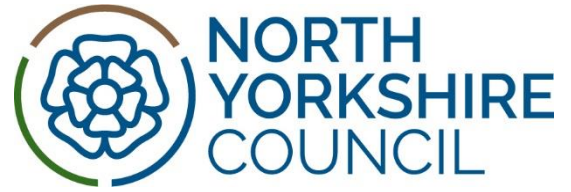


Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name	Harrogate and Knaresborough	
Project Name	Decarbonising the Knaresborough Wellbeing Hub and creating green energy	
Description of Project Location	Knaresborough Wellbeing Hub, 79 Stockwell Avenue, Knaresborough, HG5 0LG	
NYC Division(s) in which the project is located	Knaresborough	
Project Lead Officer Details	Name	Rebecca Micallef / Vincent van der Meulen
	Job Title	Economy Officer / Operations Manager
	Email	Rebecca.Micallef@northyorks.gov.uk Vincent.van-der-Meulen@northyorks.gov.uk
	Telephone	07525 988317 / 07525 987954

1. PROJECT DETAILS

<p>Please outline why the budget is required and what are the current barriers to project development it will help overcome?</p>	<p>The aim of this project is to reduce the carbon footprint of the Knaresborough Wellbeing Hub (The Hub) by updating its infrastructure and installing solar panels and EV chargers.</p> <p>The Hub is run by Brimhams Active and offers a wide range of activities, classes and community events. It is used every weekday, with some evening and weekend opening. Its facilities include:</p> <ul style="list-style-type: none">• a main activity hall for clubs, activities and parties• badminton, basketball and five-a-side courts• meeting room• kitchen
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	<ul style="list-style-type: none"> • changing rooms • car parking • induction loop systems • fully accessible for wheelchair users <p>The Hub is supported by North Yorkshire Council and Knaresborough Town Council and works with a range of voluntary, community and statutory groups to develop leisure and social activities in and around the town.</p> <p>This project seeks to update the building's infrastructure, including the windows/doors/insulation, and to install new solar panels on the roof with a battery for excess energy storage within the loft space. The plan includes the installation of EV chargers in the car park for centre and community use which will benefit from the surplus energy from the solar panels.</p> <p>Knaresborough Town Council has submitted a pre-application to the North Yorkshire UKSPF Community Climate Action Grant Programme (SPF Fund) for the project. This has been approved and a full application invited.</p> <p>If successful, the SPF Fund can contribute up to £49,950. At least 20% of the total project costs must be provided as match. Whilst NYC are likely to be able to commit some funds to this project, a contribution from the ACC Economic, Regeneration, Tourism and Transport Fund (ACC fund) would help to bridge the funding gap to make the project viable and maximise the chance of a successful outcome of the SPF application.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>The ACC fund will support 'fabric first' works to increase the energy efficiency of the building and therefore maximise the chances of securing SPF funding.</p> <p>This is likely to include:</p> <ul style="list-style-type: none"> • Increasing insulation in the loft • Adding to floor voids • Replacing some of the 30 year old windows • Replacing old an inefficient external doors
<p>Please describe the future project that this activity will help to unlock.</p>	<p>The activity funded by the ACC fund will support the delivery of a key project that seeks to increase energy efficiency and provide low carbon energy at Knaresborough Wellbeing Hub, an important community asset for the local area.</p> <p>It would be inefficient to install PV panels in isolation and so fabric improvements are being proposed in order to reduce the energy demand of the building and improve its EPC rating. This will make the property easier to heat, healthier to be in and reduce air pollution.</p>

	<p>The aims of the project are to:</p> <ul style="list-style-type: none"> - increase the energy efficiency of the building and reduce energy demand - reduce the building's carbon footprint - allow excess solar energy to be stored for use in the building - provide EV charging points to increase the use of EV's within the local area - support the continued use of the building for inclusive community benefit - create savings on energy costs. <p>A contribution towards these works from the ACC fund will help to demonstrate the importance of this project, help to unlock the SPF grant and allow the project to be progressed.</p> <p>It is worth also noting that there is a substantial amount of commuted sums against the existing 'skate park' area located adjacent to The Hub. This will fund improvements to the play facilities for children & young people. Both projects together would see a huge investment to boost the already thriving community centre, acting to help tackle incidences of antisocial behaviour and increase local pride in the area.</p>
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2. STRATEGIC FIT

