived at using experience on existing projects and benchmarking tools that are configured to account for the current market conditions. There are some inherent risks within the costs, particularly the current wider market conditions including inflation, materials and construction costs. These risks are mitigated to a certain extent by the programme level risk, contingency and optimism bias included in the cost information of 26% which reflects the need for further work to be done to finalise costs. Despite these mitigations, if the bid is successful and the funding approved, there is still a risk that final costs could exceed the amounts estimated and therefore any costs incurred over the approved funding would be an additional cost to NYCC and then the future unitary Council.

9.5 To mitigate the above concerns each scheme has been scrutinised against current projected inflation rates and optimism bias due to the stage of development and risk associated with delivery. Typically optimism bias within a DfT business case is calculated at approximately 35-40% for Feasibility Design and subsequently lowers for respective assurance stages thereafter, as costs become more certain. In a typical case the following levels of optimism bias would be expected:

- 35-40% at Feasibility Design (Seamer – 35%)
- 25% at Preliminary Design (Scarborough – 24%)
- 10% at detail design
- 0% at receipt of tenders / construction stage (Thirsk – 0%)

9.6 Further to the optimism bias each scheme has individual scheme level risk amounts built into costing. Typically at each stage of development listed above the risk amount would be expected to reduce;

- Thirsk being the most developed scheme has a total risk allocation of 6.9%
- Scarborough being next most developed has a total risk allocation of 30%
- The risk for Seamer, being least developed, is covered in the Optimism Bias of 35%. This totals £6m.

9.7 Inflation for each scheme has been calculated using the latest data available (May 22) in the Building Cost Information Service (BCIS) of the Royal Institution of Chartered Surveyors (RICS) tender price index.

9.8 In order to meet the delivery deadline associated with this fund, there is a need to continue to develop the bid and schemes beyond submission, at risk, with funding of £495,000 being required to do this. The table below shows a breakdown of that cost and the suggested funding source:

Item	Cost	Funding Source
Seamer Development	£300,000	Development Initiatives Reserve
Scarborough Development	£140,000	Development Initiatives Reserve
Business Case Finalisation	£15,000	Development Initiatives Reserve
BAPA (Network Rail Agreement)	£40,000	Development Initiatives Reserve

9.9 It is suggested that this is funded entirely from the Development Initiatives Reserve. The allocation of reserves will need to be reviewed as the Development Initiatives Reserve is earmarked to fund another year of the major schemes allocation for 2022-23. If the transport bid is successful, the £495,000 used for bid and scheme development will be returned to the Development Initiatives Reserve.

9.10 The MTFs report which was presented to Executive on 25 January 2022, included the addition of the proposed bid to the Capital Forward Plan. It outlined the matched funding commitment of 10% of the scheme cost required from the Corporate Capital Funding Pot of £3.5m should the bid be successful. The proposed costs, having since increased, has resulted in an additional £0.4m match funding requirement. It is recommended that this be added to the Capital Forward Plan to give a total estimated match funding requirement of £3.9m. Then, if the bid is successful, a formal request for the funds (total £3.9m which will be funded from available capital resources) will be presented to Executive. If the approach outlined in this report is approved in principle it will be included as part of the Q1 Finance report.

9.11 There is a possibility there will be ongoing maintenance costs for each scheme, each amount will vary by scheme and depend on ownership of the assets being delivered.

9.12 If successful, a report will be prepared for Executive approval to accept the funding subject to acceptable Terms and Conditions being received and an affordable deliverable project; this will include ongoing revenue costs.

10.0 Legal

- 10.1 All necessary approvals are being sought from Executive and in the event that the bid is successful a further report will be brought back to the Executive for acceptance of the funding allocation. As the bid requires a 10% local contribution the County Council will be making a £3.9m contribution to the scheme. This contribution will need to be considered in line with legislation and guidance on subsidy control. The transport schemes which are included in the bid would be undertaken in accordance with the County Council powers in highways and transport and local government legislation.

11.0 Climate Change

- 11.1 There are no immediate climate issues arising from this report. Details noted in Appendix E.

