

# COVID-19 Emergency Active Travel Fund

## SECTION A: BACKGROUND

Q1. What is your local transport authority name?

North Yorkshire County Council

Q2. Which geographical region are you in?

Yorkshire and the Humber

Q3. What type of authority are you?

County Council

Q4. How would you classify yourself geographically?

**Other – please specify below if you feel you do not fit into one of the categories given:**  
North Yorkshire County Council covers an area of just over 3000 square miles with a population of around 615,000. There is a mixture of urban and rural areas. The largest urban areas in the county are Harrogate and Scarborough which have a population of around 75,070 and 52,100 respectively.

## SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

North Yorkshire County Council Emergency Active Travel Fund

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

In this first tranche of the Emergency Active Travel Fund we aim to implement temporary measures in the areas across the County that have the most need. The schemes have been designed to allow pedestrians and cyclists more space to move around in particular in town centre locations where the concentration of local people will be and the biggest constraints around space. In a number of locations, we are proposing to close parking bays to expand footways to create a space to social distance and so create a safe space for people to access businesses and also move around the streets. The schemes we intend to implement are as follows:

#### Filey

Murray Street - Parking bays suspended - disabled parking bays open – 220m

Ravine Road - Pay and display parking bays suspended – disabled and permit holder parking bays open – 540m

#### Harrogate

Albert Street - Barriers in place to widen sections of footway – 132m

Commercial Street - Barriers in place to widen sections of footway – 112m

James Street - Barriers in place to widen sections of footpath

Beech Grove –Temporary pop up cycle lane -570m

#### Knaresborough

High Street - Barriers in place to widen sections of footway – 140m

#### Leyburn

Commerical Square - Some parking bays suspended to widen the footway, cones barriers and signs in place. – 150m

#### Ripon City Centre

High Skellgate - Barriers in place to widen sections of footway – 115m

Westgate - Barriers in place to widen sections of footway – 115m

City centre market place

#### Scarborough

Blands Cliff - Road closed at junction with Eastborough/Newborough – 125m

Church Lane - Road closed at the junction with Castle Road – 130m

Foreshore and Sandside - Road closed from the Spa Roundabout to the Toll House Roundabout

The measures going forward will be a combination of those listed above and other slightly less restrictive measures dependant on the expected footfall. – 600m

#### Selby – from 15 June

Finkle Street - New road layout and partial closure around Micklegate – 350m

Gowthorpe - Some parking bays suspended – 220m

New Lane - Partial road closure – 80m

#### Sherburn-in-Elmet

Low Street - Some parking bays suspended – 200m

#### Skipton – from 10th June

High Street - Closed between 10am and 4pm every Wednesday, Friday and Saturday for market – 200m

#### Tadcaster

Bridge Street - Some parking bays suspended – 80m

High Street - Some parking bays suspended – 50m

Kirkgate (A659) - Some parking bays suspended and barriers in place to widen sections of footpath – 200m

#### Whitby

A174 - Raithwaite Chipping Dump (between Sandsend and Whitby Barrier) closed – 40m

#### NYCC – various locations

A lack of cycle parking has been identified as an issue in a number of locations across the county. We will seek to provide cycle parking at locations where there is a demand in consultation with local districts and boroughs.

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£321,000 - including VAT, £267,300 - excluding VAT

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£10,000 including VAT, £8300 excluding VAT

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£311,000 including VAT, £259,000 excluding VAT

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

## LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

No

## SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures

Segregated cycleway (temporary)

Widening existing footway

Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)

Park and cycle/stride/scooter facilities

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

Individual lengths per scheme are given in question 6. Total length is approximately 4.4km

Q16. When are the works expected to be completed?

All apart from Beech grove could be implemented immediately. Beech Grove will take 7 weeks to implement

Q17. When is the scheme(s) expected to be open to the public?

All apart from Beech Grove could be open immediately. Beech Grove will take 7 weeks to implement

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

Yes

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

## SECTION D: DECLARATION

Q21. Reporting Officer details

**Name** Louise Neale

**Telephone number**

**Email address**

**Postal address** North Yorkshire County Council County Hall Northallerton DL7 8AH

Q22. Senior Responsible Officer details

**Name** Barrie Mason

**Telephone number**

**Email address**

Q23. Section 31 Officer (or equivalent with delegated authority) details

**Name** Daniel Harry

**Telephone number**

**Email address**

Q24. Please add further details or clarification

Within North Yorkshire County Council LCWIP's have been developed for 6 towns. Some of the schemes listed above do form part of the cycling and walking networks identified through the LCWIP process. Other areas have been identified as areas with potential problems for pedestrians and cyclists due to the high volumes of tourists that could become an increasing problem as lockdown restrictions are eased. Plans are also aligned with work that Districts and Boroughs will be carrying out as part of the Reopening High Street Safely Fund. By working in partnership the two funds can achieve more and support local people in using local businesses in a safe manner.