<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>The project aligns with the ambition in the Council Plan to drive innovation and improve outcomes, supporting the vision to create a good quality of life for all. It addresses the key themes of Place & Environment as well as Health & Wellbeing. Through energy efficiency and carbon reduction measures, as well as investment to support and enhance the community facility in the longer term, the project directly contributes to the following priorities:</p> <ul style="list-style-type: none"> - Reducing impact on the environment and limiting climate change - Supporting communities to improve their local area - Helping people to have a good quality of life - Helping people to be active and helping children and adults to be healthy - Ensuring services don't become too expensive - Reducing the impact of council services on the environment and climate change. <p>The proposed works at The Hub clearly support the ambitions of the Climate Change Strategy 2023-2030, which sets out how the council will work with partners to achieve the ambition to be a carbon negative region by 2040. The project will decrease production of greenhouse gases through reducing energy demand and by generating and storing low carbon energy (solar power) as an alternative to fossil fuels. It will also act as a benchmark in the local area to encourage local residents and businesses to take climate responsible action.</p> <p>It also links to the delivery of the Economic Growth Strategy for North Yorkshire by supporting sustainable and healthy lives in Knaresborough, recognising the benefits that come from addressing economic, environmental, health and wellbeing goals together. As well</p>
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	<p>as contributing to a carbon negative economy, the enhancements at The Hub will support its continued success and the important role it can play in tackling enduring pockets of deprivation and hidden poverty and supporting people to overcome barriers that hold them back from moving into employment or progressing in work. This could include barriers around confidence and physical and mental health, all key considerations for inclusive growth as set out in the emerging Employability and Inclusion Action Plan. The use of excess energy production to provide EV charging facilities, for use at no or low-cost, will also support sustainable transport options for all.</p> <p>Enhancing the Wellbeing Hub also supports the aims of the Joint local health and wellbeing strategy by contributing to people’s health and wellbeing throughout all stages of life, reducing inequalities and strengthening connected communities.</p>
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3. LOCAL FIT

<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>The Hub is a major asset owned by Knaresborough Town Council. It is fully inclusive and provides valuable facilities, activities, classes and community events for all ages.</p> <p>The project is being championed by Knaresborough Town Council and directly supports the aims of their sub-committee on climate change. It also supports the ambitions of the new community network, Knaresborough Voice and aligns to their vision for the town, both in terms of environment and community.</p> <p>The Stockwell area of Knaresborough has unfortunately suffered from incidences of antisocial behaviour which have increasingly compounded the sometimes negative perception associated with this part of the town. This project will help to improve this, increasing public pride in The Hub and the surrounding area.</p> <p>The idea is that this project could also be used as a benchmark in the local area, providing an example to businesses, individuals and other parts of the public sector that may be inspired to do something similar in response to the climate change emergency.</p>
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4. FINANCE

<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>The building and larger site area is owned by Knaresborough Town Council but the building is on a long lease to NYC who have the responsibility for the buildings maintenance.</p> <p>NYC Property Services are currently reviewing existing condition surveys to understand the detail of the scope of works and to confirm costs and timescales. It is expected that some elements of the works can be financed from their maintenance budget but that an additional contribution from the ACC fund will add value and encourage further investment by highlighting this project as a priority for the Knaresborough community.</p>
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<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>The total cost of the project is currently estimated to be c. £100k. The amount of funding sought from the ACC Fund towards this is £20k.</p> <p>The estimated costs are:</p> <ul style="list-style-type: none"> - £70k materials and labour to carry out ‘fabric first’ improvements - £20k solar power generation - £TBC Battery storage - £TBC EV charger installation <p>The estimate for the ‘fabric first’ improvements are taken from an Energy Efficiency Survey completed on behalf of KTC in January 2024. NYC are now reviewing this work to establish detailed costs for the project as a whole.</p> <p>The remaining project costs are expected to be secured through the UKSPF Community Climate Action Grant Programme and from the NYC Property Services budget.</p>
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5. DELIVERY, TIMESCALES AND MONITORING

