

Local Authority Self-Assessment for Active Travel

Section 1: Background

Q1. Are you:

Submitting a response for the first time

Q2. What is the name of your Authority?

North Yorkshire

Q3. Please provide your contact details

Name

Email

Q4. What is the approximate total budget your authority holds for transport this financial year? This includes capital and revenue funding.

86000000

Q5. We recognise that many schemes you deliver will have elements of active travel alongside other areas of focus such as maintenance. In that context:

What is the approximate total funding your authority expects to invest in Active Travel initiatives this financial year? In addition to dedicated active travel budgets, you should include funding from cross-modal schemes, other DfT sources of funding and non-DfT sources.	1 0 . 9
Over the past five years, approximately what proportion of s106 and s278 transport contributions have been spent on active travel? Please provide a percentage.	6 . 3
What is the approximate total dedicated active travel budget your authority holds in this financial year? You should only include DfT active travel grants and any local funds specifically committed to active travel.	7 . 3

Q6. Please use this box to share any further relevant information in relation to the headcount and budget questions.

The approximate total budget is made up of £36.3m Revenue £49,698m Capital.
The annual capital allocation is £40.67m – this year the amount is higher due to one off grants .
The headcount includes staff employed by the County Council or hired directly by the County Council to work on Active Travel projects. There are currently 7 district councils and 2 national park authorities within the county council boundary and they also have officers that deal with active travel.
The total number of transport staff is made up of:
Highways Operations - currently have 114 FTE of that occupied
Network strategy - 100.61FTE is currently occupied
Integrated Passenger Transport - 225.98FTE occupied
Public Rights of Way - 25
WSP framework constancy support - 110
In addition to the number of AT staff below there is also 35 Bikeability instructors. The breakdown of AT staff is as follows:
2 – road safety
1 Transport Planning
1.5 Transforming Cities Fund Project Management
3 Area highways teams
25 Public Rights Of Way / AONB
1 Public Health
17 WSP – framework consultants (working on active travel planning and TCF)

The uncommitted ATF funds in Q.7 are being held until a meeting between ATE and NYCC on 31st August to agree a way forward. Due to increased costs and design complications, the schemes bid for cannot all be built within the existing funding. NYCC have identified a way forward but are seeking agreement from ATE before proceeding.

Q7. Are there any funds that you have received from DfT for Active Travel Fund 2 (ATF2) that are not yet contractually committed?

Yes

Section 1: Background

Q8. How much Active Travel Fund 2 funding is not yet committed?

906510

Section 1: Background

Q9. What is the approximate total headcount working on transport at your authority?
Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

569.5

Q10. What is the approximate total headcount working on active travel at your authority?
Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

51

Section 1: Delivery of Schemes to date

Q11. Which of the following schemes have you delivered in the past 3 years or are in the process of delivering? Tick all that apply.

New segregated cycleway (permanent)

New junction treatment

New permanent footway

New shared use (walking & cycling) facilities

Improvements to make an existing walking/cycle route safer

Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)

Provision of secure cycle parking facilities

New road crossings

Q12. Which of the following schemes have you consulted on over the past 12 months or have plans to consult on? Tick all that apply.

New segregated cycleway (permanent)

New junction treatment

New permanent footway

New shared use (walking & cycling) facilities

Installing segregation to make an existing cycle route safer

Improvements to make an existing walking/cycle route safer

Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)

Bus priority measures at single locations (e.g. bus gates)

Provision of secure cycle parking facilities

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

School streets

Q13. Since the publication of LTN 1/20 guidance, have you installed or proposed any new infrastructure which is not LTN 1/20 compliant?

Yes

Q14. Do you agree that no scheme, now or in the future, will be removed prematurely?

The Network Management Duty requires real-world feedback to be taken account. This means schemes should be retained and adjusted to make them work. Schemes should not be removed unless there is substantial evidence to support this.

Yes, I agree to the above statement

Section 2: Local leadership and support

Q15. This question seeks to understand how supportive your leaders and elected members are of active travel. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best reflects your authority.

