

North Yorkshire County Council

Thirsk and Malton Area Constituency Committee

30 September 2022

Levelling Up Fund Round 2 submissions

1.0 Purpose of the Report

- 1.1 To provide an overview of the North Yorkshire County Council and Ryedale District Council Levelling Up Fund round two submissions, consisting of two schemes within the Thirsk and Malton constituency area.

2.0 Levelling Up Fund Round Two

- 2.1 On the 23 March 2022 the Levelling Up Fund (LUF) round two prospectus was announced. This was a £4.8bn fund, with £1.7bn awarded in round one and £3.1bn remaining for round two submissions. The application window opened on the 31 March 2022 and closed on the 2 August 2022.

- 2.2 The objectives of transport bids within the LUF are to:

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

- 2.3 All successful LUF applications will be required to start scheme delivery in 2022/23 but with the majority of delivery able to take place in 2023/24 and 2024/25.

- 2.4 A review of the potential packages for round two transport bids were undertaken by officers and discussed with Ryedale District Council (RDC). The following packages were taken forward for further development and submission by RDC as a Constituency bid and North Yorkshire County Council (NYCC) as a transport bid:

	Bid route	Bid owner	Scheme
	Malton and Thirsk Constituency bid	Ryedale District Council	Malton Station Redevelopment
	NYCC transport bid	North Yorkshire County Council	Seamer Station, Thirsk Station , Scarborough Station

- 2.5 This option enabled Kevin Hollinrake MP to give formal priority support to both bids, in line with LUF round two guidance.

3.0 North Yorkshire County Council LUF bid

- 3.1 An accessibility scheme at Thirsk Railway Station was included within the NYCC Transport package bid, which also included accessibility improvements at Seamer and Scarborough railway stations. The total request from the fund for the package bid was £39.3m with an additional £4.3m in match contributions, inclusive of a local contribution of £3.9m. The Benefit-Cost Ratio (BCR) for the NYCC LUF package R is 1.3.
- 3.2 The estimated cost of the Thirsk scheme is approximately £6.3m, 16% of the total LUF grant request.
- 3.3 The Thirsk station access scheme will replace the existing footbridge with a new two span 40m 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, resolving the problem of accessibility for people with reduced mobility. The scheme will result in the closure of the existing barrow crossing south of the existing bridge helping to future proof the East Coast Mainline for later line speed upgrades.
- 3.4 It is also expected that a request to divert the existing Public Right of Way from the footbridge will be submitted by Network Rail (NR) should the bid be successful. Initial discussions have already taken place with NR and officers regarding a potential diversion route.
- 3.5 The benefits of the bid include:
- Decarbonisation of the transport network;
 - Increased Rail Station Usage;
 - Reduced Rail Journey Times; and
 - Improved active mode access to the station
- 3.6 Thirsk is currently nearing the completion of a construction ready approved design which is being prepared by NR in line with the recently introduced Project Acceleration in a Controlled Environment (PACE) framework which sets out how NR manage and control investment projects on the rail network. This follows previous development stages including a key stakeholder consultation which was undertaken in September 2021 by NR.
- 3.7 A funding announcement for the Levelling Up Fund is expected in Autumn, and should this be successful the main construction works at Thirsk are planned to start in September 2023 and be completed by March 2024.

4.0 Ryedale District Council – Malton Station Redevelopment - LUF bid

- 4.1 The redevelopment of Malton Station and the immediate surrounding area has the potential to be the catalyst to wider regeneration opportunities in the area and contribute towards:
- addressing issues including safety at the level crossing
 - encouraging and supporting active travel in and between both Malton and Norton
 - providing an alternative route when the River Derwent is in flood
 - creating a more appealing gateway to the two towns
 - improving air quality