<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>This project will be led by Property Services at NYC, working closely with Knaresborough Town Council, Brimhams and the NYC Regeneration Team.</p> <p>Initial work is now underway to establish the detailed costs and timescales for delivery, but it is fully expected that there is sufficient capacity and resource within Property Services to complete this project.</p>
<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>Work to understand the scope of works and timescales is underway but it is fully anticipated that at least the ‘fabric first’ works to enable this project to be progressed can be completed within the current financial year.</p> <p>Details of procurement activity are yet to be finalised, but this will be carried out in accordance with the council’s procurement and contract procedure rules.</p>
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	<p>The works being progressed via the contribution from the ACC fund will be completed within the current financial year.</p>
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	<p>The lead officer, or a nominated representative, will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.</p>

6. BENEFITS

<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental -benefits could be derived for the future project outlined above?</p>	<p>The support of the ACC fund will help to secure funding from NYC as well as additional investment of c.£50,000 from the SPF programme.</p> <p>The project seeks to:</p> <ul style="list-style-type: none"> - increase the energy efficiency of the building and reduce energy demand - reduce carbon emissions by providing low carbon energy. A feasibility report completed in March 2023 estimated that solar panels will generate 13,509 kWh of electric on average each year (the average house uses 3000kWh per annum) - allow excess solar energy to be stored in a battery for use in the building - provide EV charging points to increase the use of EV's within the local area - Enhance the community facility and improve thermal comfort for building users and thus support the continued use of the building for inclusive community benefit - create savings on energy costs - provide a benchmark in the local area, offering an example to businesses, individuals and other parts of the public sector that may be inspired to do something similar - provide additional much-needed investment in the local area linking to the planned improvements to the play facilities for children & young people close to The Hub.
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AREA COMMITTEE SIGN OFF

ACC Meeting Date When Project Scope Agreed		Draft Minute Number	
Signed (ACC Chairman)		Date	

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name	Harrogate and Knaresborough	
Project Name	Harrogate Cycling Infrastructure Plan: Corridor 2 (Bilton to Hornbeam) – Preliminary design	
Description of Project Location	A route between Bilton Lane and Hornbeam Park, covering Hornbeam Park Avenue, Rayleigh Road, Hamilton Avenue, Warwick Crescent, St James Drive, Stray Rein, South Park Road, Marlborough Road, North Park Road, East Parade, Dragon Parade, Dragon Road, A59 Skipton Road and Bilton Lane.	
NYC Division(s) in which the project is located	Harrogate	
Project Lead Officer Details	Name	Alexander Kay
	Job Title	Senior Transport Planning Officer
	Email	Alexander.kay@northyorks.gov.uk
	Telephone	01609 534529

1. PROJECT DETAILS

Please outline why the budget is required and what are the current barriers to project development it will help overcome?	Funding is required to develop a preliminary design of this 5.45km Harrogate Cycling Infrastructure Plan (HCIP) route to progress the scheme to a 'bid ready' stage. A preliminary design stage is a stage at which Active Travel England state is appropriate for capital funding applications. Previously, the HCIP phase two report developed this route to a feasibility/concept stage with designs based on ordnance mapping. This project will update and develop the concept designs, review against Local Transport Note 1/20 (LTN 1/20) and DMRB
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	<p>standard, produce a preliminary design pack and produce a BOQ and Programme.</p> <p>The route encompasses a mixture of stepped cycle tracks, Dutch style roundabouts and cycle streets. The route will be LTN 1/20 compliant and presented 'very high' value for money when assessed during the HCIP phase 2 report.</p> <p>Development funding for active travel projects is a barrier. Although Active Travel England do provide some funding to develop walking, wheeling and cycling schemes it is not sufficient to progress all schemes across the county, with often only enough funds to develop one or two schemes each year. NYC have been awarded £331,660 through the Capability Fund 2024/25 and £248,745 is ear marked for development of active travel schemes across the county. A sifting exercise is currently underway to determine which schemes can be progressed to a bid ready status.</p> <p>There is no guarantee that this scheme will secure development funding this year, and so it is vital that ACC (part) fund the design work to ensure we have 'shovel ready' active travel schemes progressing in Harrogate. It is proposed that the Capability Fund support any shortfall within the development work of this scheme.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>The next step would be to commission Align Property Services (APS) to undertake preliminary design work for the route. This will include:</p> <ul style="list-style-type: none"> • Update & Develop design based on the WSP Concept design following receipt of topographical survey (organised by NYC) • Review Design against LTN1/20 and DMRB Standards • Produce a preliminary pack consisting of the following drawings: <ul style="list-style-type: none"> - General Arrangement (GA) Plan including dimensions, levels and provision of new drainage (gully re locations, additional slot drains / gullies etc) - Clearance Plan - Swept Path Analysis and Visibility Plans - Hard Surfacing and Kerbing Plan - Road Signing and Markings Plan - Pavement & Kerbing Construction Details - Fencing GA Plan - Produce BoQ and Programme <p>The cost of these works will be £78,130.39.</p> <p>This is more than the indicative quote of £30k presented at ACC in March. Whilst this was a 'ball park' figure from a different consultant, it is now understood that the level of detail of said quote was not to the design level needed or quality needed. Align Property Services have now assessed the current feasibility/concept designs as part of their proposal and have identified a number of areas within the design that will need additional work before completing the preliminary designs.</p>

