North Yorkshire Council

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Whitby

FINAL REPORT
APRIL 2025

CONFIDENTIAL

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WSP

Amber Court
William Armstrong Drive
Newcastle upon Tyne
NE4 7YQ

Phone: +44 191 226 2000

WSP.com

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CONTENTS

APPENDICES

1. STAGE 1: DETERMINING SCOPE

1.1. BACKGROUND

1.1.1. It is the ambition of North Yorkshire Council to encourage more people to walk, wheel and cycle in the County, with active travel being the natural choice for everyday short journeys. It is widely recognised that walking, wheeling and cycling more often is good for our health and wellbeing, the environment, and the local economy.

1.1.2. To encourage active travel, the Council has established a cycling and walking programme to identify, develop and secure funding to deliver infrastructure improvements. A key component of this programme is the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) which will identify and prioritise future improvements to the local cycling and walking network over the next ten years. LCWIPs have been developed in Harrogate, Scarborough, Selby district, Skipton, Malton & Norton, Northallerton, Ripon, Catterick, and Thirsk. This LCWIP covers the town of Whitby.

1.2. LCWIP PROCESS

1.2.1. LCWIPs offer a strategic method of identifying cycling and walking improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs will be instrumental in leveraging funding from national and local streams.

LCWIP Scope

1.2.2. **The LCWIP will provide:**

- Plans of the proposed priority networks showing the most important routes and zones for further development, targeting short journeys (to school, work etc).
- A prioritised programme of infrastructure improvements for future development.
- This LCWIP report, setting out the evidence and work completed to support the development of the Plan.
- A basis for securing government funding or developer contributions.

1.2.3. **The LCWIP will Not provide:**

- Exact details of the improvements on each route (these details will be developed as funding comes forward and will be subject to further consultation).
- Guaranteed funding for delivery, although it will put us in the best possible position to secure funding.
- Network planning for long distance routes.

1.2.4. For Whitby, this process and the resulting outputs will represent an evidence-based approach to focus future investment over where the most benefit can be realised.

1.2.5. The geographical extent of this LCWIP includes the built-up area of Whitby, Ruswarp, Sandsend and Stainsacre.

1.2.6. The Whitby LCWIP will focus on everyday journeys to work and school, as well as unlocking the potential of more people visiting the area for recreational cycling and walking.

1.2.7. The Government has published guidance on the preparation of LCWIPs, setting out the following six stage process:

- **Stage 1: Determine the scope** – establish the geographical context and arrangements for governing and preparing the plan.
- **Stage 2: Gathering information** – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programme.
- **Stage 3: Network planning for cycling** – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required.
- **Stage 4: Network planning for walking** – identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required.
- **Stage 5: Prioritising improvements** – prioritise improvements to develop a phased programme for future investment.
- **Stage 6: Integration and application** – integrate outputs into local planning and transport policies, strategies, and delivery plans.

The remainder of this document details how the LCWIP has been developed and sets out a prioritised programme for its delivery.

Figure 1.1. Market Place, Whitby

Figure 1.2. The Cinder Track

2. STAGE 2: GATHERING EVIDENCE

2.1. ACTIVE TRAVEL CONTEXT

THE CASE FOR WALKING AND CYCLING

2.1.1. The Department for Transport (DfT) announced their Cycling and Walking Investment Strategy (CWIS) in April 2017, outlining the Government's ambition to make walking and cycling the natural choice for shorter journeys or as part of a longer journey, including the aim to double cycling activity by 2025. The benefits of achieving this outcome would be substantial, supporting public health and wellbeing, more vibrant towns and public spaces, and low carbon travel patterns becoming commonplace. CWIS2 provided an update to this strategy in 2022, including an outline of the investment strategy that would realise these ambitious goals for the period 2021 to 2025, therefore a revision of this document is expected this year

2.1.2. The DfT published guidance on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs) in April 2017.

2.1.3. In early 2020 the Government launched Gear Change: A Bold Vision for Cycling and Walking, announcing a £2 billion plan to make England a great walking and cycling nation. Gear Change identified four key themes central to achieving this:

- Better streets for cycling and people;
- Putting cycling and walking at the heart of decision making (transport, place-making, and health policy);
- Empowering and encouraging Local Authorities – encouraging upskilling and funding only those schemes that meet the new guidance; and
- Enabling people to cycle and protecting them when they do through changes to the highway code.

2.1.4. This was supported by New Design Guidance - Cycle Infrastructure Design (Local Transport Note 1/20) (July 2020) which set out the framework for cycling to play a far bigger part in our transport system with the quality of cycle infrastructure to sharply improve to be consistent with national guidance. Routes should be:

- Coherent - part of a wider strategic network that provides access to key destinations;
- Direct - reach their destination as directly as possible;
- Safe - of a high quality and designed to standards that meet safety requirements;
- Comfortable - accessible and attractive for all abilities; and
- Attractive - contribute to good urban design by integrating with and complementing their surroundings.

2.1.5. A key component of the DfT's Transport Decarbonisation Plan (2021) is ensuring that public transport, cycling and walking is the natural first choice for all who can take it. This strategic priority is to be achieved by delivering a world class cycling and walking network in England by 2040.

2.1.6. Active Travel England (ATE) was established in August 2022 as an executive agency of the Department for Transport (DfT) with the primary objective of promoting walking, cycling, and wheeling as the natural choices for everyday short journeys. ATE's remit includes leading the delivery of the government's strategy to transform England into a great walking and cycling nation by 2030, as outlined in the Gear Change. This involves working closely with local authorities to provide leadership and specialist expertise to enhance active travel infrastructure and ensure that half of all journeys in towns and cities are cycled or walked by 2030.

2.1.7. Within Whitby there are clear opportunities to better connect people and places with targeted investment in active travel infrastructure. North Yorkshire Council shares the CWIS ambition to provide more direct, convenient, safe, and attractive options for more local journeys.

2.1.8. Embracing newer modes of sustainable transport, such as e-cycles and other emerging technologies will create opportunities to access longer journeys using active transport. LCWIPs are an important component of using the built environment to promote health and wellbeing.

