

**12 July 2021**

**Implementation of Active Travel schemes in the County**

**Report of the Corporate Director – Business & Environmental Services**

**1.0 Purpose of Report:**

- 1.1. To update Members of the Transport, Economy and Environmental Overview and Scrutiny Committee of the delivery of active travel schemes across North Yorkshire.

**2.0 Background**

- 2.1 Walking and cycling are the cheapest, healthiest and least polluting forms of travel. Most journeys involve some element of walking, whether it is a walk from home to work, walking to the bus stop or even walking from the car park to the shops. Good walking and cycling links to public transport facilities can integrate different transport modes and further encourage sustainable travel and ultimately reduce car use.
- 2.2 For many people cycling is also a healthy and environmentally friendly mode of travel. Compared to walking, the extra speed of cycling makes longer trips feasible and can offer a suitable means of travel for those who cannot or choose not to drive (e.g. children and those on low incomes). Providing for and encouraging more walking and cycling as an alternative to driving can also make a significant contribution to boosting social inclusion and to reducing congestion and its environmental and economic impacts.
- 2.3 The County Council is therefore committed to continuing to provide for and promote walking and cycling as a mode of travel for 'utility' trips to access local services.

**3.0 Active Travel Fund**

- 3.1 In February 2020 the Department for Transport (DfT) announced that it would be committing £5bn to walking, cycling and public transport over a period of 5 years. The funding was split into two pots, £2bn for walking and cycling and £3bn for public transport.
- 3.2 Following the Covid-19 lockdown in March 2020, the DfT made some of this funding available through the Emergency Active Travel Fund (EATF) to provide temporary infrastructure to aid social distancing. As a result, schemes were rolled out across the country.
- 3.3 In Tranche 1 the total indicative allocation from the DfT to North Yorkshire County Council (NYCC) was £266,000 but only 50% funding was awarded following their assessment of our Tranche 1 bid. The County Council added match funding of £133,000 to complete all of the schemes set out in the Tranche 1 bid given the importance of the proposed measures to the Covid-19 recovery strategy.

- 3.4 Further to this the DfT announced a second round of funding known as the Active Travel Fund (ATF). The fund was renamed with the removal of the word 'emergency' due to the longer timescales involved in approving the fund and for the subsequent delivery. Active Travel funding is available to spend in 2021/22, and is intended to enhance streets, while providing space to enable non-motorised users to observe social distancing.
- 3.5 Tranche 2 funding is to be used to support both temporary, low-cost schemes, and permanent schemes with a short lead-time, so long as they meet the criteria outlined below.
- Can it be delivered in 20/21? (this subsequently changed to 21/22 because of a delay in announcing the funding allocations)
  - Does it replace a well-used bus route?
  - Does it provide a segregated cycle /pedestrian route or close roads to traffic?
  - Does it cater for BOTH cycling AND walking?
  - Can it be delivered for less than our indicative allocation of £1.065m?
- 3.6 This was a challenging set of criteria and a significant number of potential schemes had to be ruled out because of deliverability or cost. The schemes put forward to be funded were those that best fit the EATF criteria.
- 3.7 NYCC made an ambitious bid for £1.465m of funding for five schemes, requesting more than our £1.065m indicative allocation, after assessing 300 schemes across the county, including some received from the public, interest groups and county councillors. The final amount awarded to NYCC was £1,011,750, which is £53k less than our indicative allocation or 95%. The letter from the DfT set out that the amount awarded is split 80/20 between capital and revenue; £809,400 capital, £202,350 revenue.
- 3.8 The schemes in the Tranche 2 bid were:
- |   |       |
|---|-------|
| • Oatlands Drive, Harrogate                     | £215k |
| • A59 (Maple Close, Harrogate to Knaresborough) | £250k |
| • Victoria Avenue, Harrogate                    | £250k |
| • Guisborough Road. Whitby                      | £250k |
| • Market Place, Helmsley to Kirkdale Lane       | £500k |
- 3.9 Following a report to BES Executive Members on 8<sup>th</sup> December 2020 the route from Helmsley to Kirkdale Lane was removed as it was an additional scheme, which was over and above the allocation. This left four remaining schemes to be taken forward to consultation.
- 3.10 Two phases of consultation were carried out in February and March 2021 and following some public opposition to the proposed Oatlands Drive scheme it was removed from the programme for delivery in 2021/22 and instead more detailed feasibility work will be carried out into the options available for this area. The remaining three schemes will be delivered by March 2022.
- 3.11 A further round of the Active Travel Fund was announced in mid-June 2021 with bid submissions due in early August 2021. The details of the bid are currently being developed and will be the subject of a report to BES Executive Members later this month. Once submitted to the DfT we expect to receive confirmation of the amount of funding allocated in the autumn.

