

# Active Travel Capability Ratings 2024 - Local Authority Self-Assessment Survey

## Introduction

Please provide your contact details:

**Name:**

**Email:**

**Role:**

## Section 1 - Organisational Context

1) What is the name of your authority?

North Yorkshire

2) What is the total budget (£) your authority holds for transport this financial year?

102413500

3) What is the total budget (£) your authority holds for Active Travel this financial year?

811385

4) What is the total Full Time Equivalent staffing working on transport at your authority?

612.27

5) What is the total Full Time Equivalent staffing working on Active Travel at your authority?

30.84

6) Do you share any of the following information with developers and planning applicants - and when was it last updated?

If information in an area is shared, select the year it was last updated. If information in an area below is not shared, select 'Not shared'.

For Combined Authorities, please consult the guidance document when answering this question.

Please provide evidence in questions 10 to 12.

<b>Transport Assessment guidance, advice or signposting</b>	2015
<b>Travel Plan guidance</b>	2015
<b>Parking standards (for vehicles and bicycles)</b>	2015
<b>Adoptable standards</b>	2012

7) Do you currently require developers and planning applicants to use LTN1/20? If Yes, please provide evidence in questions 10 to 12.

Yes

8) Have you added ATE's planning application assessment toolkit to your local validation checklist for planning applications?

No

9) When undertaking maintenance / highways resurfacing schemes do you have a process to ensure you consider updating road markings to be in line with TSRGD 2016 and LTN1/20?

No

10) Please describe the evidence you have to support your answers to Q6, Q7 and Q9.

Q6) Evidence - Interim guidance on transport issues including parking standards, Road Adoption. North Yorkshire Council (NYC) are currently developing a new highways design guide to replace the current guidance. With the new Manual for Streets due to be published in the future, a number of sections of the guidance are currently suspended until this is released. Interim guidance is currently available which covers Transport Assessments, Travel Plans and Parking Standards. Adoptable standards advice is also available on the NYC website.

Q7) Evidence – NYC Cycle Design Guidance. NYC produced a Cycle Design Guide to support the use of LTN 1/20 in the context of North Yorkshire. The design guide supports this by:

- Describing the needs of cyclists and ensuring they can be catered for in a rural county;
- Signposting to LTN 1/20 and other specific guidance and standards where applicable; and
- Providing examples of good practice in a variety of scenarios.

Planners, designers and builders of any new streets, houses, large developments and any new transport infrastructure can use this guide for inspiration and quick reference; it does not replace LTN 1/20 nor remove any statutory responsibility, but will help to simplify the guidance for the reader in a manner appropriate for the varying environments of North Yorkshire.

The guide is promoted and provided to developers via email/link currently.

Q8) Development management met with ATE regional rep in December 2023 regarding how ATE can support planning going forward. We are looking to include in future.

Q9) Although there is no formal process in place, NYC project engineers stay up to date with the latest standards through CPD so any maintenance/highway resurfacing schemes will be in line with TSRGD 2016 and LTN 1/20. This is also true for reviewing designs prepared by consultants.

11) Please provide links to any supporting published evidence to support your answers to Q6 and Q7. Please provide a maximum of 5.

- Transport Assessment, Travel Plan interim guidance and Parking Standards published (2015) - <https://www.northyorks.gov.uk/sites/default/files/2023-09/Interim%20guidance%20on%20transport%20issues%20including%20parking%20standards%20-%20accessible.pdf>
- Road adoption (2012) - <https://www.northyorks.gov.uk/roads-parking-and-travel/roads-and-pavements/road-adoption#:~:text=Road%20adoption%20is%20when%20we,the%20construction%20of%20new%20roads>
- Transport issues and development (2003 Document) - <https://www.northyorks.gov.uk/sites/default/files/2023-01/Transport%20issues%20and%20development%20guide.pdf>

12) Please upload any unpublished evidence here of particular relevance. Please provide a maximum of 5 files.