CREATING ATTRACTIVE PLACES TO LIVE AND WORK

2.1.9. The draft Local Plan (2023-2040) of the previous local authority, Scarborough Borough Council, documents the importance of walking and cycling in providing access to destinations, especially for those without access to a car. Regarding Whitby, the Plan acknowledges the need to improve the town's function as a hub for transport services and interchange and increase opportunities for walking and cycling within the surrounding countryside. Strategic Policy DEC 1 in the Local Plan stated that the public realm should be attractive, safe and accessible to all, and that they should be well connecting to their surroundings, including through the provision of walking and cycling routes.

2.1.10. The population of Whitby built-up area (BUA) (2021 Census) is estimated to be 12,595 of which 5,470 (aged 16-64) are economically active.[i] The total number of jobs is approximately 54,000 which comprises 44,000 employee jobs, as well as self-employed, government-supported trainees, and HM Forces. There are 4,230 businesses within the borough[ii]. The main economic sectors employing the greatest proportion of people in the former Scarborough Borough are 'accommodation and food services' (20.5%), 'human health and social work' (18.2%), 'wholesale and retail trade' (13.6%) and 'manufacturing' (11.4%).[iii] (ONS Business Register and Employment Survey, 2018). This demonstrates the importance of both tourism and health and social work to the local economy.

SUPPORTING HEALTH, WELLBEING AND ACCESS FOR ALL

2.1.11. Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways to enable adults and children to meet recommended levels of physical activity. A lack of physical activity is the cause of one in six deaths in the UK and costs the country an estimated £7.4bn per year.[iv]

2.1.12. Data published by Public Health England covering the period 2021-2022 reported that 24.4% of adults in Scarborough Borough are physically inactive. For the period 2019-2020, only 0.9% of adults cycle for travel at least three days per week while 14.8% walk – below the national averages of 2.3% and 15.1%, respectively.[v] North Yorkshire Council are encouraging more people to be active as well as using sport and physical activity to help address health inequalities, contribute positively to the economy, and raise the profile of the area.

2.1.13. Promoting healthier travel is one of the objectives included in the North Yorkshire Local Transport Plan 2016-2045. The importance of regular exercise for achieving and maintaining a healthy lifestyle is emphasised. It is recognised that the best and easiest opportunity for incorporating activity into people's daily routine is through active travel which has additional benefits such as reducing carbon emissions and contributing towards air quality improvements.

2.1.14. Focussing on inclusive design and ensuring Whitby's active travel networks are accessible for all will be important when developing and delivering schemes through the LCWIP process.

2.1.15. It is particularly important that improved active travel connections are considered between those areas with lower access to private car and for those who frequently undertake journeys on foot, to ensure equality of access to employment and education opportunities, key services and facilities. Reducing social isolation, especially for older people, and increasing levels of community engagement can be supported by active travel as a means for people to interact socially more often. With a higher number of such active travel infrastructure provisions, the percentages of adults cycling and walking can increase in demand.

2.1.16. The LCWIP also has a vital role to play in creating longer term behaviour change well beyond its ten-year delivery plan. European countries such as the Netherlands have only been able to facilitate mass cycling (27% of all trips are undertaken by bike) though long-term investment (The Dutch 'cycling revolution' can be traced back to a targeted political response in the 1970s). This has engendered generational change to the point where the bicycle is the clear mode of choice for journeys between 2km to 7km.

2.1.17. The Whitby LCWIP, supported by local and national policy, guidance, and funding, presents an opportunity to start the process of creating real change for generations to come.

RESPONDING TO THE CLIMATE CRISIS

2.1.18. The transportation sector is the second largest source of greenhouse gas (GHG) emissions in the UK, behind only the energy supply sector. Decarbonising our transport network is fundamental to ensure the country is working towards its target to be net zero by 2050.

2.1.19. The DfT's Decarbonising Transport (2021) paper states that passenger cars and taxis were responsible for 55 per cent of domestic greenhouse gas emissions in 2019, a share that remains almost unchanged from 1990. The paper also sets out a path to Net Zero, citing a reduction in emissions from domestic transport as essential to meet the UK's net zero targets. One way of achieving this is by facilitating a mode shift away from passenger cars towards zero emission modes like walking and cycling for shorter journeys.

2.1.20. NYC declared a climate emergency in July 2022 and pledged to play a full part in tackling climate change. The Council have produced a Climate Change Strategy (2023-2030) which outlines how the Council will respond to the Climate Emergency. The strategy outlines the ambition for the region to be net zero by 2034 and carbon negative by 2040. The strategy also highlights that the transport sector is responsible for 28% of carbon emissions in North Yorkshire. The strategy includes a target to increase active travel for short journeys, ensuring walking and cycling accounts for 17% of distance travelled by 2038. Increasing walking and cycling opportunities for shorter trips is identified as a means of reducing travel by carbon-emitting modes.

IMPROVING ACCESSIBILITY AND SOCIAL INCLUSION

2.1.21. At local authority level, North Yorkshire is among the least deprived in England. The 2019 Index of Multiple Deprivation (IMD) identifies three Lower layer Super Output Areas (LSOAs) in Whitby which are among the 20% most deprived in England (see Figure 2.2). Scarborough 001C (located in former West Cliff ward of Scarborough Borough Council) is among the 10% most deprived LSOAs, while 001A (former Mayfield Ward) and 003B (former Streonshalh ward) are among the 10-20% most deprived.

2.1.22. 26% of households in the Whitby study area are without access to a car (2021 Census) and these households can suffer from social exclusion and transport poverty, struggling to access employment and education opportunities, key services, and facilities, as well as being isolated from support networks.

2.1.23. Cycling and walking in particular, are generally affordable and natural modes of transport that can be made accessible to the majority of people. Enabling a greater number of people to walk and cycle to the locations they need to travel to can have significant benefits not just in regard to health, wellbeing, and for the environment, but also in enabling social inclusion, helping connect people to jobs, education, and each other when other modes of transport aren't feasible options.

