

North Yorkshire Council
Environment Executive Members

28 March 2025

Active Travel Fund 5 – Submission of Schemes

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

1.1 To request approval from the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation to submit five schemes to Active Travel England’s assurance process as part of the Active Travel Fund tranche 5 submission process.

2.0 BACKGROUND

- 2.1 Active Travel Fund 5 (ATF5) represents the fifth tranche of active travel funding for Local Authorities, following five rounds of funding over the past five years.
- 2.2 North Yorkshire Council (NYC) was awarded £133,000 from Emergency Active Travel Fund (EATF) and £1,011,750 from Active Travel Fund tranche 2 (ATF2). Bids to Active Travel Fund 3 (ATF3) and Active Travel Fund tranche 4 (ATF4) were both unsuccessful. NYC was ineligible for Active Travel Fund tranche 4 extension (ATF4e).

Table 1: Active Travel Funding summary from 2020-2024

Year	Tranche	Bid amount	Funding awarded
2020	Emergency Active Travel Fund	£266,000	£133,000
2021/22	ATF2	£1,465,000	£1,011,750
2021/22	ATF3	£1,550,000	£0
2023/24	ATF4	£2,735,270	£0
2023/24	ATF4e	N/A	N/A
Total:		£6,016,270	£1,144,750

2.3 Since ATF4, capital funding allocations have been based on Local Authority Active Travel Capability Ratings from ATE. The ratings are used to calculate funding allocations for local authorities, with higher rated authorities eligible to access more funding. Authorities are rated from 0 to 4, with four being the highest. NYC is currently a level one rated authority, alongside over half of the local transport authorities in England.

Table 2: 2024 breakdown of Capability Ratings from all 80 Local Transport Authorities in England

Level	Number of LTAs	Percentage
Level 0	0	0%
Level 1	42	52.5%
Level 2	32	40%
Level 3	6	7.5%
Level 4	0	0%
Total	80	100%

3.0 ACTIVE TRAVEL FUND TRANCHE FIVE

- 3.1 Following confirmation of funding for 2024/25 Budget, Active Travel England (ATE) has awarded a total of £54.2m to authorities under Active Travel Fund tranche 5 (ATF5). Funding was awarded on the basis that ATF5 schemes will be submitted for assurance by ATE.
- 3.2 Funding allocations were announced 12 February 2025 and calculated on population size and capability rating. NYC has been allocated £369,709 and schemes must be submitted for assurance by 31 March 2025.
- 3.3 The focus of ATF5 funding is:
- New construction schemes, particularly schemes that can be delivered quickly, such as less complex, high impact schemes e.g. road crossings and school streets. Schemes that test new approaches such as retrofitting routes to existing housing developments with poor provision are also encouraged;
 - Change control funding to unblock existing ATF schemes to secure timely delivery and improve scheme quality;
 - Essential maintenance funding to address safety or accessibility concerns on existing routes;
 - Early development of future active travel schemes to be funded in the next spending round period.
- 3.4 Authorities are free to decide on an appropriate mix of funding types in line with local need. Essential maintenance funding is limited to 20% of an authority's funding allocation (£73,942) and is not intended to be focused on regular, periodic maintenance activities, but instead targeted activities that address accessibility or safety concerns.
- 3.5 All schemes will be checked for eligibility against the agreed scheme types for ATF5 and will then be assured against a set of agreed criteria including:
- Compliance with key ATF5 funding principles and eligibility requirements.
 - Alignment with relevant guidance on design quality and safety as defined by the ATE design assurance tools.
 - Value for money
 - Deliverability of schemes within funding window.
- 3.6 Funding is expected to be committed by March 2026, and construction schemes completed by 31 March 2027.