12.0 Recommendations

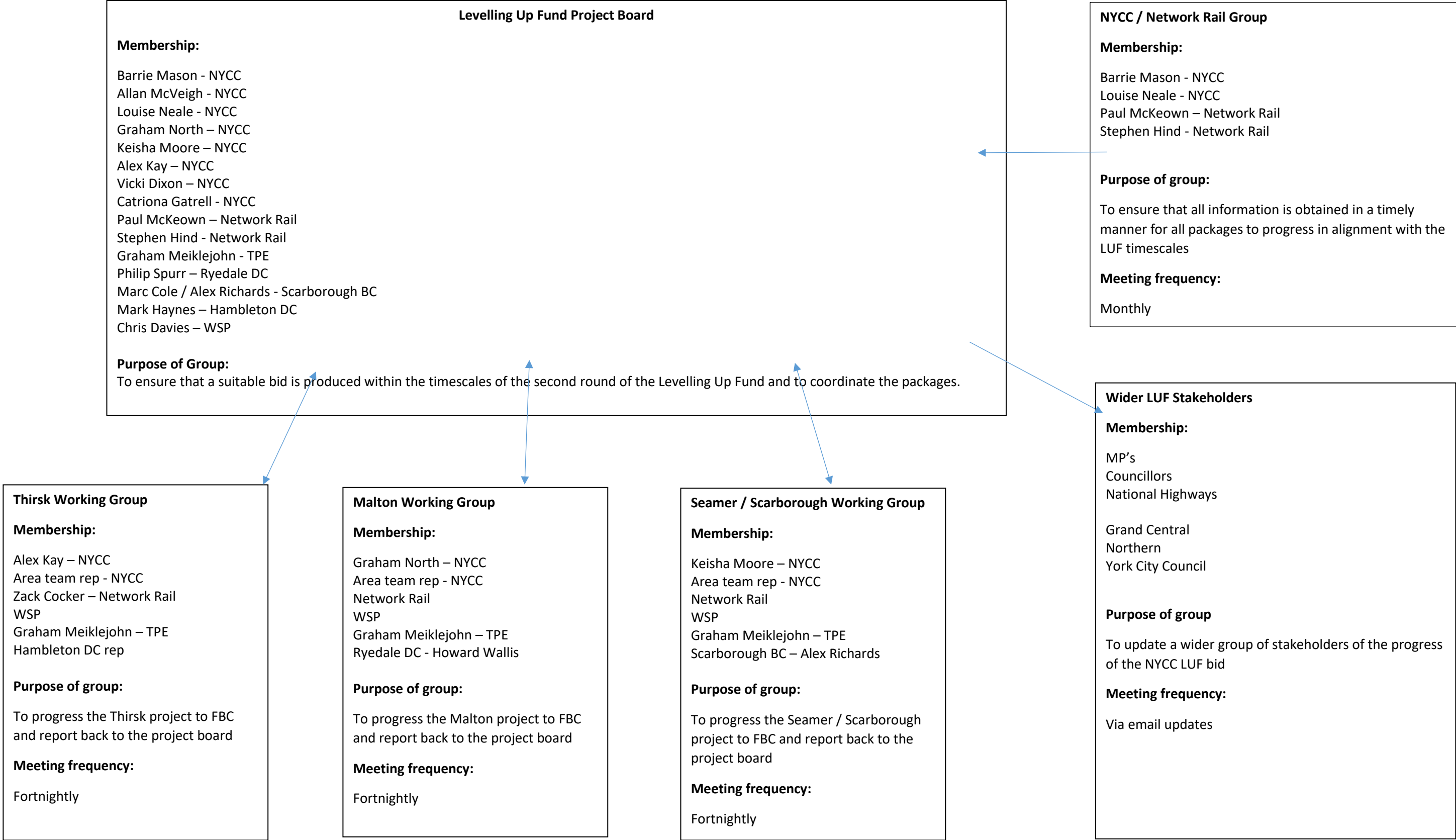
- 12.2 It is recommended that the Executive:
- (a) agrees that North Yorkshire County Council submits a bid to the Levelling Up Fund for £39,246,511, with a local contribution of £3,924,651;
 - (b) agrees that the £424,651 shortfall in 10% match funding required be added to the £3.5m already highlighted in the Capital Forward Plan
 - (c) agrees that £495,000 should be allocated, at risk, to ensure the bid is developed in time to meet the funding deadline
 - (d) agrees to receive a further report, should NYCC be successful, prior to the acceptance of the funding
 - (e) Notes other funding bids being made by District and Borough councils and other Local Authorities.