- File: NYCC Cycle Design Guide (Dec 2021).pdf

## Section 2 - Local Leadership

1a) Please choose the level that best represents your authority in leadership support (including leader and transport portfolio lead) for active travel policies:

Level 2 - Has members who are highly supportive of active travel policies

1b) Please choose the level that best represents your authority in leadership support (including leader and transport portfolio lead) for active travel delivery targets:

Level 2 - Has members who are committed to increasing active travel in line with the government vision set out in Gear Change

1c) Please choose the level that best represents your authority in commitment to design quality:

[See here for descriptions of levels of complexity.](#)

Level 2 - Has documented design quality policies and a track record of completing low and medium complexity LTN1/20 / MfS compliant active travel schemes

1d) Please choose the level that best represents your authority in breadth of policies (as outlined in the introduction to Section 2 above):

Level 2 - Has policies in place to support and deliver an increase in active travel, covering between 5 and 8 of the policies listed

2) Based on your responses to Q1a to Q1d, please select an overall level for local leadership that best represents your authority.

Level 2

3) Please describe the evidence you have to support your assessment in Q2. Maximum 500 words.

Level 2 - Has members who are highly supportive of active travel policies. Evidence - 20mph Speed limit review.

A 20mph review was recently undertaken where members supported planned speed limit reviews, which are underpinned by a speed management strategy for the local urban and rural road network, which will generate a pipeline of schemes. There will be a particular focus on considering priority locations, such as schools and other high footfall areas, including those with greater concentrations of vulnerable people. NYC is also currently piloting two school street projects in both Scarborough and Harrogate. It is hopeful that following the 18-month trial further school streets can be delivered.

Level 2 - Has members who are committed to increasing active travel in line with the government vision set out in Gear Change. Evidence – Press release of the Net Zero Fund.

The York and North Yorkshire devolution deal includes £7m worth of investment to enable York and North Yorkshire to work towards ambitions to be a carbon negative region. As part of this funding and following a business case submission, NYC were awarded £972k to deliver an active travel route between Kildwick and Silsden that has an estimated 363 daily additional active travel users, a reduction of CO2 tonne equivalent of 101.04 tonnes and the removal of 50,000 car km per year from the local network. NYC's Leader, Cllr Carl Les states "This is a significant step forward for projects which will be extremely important to help to achieve our aims of tackling the threat of climate change".

Level 2 - Has documented design quality policies and a track record of completing low and medium complexity LTN1/20 / MfS compliant active travel schemes Evidence Otley Road Phase 1 / NY Cycle Design Guide.

The Otley Road cycle route was delivered in 2022 and can be classed as a 'medium complexity' 'New Shared Use/Segregated cycle facility' scheme. The route has been designed off road along the wide footpath and verges of Otley Road. It has been designed to take cyclists on both sides of the road on segregated routes where site constraints allow, otherwise shared – approx. 42% segregated and 58% shared. The design has included a number of new junction upgrades to introduce two new Toucan facilities for cyclists.

Level 2 - Has policies in place to support and deliver an increase in active travel, covering between 5 and 8 of the policies listed

Evidence – Transport Policies link, Cycle Design Guide, NYC Climate Strategy, Healthy Weight Healthy Lives strategy

NYC policies:

- Local Transport Plan
- 20mph zones and limits
- Parking Strategy
- NY Cycle Design Guide
- Design standards for developer funded works
- Air Quality Management
- NY Climate Change Strategy 2023-30
- Council Plan
- Healthy Weight, Healthy Lives strategy

NYC Policies in development:

- Moving Traffic Enforcement; North Yorkshire Council has completed the mandatory process to apply to the Secretary of State for a Moving Traffic Enforcement designation order to be made under Part 6 of the Traffic Management Act 2004.
- Adoption of Key Route Network Management; In development as part of MCA.

4) Please provide a maximum of 4 links to any published evidence referred to in Q3.