	<p>This is in some part due to some updates to the road network, which means the concept plans need updating and quite a few areas within the design conflicting with large trees. There is also more design work needed due to kerbing changes, gullies needing to be moved (implication on design) and some concept ideas that need additional review and comment.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>The output of this project will be designs that are sufficiently developed for future active travel fund bids and other funding opportunities in advance of handover to Major Projects for detailed design and approvals for delivery.</p> <p>Therefore the future project will be the construction of this 5.45km route, which could be split into phases depending on funding available.</p>
<h2>2. STRATEGIC FIT</h2>	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>The project will contribute to the five ambitions included in the Council Plan under the following themes:</p> <ul style="list-style-type: none"> • Place and environment. The project will: <ul style="list-style-type: none"> - Promote and encourage active travel including walking and cycling - Encourage and support sustainable living in our communities and towns as well as the transport in between, including promoting and encouraging active travel including walking and cycling - Seek improvements to transport connectivity and inclusion - Ensure that developments meet the needs of all and consider health and social inequality offering Housing developments easier access to employment and economic opportunities • Economy <ul style="list-style-type: none"> - Harness North Yorkshire's natural capital and promote the green and blue economies through design - Support us to attract and retain young people and working age adults to live and work in North Yorkshire by offering modal choice - To promote and improve North Yorkshire's tourism, sporting, and cultural offer, to increase visitor spend in Harrogate and be accessible for all (walkers, wheelers, and cyclists) - To promote economically and environmentally sustainable tourism by providing safe active travel infrastructure that doesn't currently exist • Health and wellbeing <ul style="list-style-type: none"> - Encourage people to make informed choices about their health and encourage active and healthy lifestyles - Support improvements to peoples mental health and wellbeing - Support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling.

	<ul style="list-style-type: none"> - Help reduce health and social inequalities through healthy place-shaping - Help to address the wider social, economic and environmental determinants which influence health inequalities and compromise the health, well-being and life chances of children and young people, such as road safety <ul style="list-style-type: none"> • People <ul style="list-style-type: none"> - Improve road safety to prevent injury, disability and death caused by road collisions. • Organisation <ul style="list-style-type: none"> - Reduce the amount of business miles travelled in employees' own vehicles by encouraging alternatives such as active travel, public transport and virtual meetings. - To ensure services provide value for money <p>Economic Growth Strategy – This project supports the aim to create strong communities and clean inclusive growth. Active travel opportunities will provide access to services and employment.</p> <p>Destination Management Plan (subject to finalisation and adoption). The project supports the priorities from the emerging Destination Management Plan.</p>
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3. LOCAL FIT