4.0 SCHEME IDENTIFICATION, LONGLISTING AND PRIORITISATION

- 4.1 Officers revisited the long list of schemes from tranche two, three and four of previous funding rounds and added additional schemes that had been requested over the last 12 months from members of the public, Councillors and other interest groups. Officers sifted schemes against the criteria for both construction and essential maintenance. These two themes were given priority as development funding is available through the Capability Fund and existing ATF schemes would not benefit from a change control of this funding amount.
- 4.2 During the sifting process a number of schemes were immediately ruled out due to cost within the funding envelope, deliverability within the funding window and other ATF5 assurance criteria.

- 4.3 Additionally officers reviewed the Local Cycling and Walking Infrastructure Plans (LCWIPs), the list of current development schemes and spoke with officers at each of the local area highways teams to come up with a long list of schemes for evaluation. Again, the schemes were reviewed against the criteria of the bid and schemes that could be constructed within the funding budget and timeframes were prioritised. Appendix A shows the longlist of schemes considered.
- 4.4 Given the modest amount of funding, the focus has been on identifying several low complexity schemes which can be delivered quickly. Given our capability rating (level 1) we are encouraged by ATE to look at low complexity schemes such as new crossings and school streets.

5.0 ATF5 SCHEMES FOR SUBMISSION TO ATE ASSURANCE

- 5.1 Following the input from stakeholders and analysis of potential schemes against the tranche five criteria the following capital schemes have been identified as appropriate to take forward:

Allocated funding: £369,709

Scheme name	Description	Scheme type	ATF5 ask
A661 Wetherby Road/ Railway Road (Sainsburys junction)	<p>This junction in Harrogate is the largest signalised junction in the county without a pedestrian phase and has been a collision cluster site in the past. NYC intends to deliver a scheme to improve pedestrian safety at the junction of Wetherby Road and Railway Road in Harrogate. NYC plans to replace and upgrade the current traffic signals to incorporate controlled pedestrian crossing facilities which will increase pedestrian safety and encourage active travel.</p> <p>The upgrade of the signals will also include enhanced detection utilising the latest technology and adding MOVA control to the current operation which will improve the efficiency of the current junction for all road users. The new LED signals will replace the current halogen lamp signals which will also contribute to the Authorities carbon reduction targets.</p> <p>The proposed scheme is expected to cost in the region of £300k-£400k. Additional funding required over and above the ATF5 contribution will be funded from the North Yorkshire Traffic Signals Maintenance budget for the 2025/26 financial year.</p>	Construction	£180,919
Bilton Lane, Harrogate, Parallel crossing	The proposed scheme will introduce a parallel crossing (also known as a Tiger Crossing) across Bilton Lane. The new crossing will give priority to those walking, wheeling and cycling and provides a safe crossing point for those using the Nidderdale Greenway to access Starbeck/Harrogate and Ripley. The indicative cost is based on similar schemes.	Construction	£110,700
School Streets x 4	Following the success of the School Street pilot in Harrogate, NYC will introduce four school streets (Pedestrian and Cycle Zone) across the county. Using learning from the two school street pilots (Harrogate	Construction	£22,140

	and Scarborough) officers are currently working through a list to determine the locations and consult with the schools that fit the characteristics of a successful School Street. The indicative costs are based on previous school street schemes.		
School Streets monitoring	4 x intelligent sensors to capture baseline and impact of school street (Pedestrian and Cycle Zone) schemes via ped, cycle and motor vehicle counts. 4 will be installed to monitor the new school street schemes.	M&E	£37,500
East Ayton, Racecourse Road, new road crossing	The proposed scheme will introduce dropped kerbs, patrol signs and flashing amber lights in order to establish a school crossing patrol site. The crossing will serve the existing residents and will also benefit the new housing estate too. The scheme is subject to internal recruitment approval, following ATE assurance and approval of scheme.	Construction	£18,450
		TOTAL	369,709