2.1.24. Transport for the North have developed a tool to measure the risk of transport-related social exclusion (TRSE) across England – analysing access to jobs, education, healthcare and key services, and the vulnerability of the population to social exclusion. Their analysis reported that there is a relatively higher levels of risk of TRSE present in coastal areas of the North, which is consistent with the pattern across the rest of England. Scarborough was identified as a Local Authority District where more than 50% of the population is at a high risk of TRSE. As shown in Figure 2.1, many of the LSOAs which comprise Whitby town have a higher risk of TRSE compared to the national average, with four LSOAs within the highest risk category.

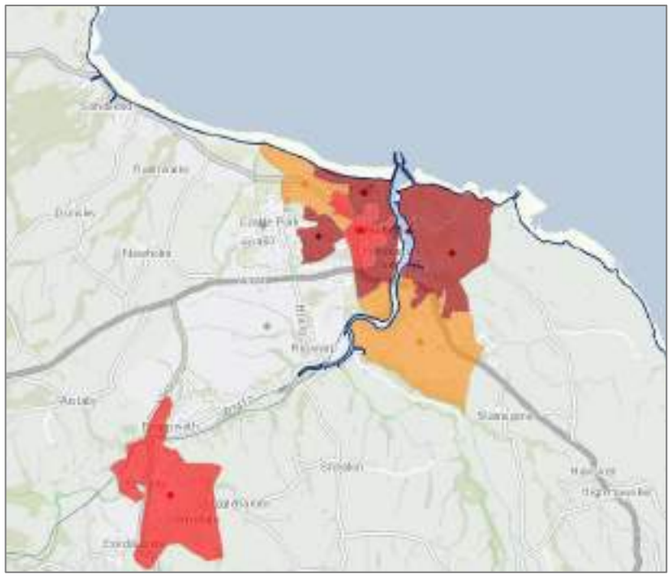


Figure 2.1. Transport-related social exclusion in Whitby

IMPROVING THE TOURISM OFFER

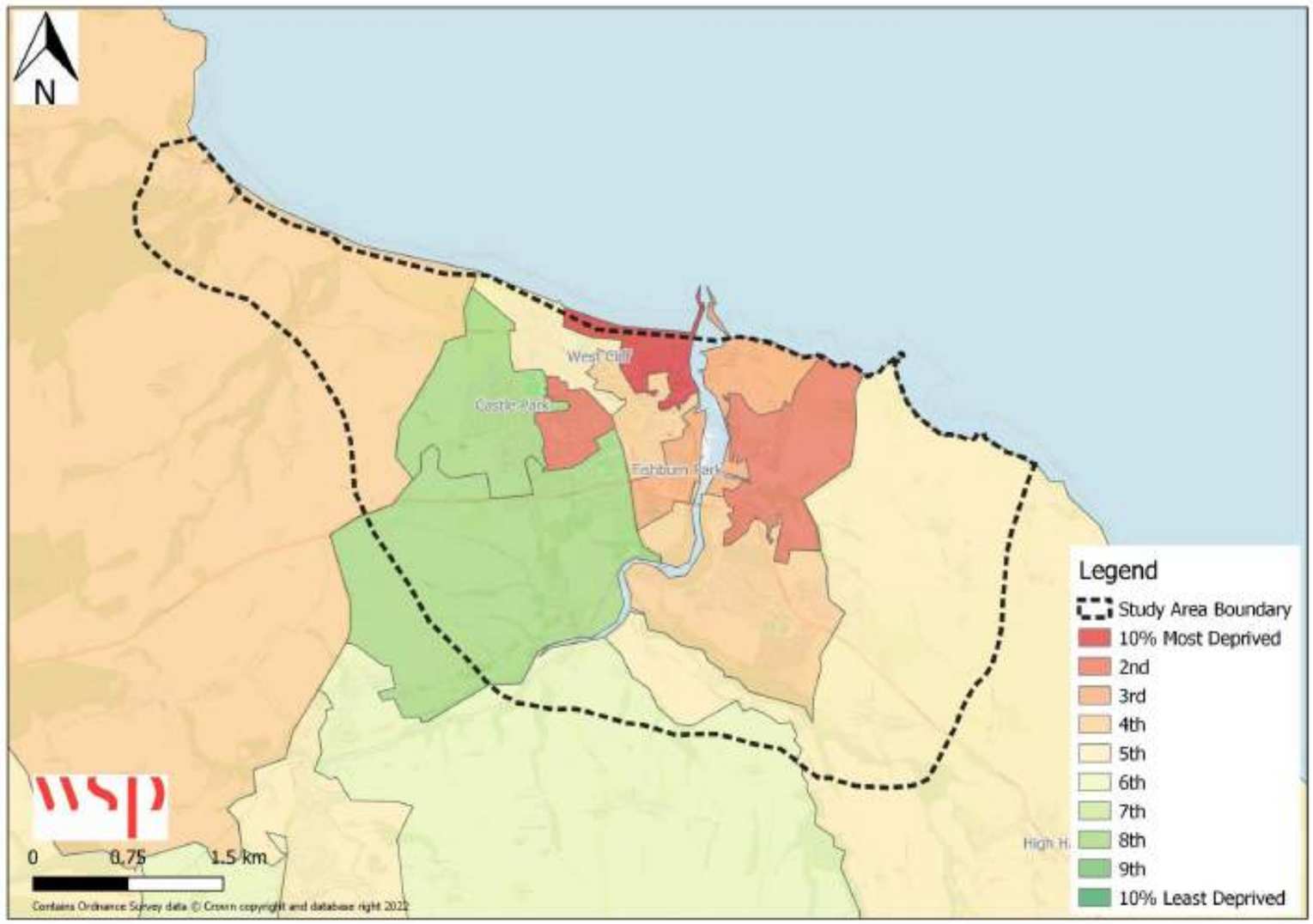
2.1.25. Tourism plays a key role in North Yorkshire's economy. Domestic tourism alone generates approximately thirty million day-visitors and three million staying visitors who spend £1.54 billion in the county each year. On this basis, and estimate would suggest that domestic tourism accounts for 11% of the overall economy of North Yorkshire. Tourism in North Yorkshire supports an estimated 41,200 jobs or 14% of all employment.[vi] Cycling and walking investment can play a key role in enhancing the tourism offer. It can increase the number of visitors for travel around the County and improved connections to existing networks can provide enhanced cycling and walking experiences.