Level 1

Local leadership and support - Level 1

Q17. You have selected Level 1 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

Members (including leader and transport portfolio lead) in my authority are supportive of active travel

Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change.

My authority does not have a significant track record on road space reallocation schemes, but other schemes have been delivered

There are public commitments to high quality schemes and/or reallocation of road space

My authority has fewer than 5 of the policies listed in place

My authority recognises the need to improve active travel infrastructure via the planning process but rarely refuses development based on a lack of focus on active and sustainable transport.

Section 2: Local leadership and support

Q21. Select from the list below the evidence you are submitting. Tick all that apply

Statements and manifesto commitments from mayors, local authority leaders or executive members, showing support for proposed schemes, local networks, and strategies

Local health and education programmes and proposals that have direct connections between public health outcomes and active travel delivery

Active travel delivery is a key element of your authority's business plan and related strategies for sustainability and reducing carbon emissions from transport, with clear approaches that help to embed active travel in new developments such as decide and provide (e.g. TRICS guidance) and clear decisions that adopt LTN1/20 / MfS standards into local standards for development

Please list any ATF or other active travel schemes (including temporary schemes) that have been removed or significantly adapted, with explanation. Failure to accurately alert us to these will result in zero funding

Q22. Briefly describe what supporting evidence you have available to justify why you have selected the level.

- NYCC Highway Authority collaborating with other authorities (i.e. West Yorkshire Combined Authority, Bradford MBC for Airedale work)
 - Joint bid for ATF3 with Canal and River Trust, WYCA and Bradford MBC) – while the bid was not successful, it demonstrates cross-boundary working.
 - <https://opennorthyorkshire.co.uk/> supporting walking and cycling, particularly for school, business and the public in Harrogate, Skipton and Scarborough
 - Submitted a joint bid with public health team at NYCC for the ATF3 social prescribing pilot, demonstrating an interest in wider health outcomes of greater active travel.
 - the Carbon Abatement Pathways study which mapped out how we get to net zero across high-emitting sectors (which includes transport): North & West Yorkshire Emissions Reduction Pathways (ynylep.com)
- Key pages:
Pg. 26 – summary of recommended transport actions – including active travel
Pg. 116 – “roadmap” for transport includes shift to active travel required to get to net zero
- Over the last year, we've then taken the research and worked with stakeholders to create a co-owned plan to get to net zero carbon & beyond – Y&NY's Routemap to Carbon Negative (attached). The transport section is from pg. 43 & one of our strategic priorities is focused on active travel:
 1. Increase active travel
Develop the infrastructure and support behaviour change to rapidly increase the use of 'active travel' for short journeys (<2km walking and 8km cycling), including planning for '15 minute neighbourhoods'.

Q23. Please provide links to any supporting evidence here.

<https://www.northyorks.gov.uk/20mph-speed-limit-and-zone-policy>

NYCC Design Guide – Adopted by BES Exec, will be used by internal staff to support the use of LTN 1/20 standards in North Yorkshire.

<https://edemocracy.northyorks.gov.uk/documents/s12350/NYCC%20Cycle%20Design%20Guide.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s12349/Harrogate%20Cycle%20Network%20Development%20Prioritisation%20Methodology.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s7200/Department%20for%20Transport%20Capability%20Fund%202021-22%20Acceptance.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s11376/School%20Streets%20-%20Initiative%20Review%20and%20Proposed%20Trial%20Location.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s5855/Active%20Travel%20Fund%20Consultation%20-%20recommendations%20and%20next%20steps.pdf>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20201208/Agenda/Active%20Travel%20Fund.pdf>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20201117/Agenda/DFT%20Pavement%20Parking%20Consultation%20Report.pdf>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20201023/Agenda/Consultation%20on%20the%20Proposed%20Changes%20to%20The%20Highway%20Code%20to%20Improve%20>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20200806/Agenda/Emergency%20Active%20Travel%20Fund%20Tranche%201.pdf>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20200806/Agenda/Emergency%20Active%20Travel%20Fund%20Tranche%202.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s6846/Active%20Travel%20Fund%20Tranche%203.pdf>