3.12 DfT has not set an indicative allocation for this latest round of the Active Travel Fund but has indicated that authorities should bid for a similar amount as they received in previous rounds.

#### **4.0 Local Cycling and Walking Infrastructure Plans**

4.1 In 2017 the government released its first Cycling and Walking Investment Strategy, the strategy outlines the government's ambition to make cycling and walking the natural choice for shorter journeys. Local Cycling and Walking Infrastructure Plans (LCWIPs) were identified in the strategy as a new strategic approach to identifying cycling and walking improvements at a local level. The LCWIP is designed to facilitate a long term approach to developing networks, but also designed so that the document can be updated and revisited throughout the 10 year period of their lifespan.

4.2 The key outputs of an LCWIP are:

- A cycle and walking network plan identifying preferred routes
- A prioritised programme of infrastructure improvements of future investment
- A report setting out the narrative behind the prioritisation of routes

4.3 NYCC intends to develop and adopt an LCWIP for each of the principal towns in the county. The aim of these is to identify the main cycle and walking improvements in a town to enable the county council to bid for government funding and/or to secure funding contributions from developers.

4.4 At the present time the following LCWIPs have been developed or are in the process of being developed:

- Harrogate and Knaresborough
- Scarborough
- Skipton
- Selby, Tadcaster and Sherburn in Elmet (in partnership with Selby district council)
- Malton and Norton (in progress)
- Northallerton
- Catterick and Catterick Garrison (to be commissioned in 21/22)
- Ripon (funded through developer S106 contributions)

4.5 There is no direct funding available to deliver the LCWIP priorities but it is becoming increasingly clear that the DfT expect Local Authorities to be developing them and that future funding pots will be available for schemes that have been identified through this process. Additionally, having the LCWIP in place with network plans for each area allows NYCC to be in a much better position to request S106 funding from developers towards new infrastructure.

#### **5.0 Conclusion**

5.1 Walking and cycling are increasingly becoming the focus of DfT funding pots and with a number of LCWIPs in place or in development NYCC will be in a good position to access this funding. With a strong national focus on decarbonisation and the move away from traditional petrol / diesel vehicles, walking and cycling will also play a part in removing short trips from the highway network.

## 6.0 Finance

6.1 There are no finance issues arising from this report.

## 7.0 Legal

7.1 There are no legal issues arising from this report.

## 8.0 Equalities

8.1 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 A.

## 9.0 Climate Change

9.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as Appendix B.

## 10.0 Recommendations

10.1. That Members of the Transport, Economy and Environmental Overview and Scrutiny Committee note the delivery of active travel schemes across North Yorkshire.

BARRIE MASON  
Assistant Director - Highways and Transportation

Author of Report: Louise Neale

Background Documents: None

For further information contact the author of the report

### Appendices:

- A Equality Impact Assessment
- B Climate Change Impact Assessment

### Key Implications

#### Local Member

All

Human Resources - None

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	H&T		
Proposal being screened	Active Travel Fund Tranche 2		
Officer(s) carrying out screening	Louise Neale		
What are you proposing to do?	<ul style="list-style-type: none"> <li>Deliver Active Travel interventions across the county</li> </ul>		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> <li>To enable more people to choose to walk and cycle for short trips</li> </ul>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The Initiatives within the report are already funded		
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <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 <a href="#">Equality rep</a> 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	
<b>NYCC additional characteristics</b>			
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	No.		

<b>inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.				
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	No			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:	
<b>Reason for decision</b>	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.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	30/06/21			

## 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Active Travel</b>
<b>Brief description of proposal</b>	<b>Deliver Active Travel interventions across the county</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Louise Neale</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>28/06/2021</b>

**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.

Active Travel is a focus of the Department for Transport. When delivering schemes consultation is carried out with residents and stakeholders to ensure that they are the correct schemes

**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.

It is intended that all schemes will be delivered within the funding that has been offered by the DfT and so will be cost neutral.



<p>How will this proposal impact on the environment?</p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		*				
	Emissions from construction		*		Phase 2 is the further appraisal of a short list of schemes for a walking and cycling network, and does not involve physical construction at this point.		
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			*				
<p>Reduce <b>water</b> consumption</p>			*				

<p>How will this proposal impact on the environment?</p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		<p>*</p>				
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>*</p>				
<p>Enhance <b>conservation</b> and wildlife</p>		<p>*</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		<p>*</p>				
<p>Other (please state below)</p>		<p>*</p>				

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

N/A

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

Accepting the recommendation to carry out further appraisal of a small number of schemes will have no climate change impact. Prior to construction of any route, a report will be written and an associated climate change impact assessment completed.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Louise Neale</b>
<b>Job title</b>	<b>Team Leader Transport Planning</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>L Neale</b>
<b>Completion date</b>	<b>28/06/2021</b>

**Authorised by relevant Assistant Director (signature):** Barrie Mason

**Date:** 30/06/21