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Corporate Director – Business and Environmental Services

Author of Report: Keisha Moore, Senior Transport Planning Officer

Background Documents: None

NYCC Levelling Up Fund



Package options

Six package options for each of the schemes were identified which comprised:

		Bidding Route	Projects	Value	Estimate scheme cost	Total Package award	Priori ty area	Business Case req	Develop ment work by June 22	Delivery by 2024/25	MP Support	Comments
1	Original package	Malton and Thirsk Constituency bid	Malton Rail / Bus Interchange ReDevelopment	less than 20m	12m	52m	2	OBC			Kevin Hollinrake	
		Scarborough and Whitby Constituency bid	Scarborough Non-Transport Station Gateway bid	less than 20m	20m		1	OBC			Robert Goodwill	
		NYCC transport bid	Seamer Station, Malton Station, Thirsk Station	More than 20m	25m		2	OBC				
2	Original package plus Haxby	Malton and Thirsk Constituency bid	Malton Rail / Bus Interchange ReDevelopment	less than 20m	12m	53m	2	OBC			Kevin Hollinrake	
		Scarborough and Whitby Constituency bid	Scarborough Non-Transport Station Gateway bid	less than 20m	20m		1	OBC			Robert Goodwill	
		NYCC transport bid	Seamer Station, Malton Station, Thirsk Station, Haxby Line Speed Improvements	More than 20m	21m		1	FBC				Over max 3 projects!
3	Original package plus Haxby and Scarboro ugh station	Malton and Thirsk Constituency bid	Malton Rail / Bus Interchange ReDevelopment	less than 20m	12m	66m	2	OBC			Kevin Hollinrake	
		Scarborough and Whitby Constituency bid	Scarborough Non-Transport Station Gateway bid	less than 20m	20m		1	OBC			Robert Goodwill	
		NYCC transport bid	Seamer Station, Malton Station, Thirsk Station, Haxby Line Speed Improvements, Scarborough Station	More than 20m	39m		1	FBC				Over max 3 projects!
4	New package separatin	Malton and Thirsk Constituency bid	Malton Rail / Bus Interchange	More than 20m	24m	66m	2	OBC			Kevin Hollinrake	Over 20m - constituenc y bid

APPENDIX B

	g Thirsk and Malton		ReDevelopment, Malton Station, Thirsk Station									cannot be more than 20m
		Scarborough and Whitby Constituency bid	Scarborough Non-Transport Station Gateway bid	less than 20m	20m		1	OBC			Robert Goodwill	
		NYCC transport bid	Scarborough Station, Seamer Station, Haxby Line Speed Improvements	More than 20m	27m		1	FBC				

5	New Package including Haxby	Malton and Thirsk Constituency bid	Malton Rail / Bus Interchange ReDevelopment, Malton Station	less than 20m	19m	63m	2	OBC			Kevin Hollinrake	
		Scarborough and Whitby Constituency bid	Scarborough Non-Transport Station Gateway bid	less than 20m	20m		1	OBC			Robert Goodwill	
		NYCC transport bid	Seamer Station, Thirsk Station, Haxby Line Speed Improvements	less than 20m	19m		1	OBC				

6	Recomm ended Package	Malton and Thirsk Constituency bid	Malton Rail / Bus Interchange ReDevelopment, Malton Station	less than 20m	19m	64m	2	OBC			Kevin Hollinrake	
		Scarborough and Whitby Constituency bid	Scarborough Non-Transport Station Gateway bid	less than 20m	20m		1	OBC			Robert Goodwill	
		NYCC transport bid	Seamer Station, Thirsk Station, Scarborough Station	More than 20m	35m (25m bid value)		1	FBC				Room to reduce to 20m overall package so can submit OBC

For info:		
Malton and Thirsk Constituency bid	Includes Thirsk, Malton, Hunmanby	Kevin Hollinrake MP

Scarborough and Whitby Constituency bid	Includes Scarborough, Seamer	Robert Goodwill MP
York Outer Constituency	Includes Haxby	Julian Sturdy MP

					LUF Objectives				
Projects	Brief	Est Cost			reduce carbon emissions	improve air quality	cut congestion	support economic growth	improve the experience of transport users
Thirsk Station	Step free footbridge with lifts	5							
Seamer Station	Step free footbridge and option of new platform	13							
Malton Station	Option of new platform and step free footbridge	7							
Malton Rail / Bus Interchange ReDevelopment	Improvements to the Rail/Bus station interchange	12							
Haxby Line Speed Improvements	Improvements to rail infrastrcuture to support line speed increase	1							
Scarborough Transport Station Gateway	Transport interchange (Public realm, highway, transport hub)	13							
Scarborough Non-Transport Station Gateway	Fablab Cyberhub, Commercial Space and NHS & Pavilion House Public Sector Hub	20							

LUF Objectives

reduce carbon emissions (eg. Projects should be aligned to and support Net Zero goals: for instance, be based on low or zero carbon best practice; adopt and support innovative clean tech and/or support the growth of green skills and sustainable supply chains)

improve air quality,

cut congestion,

support economic growth

and improve the experience of transport users

Options 2 and 3 were immediately ruled out because they exceed the maximum three packages per transport bid. Option 4 was also ruled out because the Malton and Thirsk constituency bid exceeded £20m.