<https://edemocracy.northyorks.gov.uk/Data/Executive/20200519/Agenda/05%20TCF%20Funding%20Report.pdf>

<https://www.northyorks.gov.uk/sites/default/files/fileroot/Business%20and%20economy/Shared%20prosperity%20fund/SPF%20IP%20Final%20accessible.pdf> Page 7

<https://www.northyorks.gov.uk/uk-shared-prosperity-fund>

Section 3: LCWIP Maturity

Q25. This question seeks to understand how developed your Local Cycling and Walking Infrastructure Plans (LCWIPs), or equivalent, are, including their coverage and status of delivery. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority.

Level 2

Section 3: LCWIP Maturity

Q28. You have selected Level 2 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

LCWIPs for major population centres are finalised and published online

The schemes in them are compliant with LTN 1/20

Held early engagement with a limited number of stakeholders or have specific plans in place to do so

Started delivering some elements of the LCWIP(s)

Section 3: LCWIP Maturity

Q31. Select from the list below what evidence you are submitting. Tick all that apply.

Development of plans – in progress or finalised LCWIP setting out proposed 10-year pipeline, with reference to agreement by Council transport portfolio leads and Council leaders, with document published and integrated into wider Local Transport Plans.

Stakeholder engagement – extent to which other experts and stakeholders have been involved in LCWIP development, breadth of engagement with local residents, businesses, road users, emergency services, disabled persons groups etc.

Coverage – percentage of LA area or population covered by LCWIPs, particularly coverage for urban areas / towns and cities.

Q32. Briefly describe what supporting evidence you have available to justify why you have selected the level.

- LCWIPs published online (Phase 1 documents), with Phase 2 documents held internally, until funding becomes available. <https://www.northyorks.gov.uk/local-cycling-and-walking-infrastructure-plans-lcwips>
- NYCC LCWIPs cover the main urban area in each district within North Yorkshire. This includes Harrogate and Knaresborough; Scarborough; Skipton; Selby, Tadcaster and Sherburn in Elmet; Malton and Norton (still in progress); Northallerton, Ripon; and Catterick (still in progress) (Likely a total population coverage of 200,000 (the county has a population of 600,000 but is extremely large).
- Stakeholders vary for each project, but have included engagement with cycling and walking groups (e.g. Sustrans), local interest groups, key local stakeholders e.g. MOD
- Currently one scheme is in delivery – Scarborough Cinder Track from the Scarborough LCWIP funded through Scarborough Town Deal
- The Harrogate, Selby and Scarborough LCWIPs were completed pre-LTN 1/20. The Scarborough one has been updated via support from Sustrans/DfT and the Harrogate and Selby ones are currently being reviewed and updated, using capability fund to complete the work.

Q33. Please provide links to any supporting evidence here.

<https://www.northyorks.gov.uk/local-cycling-and-walking-infrastructure-plans-lcwips>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20201218/Agenda/Skipton%20and%20Northallerton%20Local%20Cycling%20and%20Walking%20Infrastructure%20P.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s9961/Malton%20and%20Norton%20Local%20Cycling%20and%20Walking%20Infrastructure%20Plan.pdf>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20190726/Agenda/Harrogate%20Cycling%20Infrastructure%20Plan.pdf>

<https://edemocracy.northyorks.gov.uk/Data/Business%20and%20Environmental%20Services%20Corporate%20Director%20and%20Executive%20Members%20Meeting/20191211/Agenda/Scarborough%20and%20Selby%20LCWIP.pdf>

Section 4: Schemes Delivered

Q35. This question seeks to understand your track record for delivering capital and revenue active travel schemes, and the level of complexity of schemes delivered. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority. Please refer to Annex A when answering this question.

Level 1

Section 4: Schemes Delivered

Q37. You have selected Level 1 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

My authority meets the minimum statutory duty for consultation before implementing schemes

My authority has delivered schemes that are not part of an integrated network

My authority has delivered a small proportion of capital schemes on time

My authority is delivering revenue schemes, some of which are on track to be delivered on time

Section 4: Schemes Delivered

Q41. Select from the below list the evidence you are submitting. Tick all that apply.