2.1.26. Whitby itself is one of North Yorkshire's main tourist destinations. Whitby Abbey was the 8th most visited paid attraction in Yorkshire and Humberside in 2022, with over 180,000 visitors.[vii]

2.1.27. The tourism industry and accompanying leisure activities play a large role in the local economy in Whitby, as visitors look to enjoy the local attractions and picturesque scenery. Investments in cycling and walking infrastructure can further enhance the area and tourism off by improving connections around the town and local destinations, as well as enhancing the visitor experience

2.1.28. The North Yorkshire Moors National Park borders the surrounding area of Whitby, just 2km from the Town Centre. As such, there is significant potential for increased walking and cycling journeys between the Park and Whitby, with recreational users likely to constitute a large proportion of the trips. The proximity to the North Yorks Moors National Park to the extents of the LCWIP has a significant influence on the number of cyclists in the area, The implementation of active travel infrastructure in the area will increase the number of cyclists both within the study area and within the North Park itself.

Figure 2.2. Indices of Multiple Deprivation (IMD)



2.2. POLICY CONTEXT

2.2.1. There are clear opportunities to support environmental, health, social, economic, and sustainable mobility goals that better connect people and places with targeted investment in active travel infrastructure. This is evident in both national and local policy that has guided and shaped the Whitby LCWIP process. A summary overview is provided below.

NATIONAL CONTEXT

Gear Change: A bold vision for cycling and walking (DfT 2020)

2.2.2. Sets out Government's vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes "Active Travel England" that will assess local authorities' performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

Cycling and Walking Investment Strategy 2 (DfT 2022)

2.2.3. Aims to make active modes a natural choice by 2040, by doubling cycling levels and increasing walking levels. Locally targeted investment via LCWIPs assist to connect people with places – creating vibrant, healthier, and productive places and communities.

Future of Mobility: Urban Strategy (DfT 2019)

2.2.4. Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys.

Decarbonising Transport (DfT 2021)

2.2.5. Sets out the Government's commitments to reduce carbon emissions through investing in walking and cycling networks with the aim of half of all journeys in towns or cities to be walked or cycled by 2030. This will support their overall vision to achieve a NetZero transportation sector by 2050.

Everybody Active, Every Day (Public Health England 2014)

2.2.6. Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote walking, cycling and more liveable communities.

Clean Air Strategy (DEFRA 2018)

2.2.7. Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

Inclusive Mobility (DfT 2021)

2.2.8. This document outlines best practice on inclusive design of pedestrian and transport infrastructure. Inclusive design requires that the needs of all disabled people are considered from the outset of any transport and pedestrian infrastructure. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

LOCAL CONTEXT

2.2.9. Local policy relating to walking and cycling is contained in a range of documents, outlined below. These policy documents show a strong level of support for cycling and walking. Several documents, including the Local Plan, are currently being reviewed, making this an ideal time to bring forward and integrate further cycling and walking proposals.

2.2.10. Key local policy documents include:

- North Yorkshire Local Transport Plan (2016-2045)
- York and North Yorkshire's Routemap to Carbon Negative
- North Yorkshire Council Climate Change Strategy 2023-2030
- Scarborough Borough Local Plan Review (2023-2040)
- North Yorkshire Council Economic Growth Strategy (2024-2029)
- Whitby Town Deal Town Investment Plan (2020)
- Whitby Blueprint (2021)

2.2.11. Key relevant themes emerging from local policy are set out on the following pages.

Policy support for cycling and walking

2.2.12. The Scarborough Borough Local Plan sets out the planning vision and a strategy for growth up to 2040. The document states the aim to encourage modal shift from the private car '*To improve the safety of pedestrians and cyclists, the Highways Authority will endeavour, where appropriate, to ensure all new layouts of residential streets restrict vehicle speeds to 20mph. By encouraging people to use more sustainable modes such as walking and cycling for shorter trips and public transport for longer trips, traffic volumes can be reduced significantly and congestion can be avoided. One of the most significant methods for achieving this modal shift is the provision of improved public transport services both through local bus services, or in larger towns, through the provision of cycle facilities and other sustainable travel options including electric scooters at park and ride sites and transport hubs.'*

2.2.13. The North Yorkshire Local Transport Plan includes an objective which aims to address the health aspects linked to transport, by encouraging healthier travel such as walking and cycling, and by reducing some of the negative effects of transport, such as air pollution. It is recognised that one of the best ways of achieving regular exercise is to incorporate it into the daily routing through active travel.

2.2.14. The North Yorkshire Council Economic Growth Strategy seeks to ensure the county's towns are sustainable settlements with significantly enhanced active travel options. Cycling and walking routes will be improved to connect town centres with homes, jobs and services. Increasing active travel is considered to be a priority as it can both provide health benefits and help to ease congestion. The Strategy states that new housing supply should have an increased focus on active travel and that new public spaces and active travel should be incorporated into developments and place making.

2.2.15. York and North Yorkshire's Routemap to Carbon Negative includes an ambition to increase walking and cycling levels, including replacing some van traffic with cycle freight. Increasing active travel, especially for short journeys, is identified as a strategic priority for transport. Transport funding should be prioritised towards enabling low carbon travel choices, such as walking and cycling.

2.2.16. The North Yorkshire Council Climate Strategy includes an ambition to 'Increase active travel for short journeys, ensuring walking and cycling accounts for 17% of distance travelled by 2038'. The strategy commits to increasing walking and cycling opportunities for shorter trips through providing safer routes, local cycling and walking plans, training through Bikeability, and innovation through e-bikes, e-scooters and community-based projects in order to reduce travel by unsustainable modes.

2.2.17. The Town Investment Plan, published to support Whitby's Town Deal, contains an objective to create a walkable town

which connects all that is on offer in Whitby. The Plan's Connectivity Workstream identifies "pleasant streets and spaces that are well used by people walking and cycling" as part of the criteria for success. Several of the projects which are detailed in the Investment Plan incorporate active travel elements (see Section 2.2.20).