- 20mph speed limit review  
<https://edemocracy.northyorks.gov.uk/documents/s20399/Review%20of%2020mph%20Speed%20Limit%20Policy%20Appendices%201-6.pdf>
- £7m worth of investment to enable York and North Yorkshire to work towards ambitions to be a carbon negative region (Carl Les quote)  
<https://www.ynydevolution.com/post/green-light-to-fund-7-million-net-zero-projects>
- Otley Road Sustainable Transport Improvement Package  
<https://www.northyorks.gov.uk/roads-parking-and-travel/major-transport-schemes-and-plans/harrogate-sustainable-improvement-package-west-harrogate>
- Transport Policies link  
<https://www.northyorks.gov.uk/your-council/council-plan-constitution-and-strategies/strategies-plans-and-policies/local-transport-plan>

5) Please upload any unpublished evidence here of particular relevance to the level chosen in Q2, up to a maximum of 4 files.

- File: NYCC Cycle Design Guide (Dec 2021).pdf
- File: Draft Climate Change Strategy for Adoption.pdf
- File: Healthy Weight, Healthy Lives Strategy annual report 2022.pdf

## Section 3 - Network Planning

1a) Please choose the level that best represents your authority in development and publication of LCWIPs:

Level 3 - Has finalised LCWIP(s) for all population centres above 20,000 and most (greater than 67%) are published

1b) Please choose the level that best represents your authority in delivery of LCWIP schemes:

Level 1 - Has started delivering some of the schemes (less than 10%) prioritised within LCWIP(s)

1c) Please choose the level that best represents your authority in stakeholder engagement on LCWIPs:

For reference: Equality Act 2010

Level 1 - Has held early engagement with a limited number of stakeholders, and has specific plans to engage further

1d) Please choose the level that best represents your authority in pipeline development and funding:

Level 1 - Has commenced developing a long term (greater than 5 year) pipeline of active travel schemes

1e) Please choose the level that best represents your authority in developer involvement:

Level 1 - Has started considering types of infrastructure required to help unlock development sites.

2) Based on your responses to Q1a to Q1e, please select an overall level for network planning that best represents your authority.

Level 1

3) Please describe the evidence you have to support your assessment in Q2. Maximum 500 words.

Evidence – NYC LCWIP webpage.

NYC has LCWIPs for all population centres above 20,000 (Harrogate & Knaresborough and Scarborough) and all phase one documents are published. NYC also has published phase one LCWIPs for Selby/Tadcaster/Sherburn in Elmet (population 19.5k), Skipton (population 15k) and Northallerton (population 13.5k). A LCWIP for Malton/Norton (population 14k) is also complete but not yet published. Phase two remains an internal document until funding becomes available. LCWIP development is at an advanced stage for Ripon (population 16.5k) and Catterick (population 14k). A LCWIP in Whitby (population 12.5k) is planned for 2024.

Evidence – NYC LCWIP Progress spreadsheet.

Surface and widening Improvements to the LCWIP Cinder Track scheme at Scarborough were delivered between Scarborough and Burniston at a cost of £490k in 2022. NYC has been hampered in the construction of further LCWIP schemes by cost increases within ATF2 schemes that has resulted in underspend and caused complications within ATF4 and exclusion from ATF4e. Prior to this we had an unsuccessful bid to ATF3. We are undertaking the change control process through ATE to deliver an LCWIP ATF2 scheme which will utilise the remaining ATF2 funds. Pending a decision from ATE we expect consultation and construction during 2024. Using Capability Funding we have started to progress the detailed design of a key corridor from the Selby LCWIP in preparation for future construction funding opportunities. We have also installed three intelligent traffic sensors to gather walking/cycling baselines across LCWIP routes, with funding for a further sensor secured.

Evidence – Harrogate LCWIP Phase 1 pg 88 / TCF Engagement / Executive Member cycle ride.