- 5.2 The schemes listed above are all classed as low complexity within the ATF5 guidance. They are currently being developed to a bid ready stage and as such the costs are indicative but based on industry benchmarks and where possible similar schemes within the county. To add some confidence to the costs, benchmark costs have been uplifted to include preliminary fees (20%) and optimism bias (23%).
- 5.3 Optimism bias level is set at 23% which is the level suggested for schemes at an Outline Business Case stage and the default rate within the Active Mode Appraisal Tool. Whilst these schemes are not going through a formal business case route, this seems a sensible rate to include to ensure delivery is protected by any rising delivery costs. Given the low costs/complexity of schemes generally across the submission, we do not anticipate rising delivery costs to be a significant risk.
- 5.4 Value for money of schemes needs to be assessed for the submission. As each scheme is below £750,000 in value NYC is required to use cost effectiveness analysis. Cost effectiveness analysis is a variant of cost benefit analysis which compares the differences in Present Value Cost between options. Within the submission NYC will demonstrate that the proposed approach to delivering outputs is cheaper than a set of alternative options that we have considered. It is also important that NYC considers non-quantified differences between options in terms of risk, feasibility and timescales etc.
- 5.5 All schemes will meet the eligibility criteria in terms of compliance with key ATF5 funding principles, alignment with design quality and safety guidance, value for money and deliverability by March 2027.
- 5.6 Revenue expenditure such as the School Streets Monitoring can be used from the ATF5 allocation to support ATF5 scheme management, development and monitoring.
- 5.7 All schemes will go through an appropriate consultation exercise following the ATE design assurance process when schemes have been approved for delivery.
- 5.8 The wider longlist of schemes not taken forward in this bid will form a pipeline of future schemes that can be prioritised and taken forward for any other future funding opportunities.

6.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 6.1 The 'North Yorkshire Council 'Council Plan 2024-2028' sets out the priorities for the next four years. One such priority is to 'promote and encourage active travel including walking, wheeling and cycling'. The schemes within this bid align with this priority and are expected to increase walking, wheeling and cycling.
- 6.2 The York and North Yorkshire Combined Authority's Strategic Transport Framework commits to ensuring that active travel is a core part of an integrated transport network. In the long term this means a comprehensive network of lit, well-maintained walking, wheeling and cycle routes across the Combined Authority. The schemes within this bid will improve walking, wheeling and cycling routes across North Yorkshire.

7.0 ALTERNATIVE OPTIONS CONSIDERED

- 7.1 A sifting exercise was undertaken to assess potential schemes against the fund criteria as mentioned in 4.0. All schemes that are proposed to be taken forward for submission are of low complexity and can be delivered within the funding window. Alternative options such as essential maintenance and early development of schemes were discounted in order to focus on construction delivery. Improving delivery of active travel schemes is a key element of NYC's Capability Rating and is something that would go toward increasing our capability rating in the future which would have a positive impact on future active travel funding.

8.0 FINANCIAL IMPLICATIONS

- 8.1 The proposal is for NYC to submit five schemes to ATE's assurance process totalling £369,709 of capital funding, which is the full allocation given to NYC for ATF5. Costs include 20% preliminary fees and 23% optimism bias.

Scheme	Design & Construction	Prelims 20%	Optimism Bias 23%	Total cost	ATF5 ask	Match funding
A661 Wetherby Road/Railway Road (Sainsburys junction)	237,500	47,500	65,550	350,550	180,919	169,631
Bilton Lane, Harrogate, Parallel crossing	75,000	15,000	20,700	110,700	110,700	None
School streets x 4	18,000	/	4,140	22,140	22,140	None
School Streets monitoring	37,500	/	/	37,500	37,500	None
East Ayton new road crossing	12,500	2,500	3,450	18,450	18,450	None
					369,709	

- 8.2 Given the low complexity of the schemes it is envisaged that 23% optimism bias will cover the likelihood of increased delivery cost risk across the five schemes, whilst prelims of 20% is consistent with previous schemes being delivered through North Yorkshire Highways. Should there be a more cost-effective procurement option, NYC will take that forward.
- 8.3 Prelims costs have not been included for the '4 x School Streets' or 'School Monitoring/counts' as neither scheme involves construction of infrastructure. Optimism Bias has also been excluded on 'School Monitoring/counts' as this intervention cost is clear based on recent purchase of identical equipment.