2.2.18. The Whitby Blueprint builds upon the vision set out in the Town Investment Plan. In addition to the Whitby Town Deal projects detailed in Section 2.2.20, the Blueprint outlines further public realm improvements in the town to improve the accommodation of pedestrians and provide better active travel connections into the town centre, including from the Cinder Track cycle route.

The Cinder Track – Whitby Access Study

2.2.19. In March 2017, Sustrans published a report on potential improvements to the Cinder Track cycle route in and around Whitby.

2.2.20. One of the aims of the study was to identify an improved route into Whitby. The preferred option identified by Sustrans followed the route of the disused Prospect Railway Line. This route branches from the existing Cinder Track north of Larpool Viaduct, curving eastwards underneath Larpool Viaduct. The route then follows the Esk Valley railway line to Waterstead Lane. The route would then continue to Whitby station either along Waterstead Lane or Langborne Road.

2.2.21. This route would be significantly less steep than existing routes between the Cinder Track and Whitby town centre.

2.2.22. The report identified several issues which would need to be resolved if the route is to be implemented. In the vicinity of Larpool Viaduct, the route is obstructed by mature trees and vegetation, which would require significant clearance work to provide sufficient space for a cycle track. Close to the A171 bridge, as the proposed route runs alongside the operational railway line, there is steep slope towards the railway line. Significant ground engineering works would be required to provide a suitable ground profile. A new junction with Waterstead Lane would be required. Improvements to Waterstead Lane or Langborne Road would be required and, for a route via Langborne Road, an upgraded level crossing would be needed.

2.2.23. Sustrans also presented an "early achievable option", considered to be lower cost and achievable in the short term. This option leaves the Cinder Track at Monkey Bridge and uses a path heading north towards the A171 between the Cinder Track cutting and Whitby Sixth Form playing fields. The route then follows the tarmac path parallel to the A171 towards Whitby Sixth Form, before crossing the A171 at the footbridge. The option continues along the access road for Airy Hill Primary School and via either York Terrace and North Road or Waterstead Lane to Whitby town centre.

2.2.24. This option would still require infrastructure enhancements, including improvements to the path between the Cinder Track cutting and the playing fields and an alternative to the steps at the north end of the A171 footbridge. The two route options into Whitby town centre – York Terrace/North Road and Waterstead Lane – both have steep gradients and are narrow in width and are, therefore, ideal routes for cyclists.

Growth areas and local plan designations

2.2.25. The Local Plan sets out housing and employment growth areas in Whitby which should be considered when developing active travel networks to ensure their sustainability. Key housing sites include:

- Land off Stakesby Road, Whitby
- Land opposite Whitby Business Park and to the south of Eskdale Park, Whitby
- Land adjacent Captain Cook Crescent, Whitby
- Land at Whitby Golf Club (East), Whitby

Transport and placemaking schemes

2.2.26. The following projects are currently underway within the LCWIP study area.

Whitby Town Deal

2.2.27. The following projects are part of the Towns Deal programme which will see an investment of more than £17 million in Whitby:

- Whitby Harbourside public realm improvements and pedestrianisation of Whitby Swing Bridge: The Harbourside Public Realm project will improve the street scene around the Whitby Swing Bridge area, allowing the routine closure to road traffic to be implemented more easily and with more permanent signage. This will enhance the centre of the town, improving the visitor experience and promoting additional return visits. The pedestrianisation of this central area will also improve non-motorised links between the east and west sides. The scheme will also look at improvements at the junction of Spital Bridge with the A171.
- Whitby Wayfinding and Gamification: The Wayfinding project provides town centre pedestrian signage in Whitby. This includes a family of signs for visitors to help them navigate around the town and signpost to key attractions.
- Broomfields Farm Net Zero Living project: The project will deliver 60 sustainable homes as an exemplar Net Zero living community at a site to the southeast of the town. As part of the project, the community will be linked into the existing Cinder Track cycling route, as well as upgrades to the local cycle network and secure storage for cyclists.
- Whitby Old Town Hall and Market Place: Restoration of Whitby's Old Town Hall and Market Place, including public realm improvements.

Active Travel Fund

2.2.28. The Guisborough Road cycle improvement scheme (see Figure 2.3) was one of the five schemes included in the NYC ATF2 bid. The cycle improvement scheme proposed to connect Whitby Park and Ride site at Victoria Farm with Whitby town centre, with a route provided along Guisborough Road and Mayfield Road.