Haxby Line Speed improvements, which aim to make improvements along the Scarborough to York line with potential journey time savings of up to nine minutes (subject to further study work), have relatively small cost vs the high value benefits in proportion to the maximum possible bid. Estimates indicate the improvements could be delivered for approximately £200k; it was felt that this funding should be sought elsewhere as a 'quick win' to seek maximum value from the Levelling Up Fund bid. Officers therefore ruled out option 5.

Upon review of the packages, Scarborough Borough Council (SBC) requested that the transport elements of the Scarborough Station Gateway proposals be included in the transport LUF bid and this for this reason option 6 was formed.

Option 6 is the officers recommended option enabling delivery of the SBC asks and bringing in circa £70m for the county across three bids. This option also separates Malton from the NYCC Transport Package as officers felt this was a better strategic fit with the aspirations of the Ryedale Malton Rail / Bus Interchange Redevelopment package. Both packages are at relatively the same early stage of development.

The SBC proposal included construction of a multi storey car park (MSCP). Upon review it was felt that a MSCP does not fit with the package objectives to improve non-motorised user (NMU) access to and at the stations. A sustainable transport theme is seen throughout the recommended options.

APPENDIX C

There are a number of LUF funding bids proposed by some of the district/borough councils in the county. These are not being submitted by North Yorkshire County Council. A summary of bids that we are aware of is included below:

Bidding Route	Project	Est. Cost	Priority	Business Case	MP Support
Malton & Thirsk Constituency	Malton Rail / Bus Interchange Redevelopment & Malton Station Improvements	£15m	2	OBC	Kevin Hollinrake
Scarborough & Whitby Constituency	Scarborough and Whitby Constituency bid – non transport elements of the station gateway	£20m	1	OBC	Robert Goodwill
NYCC Transport	Seamer, Thirsk and Scarborough Stations	£43.4m	1	FBC	Non Priority Support
Richmondshire Constituency	Catterick Town Square and Park improvements	£20m	1	OBC	Rishi Sunak
Harrogate & Knaresborough Constituency	Possible bid for Phase 1 Harrogate Convention Centre and/or other projects	Max £20m	3	FBC	Andrew Jones
	Total value for county:	£118.4			

Bidding Route	Project	Est. Cost	Priority	Business Case	MP Support
City of York Transport	Haxby New Station – ancillary items (sustainable access, ped/cycle improvements)	£5m	3	FBC	Julian Sturdy

Although they are not being submitted by NYCC, County Council Officers are directly involved in developing three of the above constituency projects;

- Scarborough Station Gateway
- Malton Station Development Scheme
- Catterick Town Centre Regeneration Scheme

Scarborough Station Gateway is a project aimed at delivering improvements to Scarborough Railway Station and its surrounding area in order to create a strong arrival in the town and a new commercial quarter by finding new uses for existing buildings. The project has already successfully secured £6.68m of Town Fund grant to deliver public realm improvements and station access works.

Scarborough Borough Council's £20m Scarborough Station Gateway LUF bid will build upon the Towns Fund public realm project and is linked to the County Council's Transport Hub bid. This phase of the project will include:

1. Redevelopment of the Station to improve access and bring disused buildings back into use.
2. The creation of a new multi modal Transport Hub enabling passengers to continue their journeys using green methods of transport including electric buses, electric car hire, and cycle and scooter hire.

3. Demolition and replacement of the Comet Building, to create a new 'FabLab', a proposed skills and innovation centre in Scarborough town centre that will drive new commercial activity and provide opportunities for schools, local people and businesses to develop digital and cyber skills and capabilities in areas such as robotics, 3D modelling and coding.
4. Refurbishing Pavilion House to provide a new public sector hub and one stop shop where members of the public can access a full range of public services.
5. A new multi-story car park with EV charging and residential development on the old car park.

Together, the Borough Council's and the County Council's LUF bids will deliver the regeneration of this important area, and improve transport links within the town. Scarborough Borough Council is the lead applicant for the bid and is the accountable body for the received funds.

Malton Station Development Scheme will provide improvements to access especially for walking and cycling between Malton and Norton to the town and public transport interchange via the station forecourt and a new accessible link via a second platform and new bridge. The second platform will also improve reliability and resilience of the York – Scarborough railway line and for the wider rail network including the East Coast Main Line and Transpennine route both of which the Government are investing in heavily.