- 8.4 The largest value scheme, the A661 Wetherby Road/Railway Road junction includes match funding of approximately £169,631 which will be funded from the North Yorkshire Traffic Capital Signals budget. . The estimated total cost of this scheme is expected to be in the region of £300k-£400k. The table above shows indicative scheme cost at approximately £350k to demonstrate the likely split of ATF5 funding and match funding.
- 8.5 The provision of infrastructure for a new school crossing patrol in East Ayton will require internal approval to recruit to the role of school crossing patrol once the scheme has been approved by ATE. The submission of this scheme to ATE deals with the infrastructure only and once approved by ATE, officers will seek approval to recruit. Should approval be gained the role of school crossing patrol will be funded from School Crossing Patrol North budget.
- 8.6 Funding is expected to be committed by March 2026, and construction schemes completed by 31 March 2027. A commitment could consist of a contract for design and construction, or a business case approving delivery of a scheme agreed by Council Executive Member approval.
- 8.7 Should costs overrun, NYC could look to utilise the Consolidated Active Travel Fund allocation of £1,256,601 to support the delivery of ATF5 schemes. This would be discussed with ATE in the first instance and could form part of a change control via ATE. Alternatively, NYC could look to descope schemes where possible.

9.0 LEGAL IMPLICATIONS

- 9.1 There are no legal implications arising from the submission of these schemes to ATE. The Grant Acceptance for the Active Travel Fund tranche five allocation has already been approved and the submission of these schemes represents the next stage of the process whereby ATE will check the schemes meet the eligibility criteria through their assurance process.

10.0 EQUALITIES IMPLICATIONS

- 10.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as Appendix B.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 There are no significant climate change issues arising from this report. A copy of the Climate Change Impact Assessment initial screening form is attached as Appendix C.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 The submission of the schemes listed in this report is the next step required by ATE as part of the ATF5 approval process. The schemes meet the criteria, can be delivered within the funding window and within the budget available.

13.0 RECOMMENDATION

13.1 It is recommended that the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation approves the submission of five schemes listed within this report to Active Travel England's assurance process as part of the Active Travel Fund tranche 5 submission process.

APPENDICES:

Appendix A – Schemes longlist

Appendix B – Equality Impact Assessment

Appendix C – Climate Change Impact Assessment initial screening form

BACKGROUND DOCUMENTS: None

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Assistant Director – Highways and Infrastructure.
County Hall
Northallerton
18 March 2025

Report Author – Alexander Kay, Senior Transport Planning Officer
Presenter of Report – Louise Anne Neale, Transport Planning Team Leader

Appendix A

Area	Option	Deliverable within budget? (£369,709)	Deliverability of schemes within funding window	Alignment with relevant guidance on design quality and safety (initial officer assessment based on data available)	Value for Money as defined by ATF5 Value for Money guidance (AMAT/Cost effectiveness analysis). Medium VfM is expected for active travel programmes	Type	Complexity	Include in submission?
East Ayton	East Ayton new road crossing					Construction	Low	Yes
Harrogate	A661 Wetherby Road/Railway Road (Sainsburys junction)					Construction	Low	Yes
Harrogate	Bilton Lane Parallel crossing					Construction	Low	Yes
Various	School Streets					Construction	Low	Yes
Harrogate	Fulwith Mill Lane Bridleway					Maintenance	Medium	No, third party land concern
Harrogate	Parallel crossing of Knaresborough Road nr Willaston Road					Construction	Low	No, stray land/feasibility concerns
Harrogate	North Park Road/Park Place improved crossing point					Construction	Low	No, stray land needed, difficult design/delivery, further development needed
Various	Cycle Parking					Construction	Low	No, potential other funding route
Malton	Yorker's Gate Malton new road crossing					Construction	Low	No, not feasible
Harrogate	Victoria Avenue (cycle element)					Construction	High	No, insufficient budget
Richmond	Darlington Road					Construction	High	No, insufficient budget
Selby	Brayton to Selby					Construction	High	No, insufficient budget
Sutton in Craven	Continue footpath from Sutton in Craven to Eastburn along Sutton Lane					Construction	Medium	No, further development needed/feasibility needed
Harrogate	Beckwith Head Road - cycle priority over side roads					Development	Low	No, further development needed to assess VfM
Harrogate	Duchy Road new road crossing					Construction	Low	No, further development needed to assess impact
Harrogate	Station Parade new road crossing					Construction	Low	No, further development needed to assess impact
Harrogate	Blands Hill Knaresborough new crossing					Development	Low	No, further development needed to assess impact