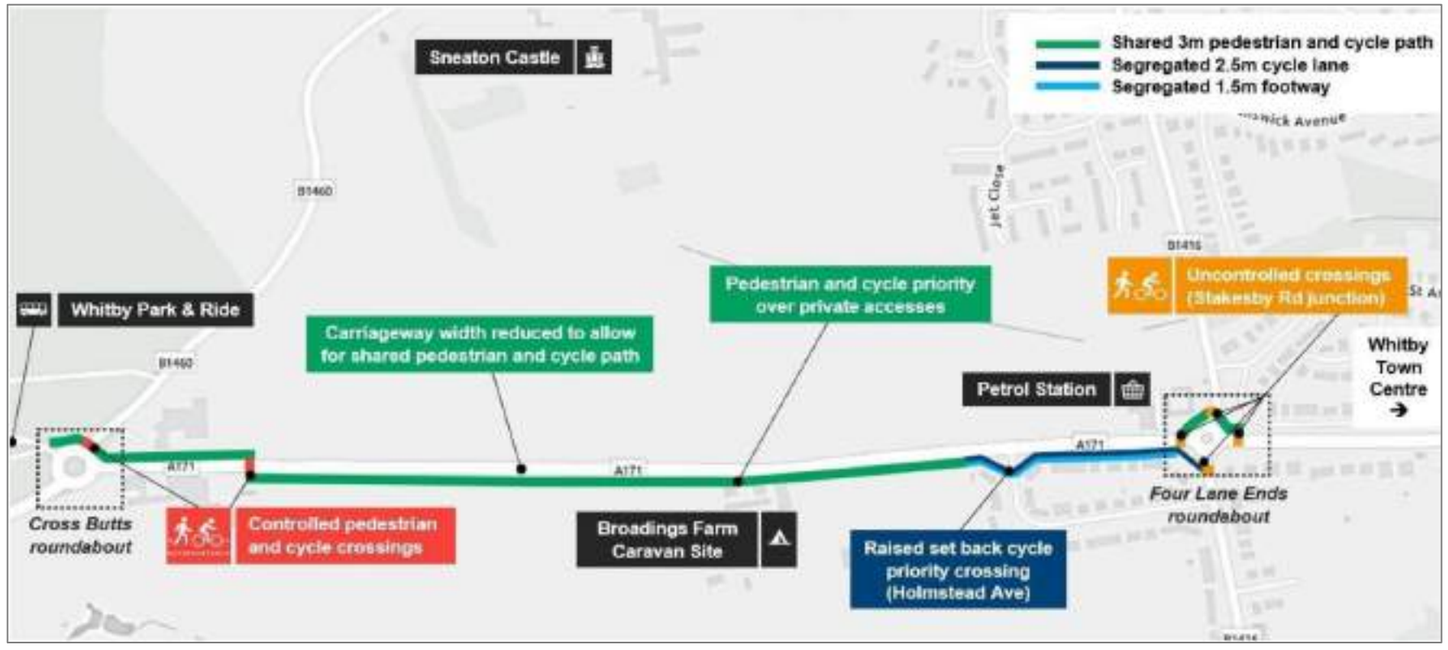
2.2.29. Two other schemes in Whitby were included in NYC's long list of schemes considered for ATF funding: Connecting the Guisborough Road scheme to Whitby Town Centre and between The Carrs, Ruswarp and Whitby Town Centre.

North York Moors National Park Active Travel Study

2.2.30. An Active Travel Study for the North York Moors National Park (NYMNP) that surrounds Whitby is currently in development at the time of writing. The study will provide a similar output to an LCWIP, with an evidence-based study to identify active travel provision. The study is focussed on providing a strategic network of active travel corridors that connect key destinations and surrounding gateway towns using both established routes as well as new routes.

2.2.31. Opportunities will be identified to coordinate with the NYMNP active travel network proposals and seek improvements to connecting the Park with Whitby, and vice versa. Whitby is considered a key gateway town for the National Park, that can support journeys into the Park as well as enable more overnight stays. As well as the mutual tourism benefits, the local population of Whitby form a significant proportion of users to the Park, therefore there are benefits to reducing the amount of car journeys into and around the National Park, whether they are for leisure, utility or even commuting trips.

Figure 2.3. Guisborough Road cycle improvement scheme



2.3. EXISTING CYCLING AND WALKING TRAVEL PATTERNS

1.1.1. Levels of walking and cycling in Scarborough Borough have fluctuated in recent years. Data from the Active Lives Survey indicate that fewer people walked or cycled for any purpose across all frequency categories in 2020, which may be a result of the COVID-19 lockdowns in place. While the number of people walking or cycling recovered somewhat in 2021, the percentage walking or cycling at least once per week, at least 3 times per week and at least 5 times per week fell in 2022, and overall levels remain below the levels seen before the pandemic in 2018 and 2019.[viii]

1.1.2. The higher percentages of Scarborough Borough residents who walk and cycle for any purpose observed in 2018 and 2019 indicate that there is demand for active travel and people will choose these modes if the conditions are favourable. The improvements to infrastructure proposed in the Whitby LCWIP could therefore help increase walking and cycling back to and beyond the levels observed in 2018 and 2019.

2.3.1. Pre-Covid Census Journey to Work data (2011) shows that approximately 82% of working residents in Scarborough Borough work within the Borough itself (31,348 workers). There is, therefore, potential to encourage greater levels of commuting by bicycle. Only 18% of workers travel outside of the Borough for employment, with neighbouring Ryedale being the most popular work destination (5%). Scarborough Borough also attracts a number of employment trips from outside the borough, with 5,075 people commuting into the area, with the East Riding of Yorkshire and Ryedale being the most popular origin local authorities.[ix]

2.3.2. Approximately 46% of people in Scarborough Borough travel less than 5km to work (on average twenty minutes on a bike), demonstrating a high potential for active mode travel choices. This is further demonstrated in that 30% of workers live less than 2km from their place of work (on average twenty-five minutes on foot), highlighting that walking in particular could be a more viable and attractive mode for residents. Despite these short commuting journeys, 56% of residents travel to work by car as either a driver or passenger, while 21% walk and 2% cycle (2011 Census).

2.3.3. Figure 2.4 shows that existing levels of cycling to work are greatest in Scarborough 001A LSOA, which includes Kirkham Road, Byland Road, Dundas Gardens and Stakesby Primary Academy. This LSOA is one of the more deprived LSOAs in Whitby, classified within the second most-deprived decile in terms of the Index of Multiple Deprivation. The LSOA with the lowest current levels of commuter cycling is Scarborough 001F, which covers the eastern part of West Cliff and the northern part of Whitby town centre, with less than 0.5% of residents cycling to work. This LSOA corresponds to the most deprived LSOA in Whitby.

2.3.4. Figure 2.5 shows that existing levels of walking to work are greatest in Scarborough 003C LSOA, which comprises the southern part of Whitby town centre, Whitby Abbey, the Upper Harbour and Fishburn Park. Between 35 and 40% of residents in this LSOA walk to work. 30 to 35% of residents walk to work in Scarborough 001F and Scarborough 003B LSOAs, which cover the remainder of the town centre and harbour areas of Whitby. The LSOAs with the lowest percentage of residents who commute by walking are Scarborough 004G, with under 5%, and Scarborough 003A, with between 5 and 10%. Both these LSOAs are located on the edge of Whitby and include a large area which is rural and sparsely populated. Scarborough 004G includes Saltwick Bay and Stainsacre and Scarborough 003A includes Mayfield Road and Ruswarp.