<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>The route is a key priority corridor within the Harrogate Cycle Infrastructure Plan (HCIP) which details the investment proposals for active travel infrastructure in the area.</p> <p>Our Local Transport Plan (LTP) is currently under review and will be updated to reflect the change in how people live, work and travel since the COVID-19 pandemic. The current plan (LTP4) key themes include 'Healthier Travel' and the need to manage the adverse impact of transport on the environment. These themes are also likely to play a key role in the new LTP and the A59 missing link scheme aligns well with this key local strategy.</p> <p>As a result of Local Government Reorganisation, a North Yorkshire Local Plan will be developed within the next five years to cover the whole of North Yorkshire. This will replace the seven Local Plans previously used by the abolished district councils, including Harrogate Borough Council. The Harrogate District Local Plan states the need for sustainable and healthy transport, including the creation of walking and cycling routes.</p>
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4. FINANCE

<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>As mentioned previously, the Capability Fund will fund the shortfall between the ACC funding and the cost to develop these proposals. The breakdown is:</p> <p>Preliminary Design £78,130.39 ACC £40,000 Capability Fund £38,130.39</p> <p>Topographical Survey £TBC – approx. £8,000 - £13,000 – Capability Fund</p> <p>Concept Ped/Cycle Bridge Design (Skipton Rd) - £TBC – Capability Fund</p> <p>The topographical survey/utility check assists the preliminary design by providing information to the design team such as:</p> <ul style="list-style-type: none"> - Site boundaries (Fences/Walls/Hedges etc.) indicating type, width and height. - Roads including kerbs (top & bottom every 10m or closer where required), drop kerbs, centreline of road/road markings, traffic calming measures, crossings. - Footpaths, cycleways, and tracks. - Verges. - General changes in surfacing noting type. - Other structures such as retaining walls, bridges, piers, ramps, steps, canopies etc. - General topography including banks, slopes, depressions, bunds, ditches and watercourses. - Isolated trees above 75mm diameter (at 1.5m above ground) indicating trunk position and canopy spread. - Limits of woodland blocks, vegetation and bushes, shrubs and gardens. - Service & drainage covers, stop valves, fire hydrants, water meters etc. - Junction boxes / feeder pillars. - Service poles (Telegraph & Electricity) - Main overhead service routes with cable heights noted where possible. - General street/site furniture (Signage, benches, litter bins, telephone boxes etc.). <p>We estimate this to be £8,000-£13,000 and are currently working with suppliers for an accurate costing.</p> <p>Align Property Services are currently working on a cost for the concept bridge design for the pedestrian cycle bridge shown on the feasibility/concept designs for Skipton Rd. Again, this is something Capability Fund can pick up.</p>
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<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£40,000</p> <p>The cost is £78,130.39 based on developing the proposals to a preliminary design standard in advance of bidding for capital funding opportunities. The breakdown is shown below with anything above £40,000 picked up through the Capability Fund:</p> <p>Phase 1 - Bilton to Skipton Road Bridge - £19,290.60+VAT</p> <p>Phase 2 – Skipton Road Bridge to Town Centre £26,884.43+VAT</p> <p>Phase 3 –Town Centre to Hornbeam Park £31,955.36+VAT</p> <p>This allows for the below:</p> <ul style="list-style-type: none"> • Update & Develop design based on the WSP Concept design following receipt of topographical survey (organised by NYC) • Review Design against LTN1/20 and DMRB Standards • Produce a preliminary pack consisting of the following drawings: <ul style="list-style-type: none"> - General Arrangement (GA) Plan including dimensions, levels and provision of new drainage (gully re locations, additional slot drains / gullies etc) - Clearance Plan - Swept Path Analysis and Visibility Plans - Hard Surfacing and Kerbing Plan - Road Signing and Markings Plan - Pavement & Kerbing Construction Details - Fencing GA Plan - Produce BoQ and Programme
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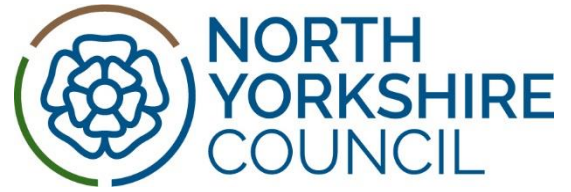
5. DELIVERY, TIMESCALES AND MONITORING