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Harrogate	Duchy Road traffic calming					Construction	Low	No, further development needed to assess impact
Skipton	Upgrade path through Aireville Park					Construction	Low	No, further development needed to assess impact
Thirsk	Thirsk LCWIP corridors					Development	High	No, focus on construction and LCWIP to be adopted
Whitby	Whitby LCWIP corridors					Development	High	No, focus on construction and LCWIP to be adopted
Catterick	Corridor 1:Richmond to Gilling West					Development	High	No, focus on construction
Catterick	Corridor 2:A6108 Corridor: Richmond Town Centre to Schools					Development	High	No, focus on construction
Catterick	Corridor 3:Richmond to Scorton via Brompton-onSwale					Development	High	No, focus on construction
Catterick	Corridor 4:Catterick Garrison to Catterick (Munster Barracks to Marne Barracks)					Development	High	No, focus on construction
Catterick	Corridor 5:Hipswell Rd					Development	High	No, focus on construction
Catterick	Corridor 6:Richmond to Scotton via Catterick Garrison					Development	High	No, focus on construction
Catterick	Corridor 7:Richmond - Easby Hall					Development	High	No, focus on construction
Catterick	Corridor 8:Richmond - Gallowfields Trading Estate via Hurgill Rd					Development	High	No, focus on construction
Catterick	Corridor 9a:Richmond Town Centre: Do Min					Development	High	No, focus on construction
Catterick	Corridor 9b:Richmond Town Centre: Do Some					Development	High	No, focus on construction
Catterick	Corridor 9C:Richmond Town Centre: Do Max					Development	High	No, focus on construction
Stokesley	Stokesley to Great Ayton					Development	Medium	No, focus on construction
Thirsk	Sowerby Gateway cycle path to station					Development	Medium	No, focus on construction
Kirkby	Kirkby Lane KIRKBY-IN-CLEVELAND					Development	Medium	No, focus on construction
Stokesley	Improvements to the tarmac paths on the A172 near Strikes					Development	Medium	No, focus on construction

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	for a shared path and cycle route							
Stokesley	Seamer (nr Stokesley) to Stokesley					Development	High	No, focus on construction
Great Broughton	Great Broughton to Stokesley					Development	High	No, focus on construction
Harrogate	Bilton Cycle Track maintenance					Maintenance	Low	No, focus on construction
Harrogate	Knaresborough to Flaxby Green Park Industrial Site					Development	High	No, focus on construction
Harrogate	Bilton to Starbeck (Corridor 1)					Development	High	No, focus on construction
Harrogate	Bilton to Hornbeam Park (via Town Centre) (Corridor 2)					Development	High	No, focus on construction
Harrogate	Jennyfield to Harrogate town centre (Corridor 3)					Development	High	No, focus on construction
Harrogate	Hornbeam Park to Starbeck (Corridor 4)					Development	High	No, focus on construction
Harrogate	Pannal to Rosset Green (Harrogate)					Development	High	No, focus on construction
Harrogate	Nidderdale Greenway (Harrogate)					Development	Medium	No, focus on construction
Harrogate	Whinney Lane to Rosset Green (Harrogate)					Development	High	No, focus on construction
Harrogate	Hookstone Chase					Development	High	No, focus on construction
Harrogate	Wetherby Road Woodlands Junction to Slingsby Walk					Development	High	No, focus on construction
Harrogate	Hookstone Road					Development	High	No, focus on construction
Harrogate	A59 Forest Lane Head to Starbeck Level Crossing					Development	High	No, focus on construction
Harrogate	Wetherby Road Cemetary to Woodlands junction					Development	High	No, focus on construction
Harrogate	Hookstone Drive					Development	High	No, focus on construction
Harrogate	Skipton Road (Roberts Crescent to Quarry Lane)					Development	High	No, focus on construction
Harrogate	A59 Starbeck level crossing to Empress roundabout					Development	High	No, focus on construction