2.3.5. The topography in Whitby is generally undulating, with steep gradients on the sides of the River Esk valley. However, away from the Esk valley and the coastline, the topography is flatter and more conducive to walking and cycling, and there remains clear potential to build upon current levels of active travel to make cycling and walking more viable and attractive modes in the area for everyday journeys. Furthermore, the streets in Whitby town centre are generally narrow and difficult for cars and buses to navigate.

2.3.6. This is reflected in local policy and strategy, recognising the need to provide high quality safe active travel infrastructure to encourage a shift to healthy and greener modes, and to also ensure that future developments are sustainable and connected to these networks.

Figure 2.4. Residents that cycle to work (2021 census)

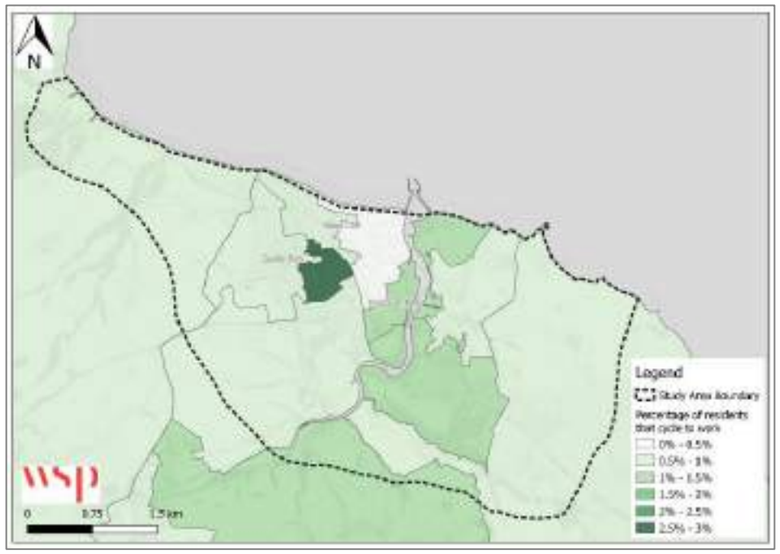
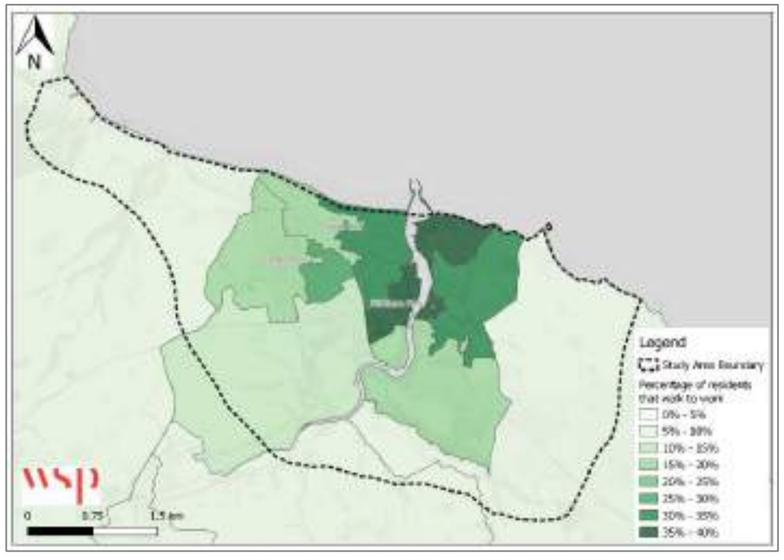


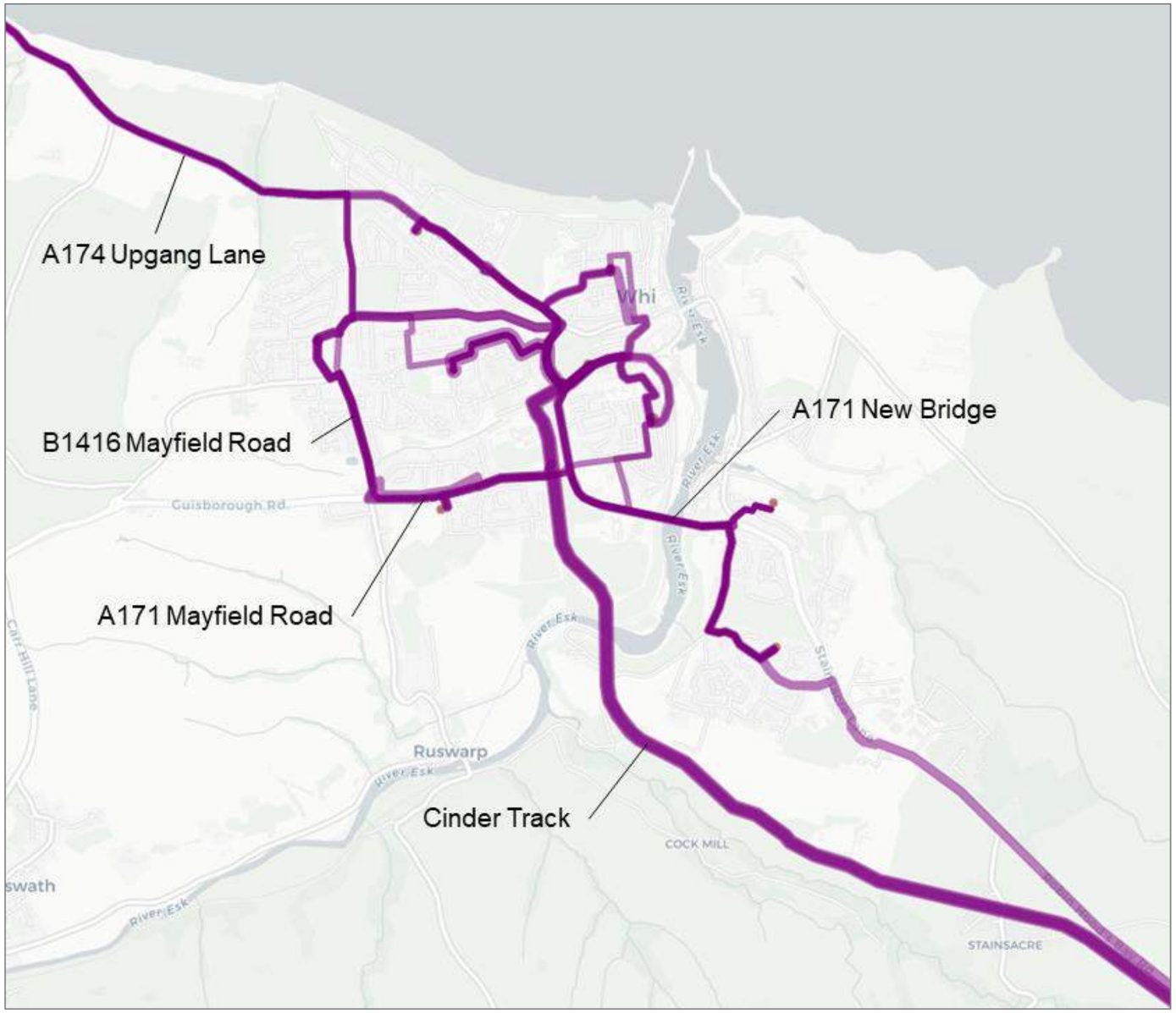
Figure 2.5. Residents that walk to work (2021 census)