Funding has been received (£60,000 from First Transpennine Express, or TPE, and £67,000 from NYCC's Major Schemes budget) to ensure that the development work will achieve what is required for a LUF bid of up to £20m. The work also builds on previous stakeholder engagement carried out by Ryedale DC and, as part of this, some very good and positive engagement with local landowners which has been a major issue in the past. The scheme is looking at how links can be improved between Malton and Norton through:

1. The creation of a new accessible bridge linking the two towns over the railway line
2. A second bridge providing new access to the station
3. Reducing use especially by pedestrians and cyclists of the level crossing
4. Improving air-quality
5. Better use of the current station forecourt
6. Creating a better link between the railway station and the bus station and Malton Town Centre
7. Providing opportunities in and around the station in the future
8. Social cohesion to both towns.

This submission will be a constituency bid with priority support from Kevin Hollinrake MP, it will be led by Ryedale District Council with support from NYCC. Ryedale District Council is the lead applicant for the bid and is the accountable body for the received funds.

Richmondshire District Council's Levelling Up Fund (LUF) bid is a project aimed at regenerating part of Catterick Garrison Town Centre and is part of a wider general aim to improve Catterick Garrison Town Centre for residents. This is a joint initiative involving Richmondshire District Council (RDC), the Defence Infrastructure Organisation (DIO), the property arm of the Ministry of Defence (MoD) and North Yorkshire County Council (NYCC). Richmondshire District Council is the lead applicant for the bid and is the accountable body for the received funds. Richmondshire's LUF bid project seeks to become a pre-Local Government Reorganisation Exemplar project.

Richmondshire secured £125,000 from the Government's Capacity Fund to develop a high quality bid. NYCC staff have supported development of the bid from Growth and Heritage, Transport, Public Health, Legal and Central services.

The vision is to transform Shute Road into an attractive, vibrant and inclusive town centre through the creation of a new town square with a community and enterprise facility and the rejuvenation of Coronation Park. This will provide a desirable, well-connected, dynamic place to meet and relax. To deliver on this vision, the bid package is comprised of three complimentary projects;

- **Project 1: Accessibility and Connectivity** relates to the transport infrastructure improvements
- **Project 2: Public Realm and Landscape** covers the community infrastructure improvements
- **Project 3: Mixed Use Community and Enterprise Facility** links to the community infrastructure work

The indicative costing for Project 2 and 3 is approximately £11.5 million. There is no confirmation of the costs for Project 1 as yet but it is anticipated that the overall Levelling Up bid will be in the region of £20 million in total and will be delivered within two years.

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	H&T
Proposal being screened	Levelling Up Fund - submission
Officer(s) carrying out screening	Keisha Moore
What are you proposing to do?	<ul style="list-style-type: none"> Submit a bid to DfT to deliver a package of rail station access improvements at Seamer, Scarborough and Thirsk.
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To reduce carbon emissions, improve air quality, cut congestion, support economic growth and improve the experience of transport users
Does the proposal involve a significant commitment or removal of resources? Please give details.	No, the significant commitment or removal of resources has already been committed ahead of submission of the bid. More resource will be required to prepare the projects in advance of funding being allocated to our authority.

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:

- 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	

APPENDIX D

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:	
Reason for decision	In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.			
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>			
Date	16.02.2022			



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	Levelling Up Fund bid submission
Brief description of proposal	Submit a bid to DfT to deliver a package of rail station access improvements at Seamer, Scarborough and Thirsk.
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	23/06/2022

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.

A range of schemes that fit the DfT criteria were explored and are detailed within the report, schemes were ruled out based on criteria set by DfT but also through review of;

- Bidding options
- Time/capacity available to prepare a business case for the expected cost of the package
- How the packages score against the objectives of Levelling Up Fund
- Whether the area is identified as a priority
- Whether schemes could be delivered by 31st March 2025/26 (by exception)

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.

No funding is being offered at this stage.

APPENDIX E

<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		*		This bid is to achieve funding and not to begin construction at this stage. Scheme designs need to be developed and the overall bid will include a carbon plan		
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		*					
<p>Reduce water consumption</p>		*					
<p>Minimise pollution (including air, land, water, light and noise)</p>		*					

APPENDIX E

<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>*</p>				
<p>Enhance conservation and wildlife</p>		<p>*</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>*</p>				
<p>Other (please state below)</p>		<p>*</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Accepting the recommendation to put forward a bid will have no climate change impact. Prior to construction of any EVCPs, a report will be written and an associated climate change impact assessment completed. The intended overall outcome of the bid, if successful, is to have a positive impact by encouraging and facilitating greater use of electric vehicles.