Stakeholders vary for each LCWIP/project but as part of the phase one development engagement is held with public interest groups, delivery partners and other organisations. This is evident across the NYC LCWIPs phase one documents and provided as evidence in Harrogate LCWIP. Engagement for the three TCF schemes which include active travel provision in NY (covering LCWIP networks) included extensive consultation.

Evidence – Harrogate Emerging Priorities map & Assessment spreadsheet.

All of our completed LCWIPs (phase two) have a priority corridors listed for further development pending appropriate funding. The LCWIP corridors are also within our draft Major Projects Pipeline of Schemes and a separate spreadsheet lists all LCWIP corridor progress. Additional work has been developed on the Harrogate LCWIP which includes an emerging priority pipeline of schemes covering delivery over the next 3, 5 and 10 years.

Evidence – West of Harrogate Parameters Plan

Due to significant development to the West of Harrogate the plan considers the types of infrastructure required to unlock seven allocated sites. Main stakeholders include developers, Homes England and local authorities. The documents vision (pg.5) includes provision of 'convenient walking/cycling routes for all ages and abilities and will prioritise sustainable travel and successfully integrate new and existing communities'. The Infrastructure Delivery Schedule (Appendix A) states what cycling and pedestrian infrastructure is needed to link new development with existing cycle routes, services, communities etc. A request for Route Corridor plans is also evident within the document (pg 153).

4) Please provide a maximum of 5 links to any published evidence referred to in Q3.

- NYC LCWIPs  
<https://www.northyorks.gov.uk/roads-parking-and-travel/major-transport-schemes-and-plans/local-cycling-and-walking-infrastructure-plans-lcwips>
- Harrogate LCWIP Phase 1 pg 88  
<https://www.northyorks.gov.uk/sites/default/files/2023-03/Harrogate%20Cycling%20Infrastructure%20Plan.pdf>
- TCF consultation  
<https://www.yourvoice.westyorks-ca.gov.uk/harrogate>
- Executive Member for Highways and Transportation, Road Safety and Cycling/Active Travel Champion Keane Duncan, on a cycle ride with ATE's Brian Deegan, Cllrs and local cycling group around Harrogate.  
[https://twitter.com/keane\\_duncan/status/1640470113081257984](https://twitter.com/keane_duncan/status/1640470113081257984)
- West of Harrogate Parameters Plan  
<https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/planning-policy-your-local-area/harrogate-planning-policy/harrogate-local-planning-guidance-and-supplementary-planning-documents/west-harrogate-parameters-plan>

5) Please upload any unpublished evidence here of particular relevance to the level chosen in Q2, up to a maximum of 5 files.

- File: NYC LCWIP progress.xlsx
- File: Harrogate emerging cycle priorities map Sept 23.pdf
- File: Harrogate emerging cycle priorities assessment June 23.xlsx
- File: Malton and Norton LCWIP Phase 2.pdf

## Section 4 - Delivery

1a) Please choose the level that best represents your authority in scheme delivery (complexity):

Level 2 - Has delivered a mix of low and medium complexity LTN1/20-compliant schemes

1b) Please choose the level that best represents your authority in consultation on schemes:

Level 2 - Meets at least the minimum statutory duty for consultation and engages all key stakeholders before implementing schemes, with more comprehensive consultation for more complex schemes

1c) Please choose the level that best represents your authority in network integration:

Level 2 - Is beginning to deliver an integrated network and the majority of new schemes are part of that network

1d) Please choose the level that best represents your authority in developer involvement:

Level 1 - Occasionally (up to a third of schemes) requires developers to deliver active travel schemes that form part of an integrated network

1e) Please choose the level that best represents your authority in capital schemes delivery:

Level 1 - Has delivered a small proportion (less than 33%) of capital schemes on time



1f) Please choose the level that best represents your authority in revenue schemes delivery:

Level 4 - Has delivered all revenue schemes on time.

2) Based on your responses to Q1a to Q1f, please select an overall level for delivery that best represents your authority.