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Harrogate	Princes Street contraflow					Development	Low	No, focus on construction
Helmsley	Dropped kerb Riccall Drive, Helmsley					Maintenance	Low	No, focus on construction
Malton & Norton	Corridor 1: Central Loop					Development	High	No, focus on construction
Malton & Norton	Corridor 2: Core Connections					Development	High	No, focus on construction
Malton & Norton	Corridor 3: Amotherby Strategic Route					Development	High	No, focus on construction
Malton & Norton	Corridor 4: York Road					Development	High	No, focus on construction
Malton & Norton	Corridor 5: Old Malton Road					Development	High	No, focus on construction
Malton & Norton	Corridor 6: Pasture Lane					Development	High	No, focus on construction
Malton & Norton	Corridor 7: Langton Road					Development	High	No, focus on construction
Malton & Norton	Corridor 8: Norton Grove					Development	High	No, focus on construction
Malton & Norton	Corridor 9: Malton Town Curve					Development	High	No, focus on construction
Malton & Norton	Malton Circular					Development	High	No, focus on construction
Northallerton	Brompton to Northallerton Town Centre (Corridor 1)					Development	High	No, focus on construction
Northallerton	South East Northallerton to Northallerton Town Centre (Corridor 2)					Development	High	No, focus on construction
Northallerton	South Northallerton to Northallerton Town Centre (Corridor 3)					Development	High	No, focus on construction
Northallerton	Standard Way Industrial Estate (Corridor 4)					Development	High	No, focus on construction
Northallerton	The Tipton Trail					Development	Low	No, focus on construction
Pickering	Widening of shared use path east of Pickering					Maintenance	Low	No, focus on construction
Richmond	Catterick Racecourse to Catterick Village					Development	Medium	No, focus on construction
Ripon	Improved signage to City Centre car parks					Maintenance	Low	No, focus on construction

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Ripon	Corridor 1a:Ripon City Centre to Fountains Abbey via Studley Road					Development	High	No, focus on construction
Ripon	Corridor 1b:Ripon City Centre to Fountains Abbey via Whitcliffe Lane					Development	High	No, focus on construction
Ripon	Corridor 2:Ripon City Centre to West Lane					Development	High	No, focus on construction
Ripon	Corridor 3a/3b:Ripon City Centre to Newby Hall (section 1: Bedern Bank to Boroughbridge Road)					Development	High	No, focus on construction
Ripon	Corridor 3a:Ripon City Centre to Newby Hall (section 2: Boroughbridge Road to Skelton Lane)					Development	High	No, focus on construction
Ripon	Corridor 3b:Ripon City Centre to Newby Hall (section 2: Boroughbridge Road to Newby Hall)					Development	High	No, focus on construction
Ripon	Corridor 4a: Ripon City Centre to Claro Barracks (via Clotherholme Road)					Development	High	No, focus on construction
Ripon	Corridor 4b: Ripon City Centre to Claro Barracks (via Kirkby Road and College Rd)					Development	High	No, focus on construction
Ripon	Corridor 5:Church Ln					Development	High	No, focus on construction
Ripon	Corridor 6:North Street					Development	High	No, focus on construction
Ripon	Corridor 7:River Skell Path					Development	High	No, focus on construction
Ripon	Corridor 8:City Centre					Development	High	No, focus on construction
Ripon	Corridor 9a:Ripon City Centre to Sharrow					Development	High	No, focus on construction
Scarborough	Eastfield to Scarborough (Corridor 1)					Development	High	No, focus on construction
Scarborough	Eastfield & Cayton Central Spine (Corridor 2)					Development	High	No, focus on construction
Scarborough	Scarborough Central Corridor (Corridor 4)					Development	High	No, focus on construction
Scarborough	Link between North Bay and South Bay (Scarborough)					Development	High	No, focus on construction