Evidence of delivering to time and budget, as set out in bids. This includes schemes funded through the following mechanisms: Active Travel Fund (Emergency Active Travel Funding, Active Travel Fund Tranche 2), Capability Fund, Transforming Cities Fund (TCF), City Regional Sustainable Transport Settlements (CRSTS), Levelling Up Fund (LUF) and other projects

Q42. Briefly describe what supporting evidence you have available to justify why you have selected the level.

- Transforming Cities Fund – Harrogate, Skipton and Selby – extensive consultation with residents on schemes. Website and press releases attached. The TCF projects will:
 - Deliver a transformational package of walking, cycling, public transport and interchange improvements for Harrogate which will enhance connectivity to the most deprived parts of the district, better connecting people with rail, bus, healthcare, employment and new developments.
 - Connect Skipton Rail Station to the bus station more effectively and key development sites in the town centre through enhanced cycling and walking infrastructure to employment and housing sites, supporting the town's masterplan.
 - Transform Selby Rail Station to be at the heart of a suite of new housing and employment developments through much needed new cycling and walking infrastructure and multimodal interchange. A footbridge will provide direct access to the Olympia Park site, the town's primary future employment site which will be home to 3,250 new jobs.
- ATF tranche 2 schemes – Consultation reports and press releases attached.
- Emergency Active Travel fund schemes – implemented in advance of funding from DfT. The funding allowed these measures to continue over the summer of 2020
- NPIF - The scheme on the B6162 between College Street and Arthurs Avenue will see construction of an off-road cycle route, which will link into the developing cycle network, and an additional lane at the Otley Road/Harlow Moor Road junction. The cycle route will utilise the wide footpath and verges of Otley Road. It will take cyclists on both sides of the road and, wherever possible, they will be segregated from the carriageway. It aims to encourage cycling to and from Harrogate town centre and will link to important destinations within the town. The design includes junction upgrades at College Street, Harlow Moor Road, Hill Rise Avenue, Hill Rise Close, Pannal Ash Drive and Pannal Ash Road – phase 1 completed January 2022

Q43. Please provide links to any supporting evidence here.

<https://www.northyorks.gov.uk/harrogate-sustainable-improvement-package-west-harrogate>

<https://www.northyorks.gov.uk/social-distancing-measures>

<https://www.northyorks.gov.uk/harrogate-transforming-cities-fund-consultation>

<https://www.westyorks-ca.gov.uk/projects/transforming-cities-fund/>

<https://www.harrogate-news.co.uk/2021/02/19/transforming-cities-funding-of-31-2m-to-make-major-changes-to-harrogate-skipton-and-selby/?mo=6&yr=2022&id=213129809>

<https://www.northyorks.gov.uk/news/article/cycleway-and-junction-works-tackle-congestion-and-support-growth>

<https://www.northyorks.gov.uk/news/article/active-travel-measures-extended-harrogate-streets>

<https://www.northyorks.gov.uk/news/article/help-shape-north-yorkshire-towns-gateways>

<https://www.northyorks.gov.uk/news/article/dont-miss-chance-help-shape-north-yorkshire-towns-gateways>

<https://www.northyorks.gov.uk/news/article/findings-harrogate-gateway-consultation-published>

<https://www.northyorks.gov.uk/news/article/backing-given-forge-ahead-schemes-enhance-town-centres>

<https://www.northyorks.gov.uk/news/article/town-centres-line-biggest-investment-decades>

<https://www.northyorks.gov.uk/news/article/share-your-story-how-walking-or-cycling-improves-your-life>

<https://www.northyorks.gov.uk/news/article/zero-emissions-electric-bus-fleet-funding-harrogate-welcomed>

<https://www.northyorks.gov.uk/news/article/schools-recognised-success-increasing-walking-and-cycling>

<https://www.northyorks.gov.uk/news/article/council-holds-engagement-event-otley-road-cycle-way-scheme>

<https://www.northyorks.gov.uk/news/article/harrogate-schools-rewarded-their-green-travel-efforts>

<https://www.northyorks.gov.uk/news/article/residents-and-businesses-urged-give-views-gateway-plans>

<https://www.northyorks.gov.uk/news/article/beechnote-and-lancaster-road-trial-restrictions-end>

Q44. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- File: Sustainable Travel Team Plan.xlsx

Finish

Q45. If there is any other relevant information that you want to share, and have not had the opportunity to share through the above questions, please do so below.