Level 2

3) Please describe the evidence you have to support your assessment in Q2. Maximum 500 words.

Evidence – Otley Road Sustainable Transport Improvement Package / Cinder Track Construction  
Otley Road phase 1 (delivered in 2022) comprises of medium complexity 'new shared use facility' and medium complexity 'segregated facility'. Given the suburban, medium density location the route forms part of a link to the West of Harrogate developments. The route comprises of 535m of traffic free provision on both sides of the road. Segregated routes have been provided where site constraints allow and shared use otherwise (approximately 42% segregated and 58% shared). Cycle priority junctions and two new toucan facilities were also included within the scheme. The route provides a safe alternative to hostile road conditions.

Improvements to the LCWIP Cinder Track scheme at Scarborough (delivered between Scarborough and Burniston in 2022) sit within the low complexity category of new shared use given the route is off road and connects settlements, tackling severance in walking and cycling networks.

Evidence – Otley Road consultation

Otley Road (medium complexity scheme) - NYC hosted a public engagement event at Harrogate Grammar school in January 2019. Attended by over 200 Harrogate residents and stakeholder representatives, the attendees were provided with the opportunity to discuss the draft plans with the designers. All comments were noted and have been considered as part of the final designs. A number of the key questions raised at the event have been collated in a question and answer document which is publicly available.

Evidence – Harrogate LCWIP Phase 1 Final Network, Scarborough LCWIP Phase 1 Final Network  
Otley Road delivery (2022) is part of the Harrogate LCWIP network map, highlighted as a primary route. The Cinder Track delivery (2022) is part of the LCWIP network map and also highlighted as a primary route. Funding is secured for delivery of an active travel route between Kildwick and Silsden which will be constructed in 2024. The route is classed as a strategic route on the LCWIP network map.

Evidence – NYC S106 agreements

The spreadsheet demonstrates contributions gained for active/sustainable travel from developments over the last three years. 29 sites have contributed to sustainable travel.

Evidence – Cinder Track construction

Active Travel capital schemes funded over the last 3 years:

ATF2: Victoria Avenue, A59 Maple Close to Knaresborough, Guisborough Rd Whitby, Oatlands Drive Harrogate.

NPIF: Otley Road Phase 1

DfT via Sustrans: Cinder Track (Scarborough to Burniston)

Evidenced within the North Yorkshire Active Travel Scheme updates - due to cost increases only one scheme from ATF2 is being taken forward for delivery. (Victoria Avenue via change control process).

Due to significant issues with utility works, land and the introduction of LTN 1/20 guidance the Otley Road scheme was not delivered on time.

The Cinder Track scheme was delivered on time.

Given the above, within the last three years 16.6% of active travel capital schemes have been delivered on time.

Evidence – Access Fund: Final Monitoring Form April 2023.

The evidence shows revenue activities such as travel behaviour and training, and active travel comms and marketing was delivered within Access Fund timescales.

4) Please provide a maximum of 6 links to any published evidence referred to in Q3.

- Otley Road Sustainable Transport Improvement Package  
<https://www.northyorks.gov.uk/roads-parking-and-travel/major-transport-schemes-and-plans/harrogate-sustainable-improvement-package-west-harrogate>
- Cinder Track construction  
<https://pbsconstruction.co.uk/project/cinder-track-scarborough-to-burniston/>
- Otley Road consultation  
<https://www.northyorks.gov.uk/roads-parking-and-travel/major-transport-schemes-and-plans/harrogate-sustainable-improvement-package-west-harrogate>

5) Please upload any unpublished evidence here of particular relevance to the level chosen in Q2, up to a maximum of 6 files.