<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>This project will be led by the Transport Planning Team. A Senior Transport Planning Officer, who has already been working on the project will take the lead and coordinate with Align Property Services (APS)</p> <p>Inputs will also need to be made from NYC colleagues such Area Team, Highway Officers and Traffic Engineering.</p> <p>Transport Planning Team leader has confirmed capacity and resource to complete this project.</p>
<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	<p>We anticipate the preliminary design work for the cycle improvements will take 10 months to complete.</p>

Can the proposed work to be funded delivered within the allocated financial year?	The work can begin this financial year and be complete by March 2025.		
How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?	The lead officer, or a nominated representative will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.		
6. BENEFITS			
<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental -benefits could be derived for the future project outlined above?</p>	<p>Developing a scheme to a preliminary design stage means it is 'bid ready' and can be considered for any capital funding opportunities.</p> <p>The economic assessment within HCIP Phase two report showed the route has a BCR of 8.49, and an estimated uplift of 1,612 additional cycle trips per day. This is estimated to save 203,000 car km per year and 17.7 CO2 tonne equivalent per year.</p>		
AREA COMMITTEE SIGN OFF			
ACC Meeting Date When Project Scope Agreed		Draft Minute Number	
Signed (ACC Chairman)		Date	

Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name	Harrogate and Knaresborough	
Project Name	Missing A59 cycle path link	
Description of Project Location	On the A59 between Harrogate and Knaresborough, a shared use path finishes approximately 250m short of Knaresborough High Bridge, where existing advisory cycle lanes link the A59 Harrogate Road to Waterside. The project location is this missing link, on the A59.	
NYC Division(s) in which the project is located	Knaresborough	
Project Lead Officer Details	Name	Alexander Kay
	Job Title	Senior Transport Planning Officer
	Email	Alexander.kay@northyorks.gov.uk
	Telephone	01609 534529

1. PROJECT DETAILS

Please outline why the budget is required and what are the current barriers to project development it will help overcome?	Funding is required to develop a workable design to a preliminary stage that is 'bid ready' to unlock construction funding opportunities in the future. The missing link provides an opportunity to develop a 'low cost' scheme that would make use of existing infrastructure (a shared use path on southern side of the A59) to form a continuous route between High Bridge, Knaresborough and A59, near the Golf Club, Harrogate.
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	<p>Previously, a wider scheme to provide 1.2km of segregated cycle lanes eastbound and westbound on the A59 between Maple Close and Knaresborough was developed to a feasibility stage and an unsuccessful bid made to Active Travel Fund Tranche Four. The wider scheme remains challenging to deliver in its entirety due to significant costs (£1.65m) and designs issues still to be rectified. The missing link scheme therefore, will cost less to design and will present a more achievable route to construction as the anticipated construction costs are significantly less than the wider scheme.</p> <p>Development funding for active travel projects is an issue. Although Active Travel England do provide some funding to develop walking, wheeling and cycling schemes it is not sufficient to progress all schemes across the county, with often only enough funds to develop one or two schemes each year. There is no guarantee that this scheme will secure development funding this year, and so it is vital that ACC fund the design work to ensure we have 'shovel ready' active travel schemes progressing in Harrogate.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>The next step would be to commission Align Property Services (APS) to undertake preliminary design work for the route. This will include:</p> <ul style="list-style-type: none"> • Develop workable design (concept plan) • Develop concept to Preliminary design stage
<p>Please describe the future project that this activity will help to unlock.</p>	<p>The output of this project will be designs that are sufficiently developed for future active travel fund bids and other funding opportunities. The future project will be the construction of this link, providing a key missing link and safely connecting Harrogate and Knaresborough along the A59.</p> <p>Cycle counts on the A59 over the last 3 months show that 96 cycle trips per day currently use this route, and should improvements be made (starting with a compliant design through this funding) then (once constructed) more cycle trips would be undertaken between Harrogate and Knaresborough, reducing the reliance on private vehicles.</p>
<h2>2. STRATEGIC FIT</h2>	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>The project will contribute to the five ambitions included in the Council Plan under the following themes:</p> <ul style="list-style-type: none"> • Place and environment. The project will: <ul style="list-style-type: none"> - Promote and encourage active travel including walking and cycling - Encourage and support sustainable living in our communities and towns as well as the transport in between, including promoting and encouraging active travel including walking and cycling - Seek improvements to transport connectivity and inclusion