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Scarborough	Connecting A171 Tranche 2 scheme with Whitby Town Centre					Development	High	No, focus on construction
Scarborough	Guisborough Road (Whitby) - ATF 2 scheme (park and ride to Mayfield Road/Prospect Hill)					Development	Medium	No, focus on construction
Scarborough	Carrs Road to Town Centre (Whitby)					Development	High	No, focus on construction
Scarborough	East Ayton to Irton					Development	High	No, focus on construction
Scarborough	Church Lane to Fot Hill Lane, adjacent to A170 Hutton Buscel					Development	Medium	No, focus on construction
Scarborough	A165 between Mill Hill, Filey and Primrose Valley					Development	High	No, focus on construction
Selby	Trans Pennine Trail (TPT) Connections (Corridor 2)					Development	High	No, focus on construction
Selby	Selby South East (SE) Routes (Corridor 3)					Development	High	No, focus on construction
Selby	Selby North Area (Corridor 4)					Development	High	No, focus on construction
Selby	South Milford to Sherburn 2 Industrial Estate (Corridor 5)					Development	High	No, focus on construction
Selby	Staynor Hall to TPT Southern Link (Corridor 6)					Development	High	No, focus on construction
Skipton	Harewood Road to Airville Park, Skipton					Development	Medium	No, focus on construction
Skipton	Skipton Town Centre Core (Scheme 1)					Development	High	No, focus on construction
Skipton	Skipton Town Centre to Snaygill (Scheme 2)					Development	High	No, focus on construction
Skipton	Snaygill to Crosshills (Scheme 3)					Development	High	No, focus on construction
Skipton	Gargrave Railway Station (Scheme 4)					Development	Low	No, focus on construction
Skipton	Embsay to Skipton Town Centre					Development	High	No, focus on construction
Tadcaster	York Road, Islington, Tadcaster					Maintenance	Low	No, focus on construction
Thirsk	Thirsk Market Place					Maintenance	Low	No, focus on construction
Various	LCWIP dropped kerbs package					Maintenance	Low	No, focus on construction
Various	Cycle signage improvements					Maintenance	Low	No, focus on construction
Harrogate	A59 Maple Close Harrogate to Knaresborough Missing Link					Construction	High	Development ongoing, some challenges to overcome

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	Environment		
Service area	Highways and Transportation		
Proposal being screened	Active Travel Fund 5 – Submission of schemes		
Officer(s) carrying out screening	Alexander Kay		
What are you proposing to do?	Submit five schemes to Active Travel England's assurance process as part of Active Travel Fund tranche five submission process.		
Why are you proposing this? What are the desired outcomes?	To deliver construction schemes to encourage active travel using grant funding that has been allocated to North Yorkshire Council by Active Travel England.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No. The grant funding will cover the cost of design and delivery of schemes.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative 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	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (for	No		

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<p>example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>				
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<input checked="" type="checkbox"/>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>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.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>18/03/2025</p>			

Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process. If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Active Travel Fund 5 – Submission of schemes
Brief description of proposal	Submission of schemes to Active Travel England's assurance process as part of the Active Travel Fund tranche 5 process.
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Alexander Kay
Names and roles of other people involved in carrying out the impact assessment	

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Appendix C

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	X	Continue to full CCIA:	
Reason for decision	The report covers the submission of schemes to Active Travel England's (ATE) Active Travel Fund 5 assurance process. Schemes are subject to approval by ATE and prior to construction of any scheme, appropriate consultation will be undertaken and scheme specific climate change impact assessment completed.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	18/03/2025			