- File: Harrogate LCWIP Phase 1 Final Network.pdf
- File: Scarborough LCWIP Phase 1 Final Network.pdf
- File: Skipton LCWIP Phase 1 Final Network.pdf
- File: NYC Section 106 Agreements last 3 years.xlsx
- File: Access Fund Final Monitoring Form April 2023.pdf
- File: North Yorkshire Active Travel Schemes Updates NYC Final.xlsx

## Section 5 - Overall Capability Rating

1) As part of Sections 2 to 4 you have provided the following ratings:

Local Leadership - Level 2  
Network Planning - Level 1  
Delivery - Level 2

Please find your current Capability Rating as published March 2023 here.

Based on your responses to Sections 2 to 4 and the criteria below, please provide your own assessment of your current capability. We will validate this as part of the process to derive updated Capability Ratings.

Level 2 - Strong local leadership, with clear plans that form the basis of an emerging network with a few elements already in place

2) If your selected level is different from your current Capability Rating as published in March 2023, please summarise the key evidence supporting the change in level. Maximum of 500 words.

Organisational Context – Following Local Government Reorganisation (LGR) in April 2023 we now have a much closer relationship with local planning departments resulting in a more streamlined process, which is starting to positively impact oversight of active travel infrastructure within new developments.

Within Local Leadership Harrogate & Knaresborough NYC members have this year supported the introduction of an extensive 20mph zone within Harrogate (our largest town) which is the most significant 20mph zone the council has ever introduced. 20mph limits will be introduced outside seven more schools and on nearby residential streets, meaning thousands of children can enjoy safer journeys each day. The landmark proposal is testament to the collective determination of schools, families and councillors in response to public concerns and delivers ambitious action. This positive action by NYC leadership leads the way for other communities across North Yorkshire.

With regard to Network Planning, we currently have 35 priority corridors identified through six completed LCWIPs (evidenced by LCWIP progress spreadsheet). Since the last Capability Rating we have progressed our LCWIP plans including progressing LCWIPs for Ripon and Catterick and have plans to develop another LCWIP in Whitby during 2024. We have also made strides this year with further cycle development work in Harrogate where we have an emerging cycle priority plan covering delivery of routes over 3, 5 and 10 years (evidenced by the Harrogate Emerging Cycle Priorities). Using Capability Funding we have also started the detailed design of a LCWIP corridor in Selby and installed three intelligent active travel sensors on key routes in preparation for future funding opportunities.

Whilst Scheme Delivery percentage of LCWIP corridors is low, NYC has delivered phase 1 of Otley Road and significant improvements to the Cinder Track near Scarborough. We have also secured £972k to deliver an active travel route near Kildwick in 2024. North Yorkshire is a huge county, some 3,500 square miles and our completed LCWIPs currently total an estimated £95m to deliver. During ATF4, we had an allocation of just over £1m which we were unsuccessful in attaining. This has made it incredibly difficult to show progress on the ground and makes the delivery of Otley Road, The Cinder Track and the successful bid to deliver the Kildwick scheme (in 2024) a progressive step forward.

Whilst Capability and Active Travel Funding remain at low levels for North Yorkshire it will remain a huge challenge to deliver active travel and reach the targets set out in Gear Change and CWIS2. We feel our progress this year (particularly in light of LGR) within Local Leadership and Network Planning should be recognised. We have demonstrated that we are now in a better position to deliver more schemes in 2024 with Transforming Cities Fund (comprising of Active Travel), Victoria Avenue (good dialogue with ATE regarding a descoped scheme through change control) and the delivery of an active travel route in Kildwick all planned for construction in 2024.

## Section 6 - Feedback

Thank you for completing this survey. We would appreciate your time to provide feedback below.

1 - very easy   2   3 - medium   4   5 - very difficult

How easy was it to complete this survey?

X

Are there any improvements you would recommend for future self-assessment surveys?

Word limit is restrictive at 500 words when trying to clearly explain multiple pieces of evidence. An increase in word limit would be helpful. I would also suggest the text boxes allow the user to use 'bold' text or bullet points to better define sections when dealing with lots of different evidence examples.

## Finalise your response

Please confirm that your response has been agreed by the Senior Responsible Officer for walking and cycling.

Yes