- Q13 – Clarification – since July 2020 we have proposed shared use schemes – as a deeply rural authority this is sometimes the most appropriate type of infrastructure.
- Q14 - The LTN on Beech Grove was experimental and removed at the end of an 18 month trial period. North Yorkshire County Council remains committed to providing active travel infrastructure to encourage walking and cycling. A review the feedback and data gathered throughout the trial period is underway to be considered as part of a wider package of permanent measures to promote environmentally-friendly travel which will be consulted upon in September. This will provide the opportunity to bring forward a detailed and co-ordinated plan connecting the various active travel initiatives within Harrogate whilst addressing the objections raised during the trial period.
- LTP refresh – an opportunity to present a stronger / bolder vision for walking, wheeling and cycling in North Yorkshire
- A lot of change is happening at North Yorkshire as a result of local government reorganisation, meaning new politicians – with increased levels of enthusiasm and levels of ambition in the region. A Devolution deal has recently been signed for North Yorkshire and York, this will improve autonomy on budgets and allow more opportunities to direct funding towards delivering Active Travel infrastructure and revenue activities.
- Working with public health and Economic Regen

NYCC has declared a climate emergency – setting a future trajectory on decarbonisation and net zero

Headline data -active travel in the Yorkshire Dales

2,179 square kilometres (841 square miles) the Yorkshire Dales National Park straddles the central Pennines in North Yorkshire and Cumbria and also includes a small part of Lancashire.

There are 6.5 million visitor days in the National Park of which 2.2 million staying visitors and 4.3 million day visitors (based on 2019)

The 2017 visitor survey asked both how people travelled to site where they were interviewed, (4% walked, 1% cycled) and what activities they had participated in that day: 85% went for a walk (28% went for a walk on less than one hour, 57% of visitors went for a walk of over one hour) and 4% went cycling or mountain biking

This means in terms of trips for leisure and utility purposes in the National Park a year:

walking trips 5,500,000

cycling trips 260,000

Data and policy documents

- Special Qualities Special Experiences - YDNPA Tourism and Recreation Policy Document
<https://www.yorkshiredales.org.uk/wp-content/uploads/sites/13/2019/10/June-2019-Special-Qualities-and-Experiences.pdf>

(includes maps of long distance routes, and summary data about visitors)

- Visitor Survey 2017

https://www.yorkshiredales.org.uk/wp-content/uploads/sites/13/2019/08/IBYDP1100-YDNPA-Customer-Survey-2017-Report-Final-Draft-22_03_18-Protected-PDF.pdf

and summary presentation

https://www.yorkshiredales.org.uk/wp-content/uploads/sites/13/2019/08/P1100-YDNPA-Customer-Survey-2017-Presentation-11_03_18.pdf

- Visitor Survey 2020 (Snapshot survey during Pandemic)

<https://www.yorkshiredales.org.uk/wp-content/uploads/sites/13/2021/04/Visitor-survey-2020-report-final.pdf>

- STEAM (economic and visitor numbers) data for the National Park 2019

<https://www.yorkshiredales.org.uk/wp-content/uploads/sites/13/2021/04/YDNP-Page-4-Summary-within-NP-Boundary-2019.png>

Q46. Do you have any feedback on this self-assessment that you would like to share?

In future the ability to copy links would be helpful.

Timescales like these are challenging, even outside of school holidays we wouldn't be able to meet internal approval processes in 3 weeks but during school holidays this is impossible.

Q47. Has this self-assessment been agreed by the Senior Responsible Officer for the cycling and walking programme?

Yes

Q48. Are you happy to submit your responses?

Yes