- Ensure that developments meet the needs of all and consider health and social inequality offering Housing developments easier access to employment and economic opportunities
- Economy
 - Harness North Yorkshire's natural capital and promote the green and blue economies through design
 - Support us to attract and retain young people and working age adults to live and work in North Yorkshire by offering modal choice
 - To promote and improve North Yorkshire's tourism, sporting, and cultural offer, to increase visitor spend in Harrogate and be accessible for all (walkers, wheelers, and cyclists)
 - To promote economically and environmentally sustainable tourism by providing safe active travel infrastructure that doesn't currently exist
- Health and wellbeing
 - Encourage people to make informed choices about their health and encourage active and healthy lifestyles
 - Support improvements to peoples mental health and wellbeing
 - Support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling.
 - Help reduce health and social inequalities through healthy place-shaping
 - Help to address the wider social, economic and environmental determinants which influence health inequalities and compromise the health, well-being and life chances of children and young people, such as road safety
- People
 - Improve road safety to prevent injury, disability and death caused by road collisions.
- Organisation
 - Reduce the amount of business miles travelled in employees' own vehicles by encouraging alternatives such as active travel, public transport and virtual meetings.
 - To ensure services provide value for money

Economic Growth Strategy – This project supports the aim to create strong communities and clean inclusive growth. Active travel opportunities will provide access to services and employment.

Destination Management Plan (subject to finalisation and adoption). The project supports the priorities from the emerging Destination Management Plan.

3. LOCAL FIT

<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>The missing link is included in the Harrogate Cycle Infrastructure Plan (HCIP) which details the investment proposals for active travel infrastructure in the area.</p> <p>Our Local Transport Plan (LTP) is currently under review and will be updated to reflect the change in how people live, work and travel since the COVID-19 pandemic. The current plan (LTP4) key themes include 'Healthier Travel' and the need to manage the adverse impact of transport on the environment. These themes are also likely to play a key role in the new LTP and the A59 missing link scheme aligns well with this key local strategy.</p> <p>As a result of Local Government Reorganisation, a North Yorkshire Local Plan will be developed within the next five years to cover the whole of North Yorkshire. This will replace the seven Local Plans previously used by the abolished district councils, including Harrogate Borough Council. The Harrogate District Local Plan states the need for sustainable and healthy transport, including the creation of walking and cycling routes.</p>
<p>4. FINANCE</p>	
<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>No contributions are planned from the service area.</p>
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£10,000</p> <p>APS have informed officers that a concept design, and preliminary design can be delivered for c.£10,000.</p> <p>An official proposal from APS is imminent but until this is received a breakdown of costs cannot be provided.</p>
<p>5. DELIVERY, TIMESCALES AND MONITORING</p>	
<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>This project will be led by the Transport Planning Team. A Senior Transport Planning Officer, who has already been working on the project will take the lead and coordinate with Align Property Services (APS)</p> <p>Inputs will also need to be made from NYC colleagues such Area Team, Highway Officers and Traffic Engineering.</p> <p>Transport Planning Team leader has confirmed capacity and resource to complete this project.</p>
<p>Please outline the anticipated timeframe for delivery of the activity?</p>	<p>APS have indicated the work will take 1 month to complete.</p>

Please include details of how the activity will be procured (if required).	
Can the proposed work to be funded delivered within the allocated financial year?	Yes
How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?	The lead officer, or a nominated representative will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.

6. BENEFITS

<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental -benefits could be derived for the future project outlined above?</p>	<p>Developing a scheme to a preliminary design stage means it is 'bid ready' and can be considered for any capital funding opportunities.</p> <p>Using Active Travel England cost benchmarks 250 metres of provision would be around £300,000 to construct. Using the Active Mode Appraisal Tool, only 16 additional cycle trips a day (potentially only 8 cyclists making return trips) would need to use the new infrastructure to provide value for money over the course of the scheme life.</p> <p>An accurate value for money assessment can be completed as further design and cost certainly is provided through the development process.</p>
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AREA COMMITTEE SIGN OFF

ACC Meeting Date When Project Scope Agreed		Draft Minute Number	
Signed (ACC Chairman)		Date	