- 4.2 The scheme will provide a new cycle/footpath from the current level crossing, a new pedestrian bridge with stairs and lift over the railway, potential realignment of the railway and a new second platform, and work to improve the forecourt at the front of the station.
- 4.3 Malton Station is a gateway to the rail network for most of Ryedale and some of the northern part of East Riding and by improving the Malton Station area this should improve access for these areas as well and create opportunities elsewhere.
- 4.4 The scheme will create a more robust and reliable railway between Scarborough and York, which will benefit the Transpennine Route and links in well with the Government's multi-billion pound Transpennine Route Upgrade. Reliability will also be key at York and this proposed scheme complements the Government's planned investment in the East Coast Main Line.
- 4.5 The cost of the Malton scheme is approximately £19.9m, with RDC contributing 10% of the funding. The Malton Station Redevelopment scheme has an initial BCR of 0.56 but with further work identifying wider economic benefits the BCR is 1.30.
- 4.6 The scheme is in its early stages in terms of the business case and design, which will need to be prepared for completion immediately after the announcement if successful. With an announcement of successful bids in the autumn, deadlines to spend money are extremely tight and there will be a need to carry out "at risk" work (RDC have indicated some funding is available) with the rail industry and landowners on:
- what could be delivered in this financial year;
 - what non-abortive work could be done for example, discussions with landowners, drawing up agreements, planning for wider public engagement; and
 - reviewing costs and ensuring deliverability
- 4.7 If the LUF bid were to be unsuccessful then other opportunities including those within the rail industry processes would need to be identified and pursued instead.

5.0 Other LUF bids

Although they were not submitted by NYCC, County Council Officers were also directly involved in developing the following constituency project;

5.1 Richmondshire District Council's Levelling Up Fund (LUF) bid

This project is 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). 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. Richmondshire secured £125,000 from the Government's Capacity Fund to develop a high quality bid. The overall Levelling Up bid was in the region of £20 million in total and will be delivered within two years if successful.

6.0 Equalities

6.1 There are no immediate equalities issues arising from this report (see Appendix A) as this is to update members on NYCC and RDC LUF bids for funding.

7.0 Finance

7.1 This paper forms the basis of an update, and as such there are no financial implications arising directly from the report. Full financial implications of the NYCC Levelling Up bid are set out in the report to North Yorkshire County Council Executive of 5 July 2022 and the financial implications of the RDC bid are set out in the report to the Ryedale District Council Policy and Resources Committee of 16 June 2022, and detailed within the recorded meeting minutes.

7.2 In summary, the approved total local contribution required for the NYCC Transport bid is £3.9m (10%) and £2.0m (10%) for the Ryedale District Council Malton Station Re-development scheme.

8.0 Legal

8.1 There are no immediate legal issues arising from this report. It is worth noting that the bids noted in this report have gained all the necessary approvals from Executive (NYCC) and the Policy and Resources Committee (RDC) for submission.

9.0 Climate Change

9.1 There no immediate Climate Change issues arising from this report, see Appendix B.

10.0 Recommendation

10.1 It is recommended that members note the contents of this report.

Author:
Alexander Kay

HIGHWAYS AND TRANSPORTATION
Business and Environmental Services
North Yorkshire County Council
08/09/2022

Initial equality impact assessment screening form			
<p>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.</p>			
Directorate	BES		
Service area	H&T		
Proposal being screened	Levelling Up Fund Round 2 submissions		
Officer(s) carrying out screening	Alexander Kay		
What are you proposing to do?	<ul style="list-style-type: none"> To provide an overview of North Yorkshire County Council and Ryedale District Council Levelling Up Fund round two submissions, consisting of two schemes within the Thirsk and Malton constituency area. 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> If successful, the schemes will reduce carbon emissions, improve air quality, cut congestion, support economic growth and improve the experience of transport users. The Thirsk scheme will resolve the problem of accessibility for people with reduced mobility. 		
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.		
<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 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)	Barrie Mason		
Date	20/09/2022		



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	Levelling Up Fund Round 2 submissions
Brief description of proposal	To provide an overview of North Yorkshire County Council and Ryedale District Council Levelling Up Fund round two submissions, consisting of two schemes within the Thirsk and Malton constituency area.
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	08/09/2022

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.

A range of schemes that fit the DfT criteria were explored and are detailed within the 'Levelling Up Fund Round 2 Bid Submission and Acceptance Approval report' (05 July 2022). Other 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.

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		*				
	Emissions from construction		*		The two bids are to achieve funding and not to begin construction at this stage.		
	Emissions from running of buildings		*				
	Other		*				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			*				
Reduce water consumption			*				
Minimise pollution (including air, land, water, light and noise)			*				

<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>		*				
<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.

The update to members on the Levelling Up Fund submissions of NYCC and RDC will have no climate change impact. The intended overall outcome of both bids, if successful, is to have a positive impact on climate change by reducing carbon emissions, improving air quality and cutting congestion.

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	08/09/2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 20/09/2022