Propensity to Cycle: Commuting

2.3.7. Figure 2.6 shows the top 30 most cycled routes taken by people cycling to work in the LCWIP study area in 2011. The data visualises the 'fastest route' scenarios of current users (Census 2011 and Propensity to Cycle Tool (PCT).[x]), thereby simulating the most heavily used routes within the study area. Routes along the Cinder Track, A171 Mayfield Road, A174 Upgang Lane/Chubb Hill Road and B1416 Stakesby Road.

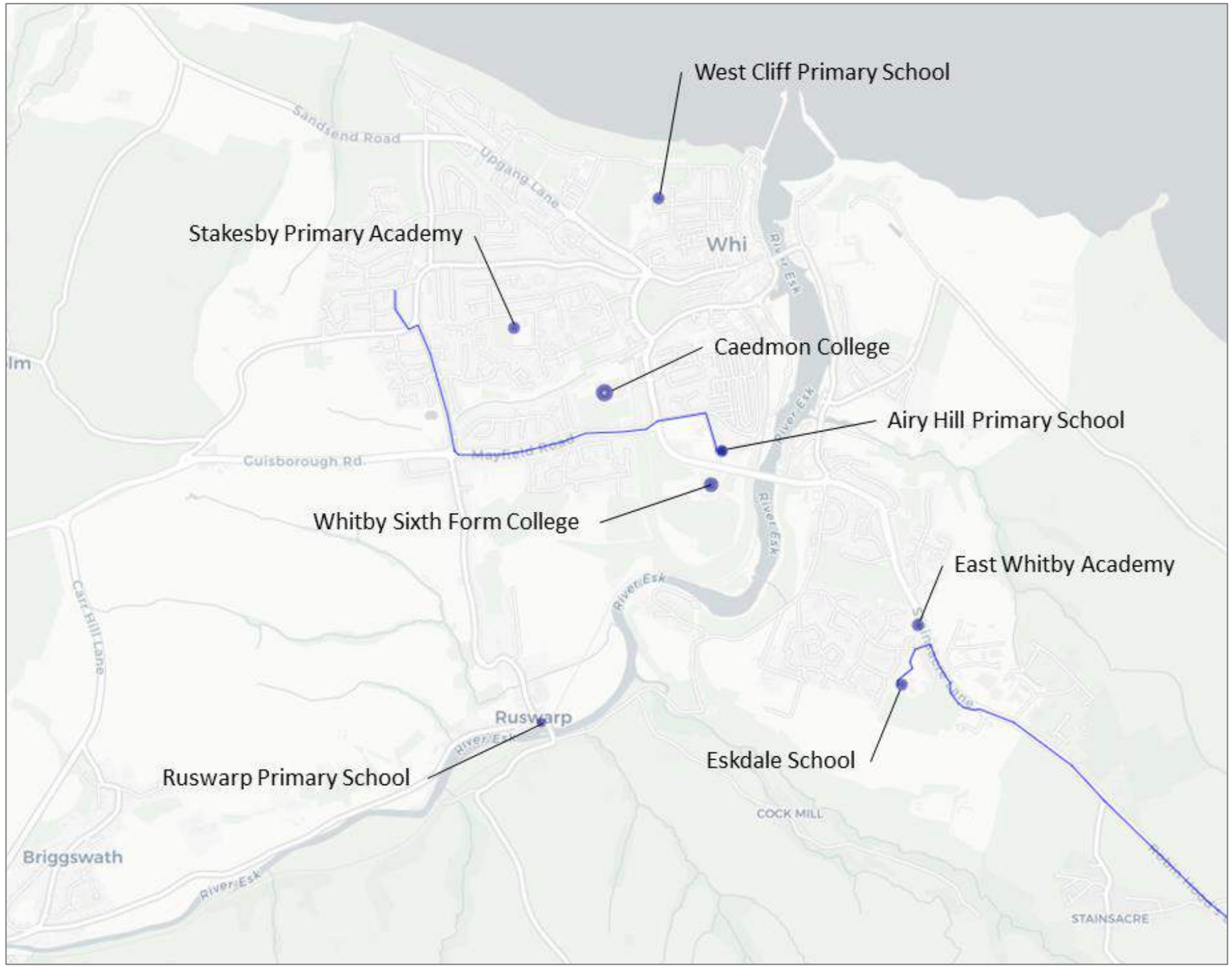
Figure 2.6. 2011 Commuter cycle flows. Increased width = increased usage (Source: Propensity to Cycle Tool)



Propensity to Cycle: School Journeys

2.3.8. Figure 2.7, right, shows the most used routes for cycling to school in the study area, based on 2011 census data and the Propensity to Cycle Tool[xi]. Levels of cycling to and from school are relatively low, resulting in just two routes. However, the two routes do overlap with routes highlighted by the commuting flows in Figure 2.6.

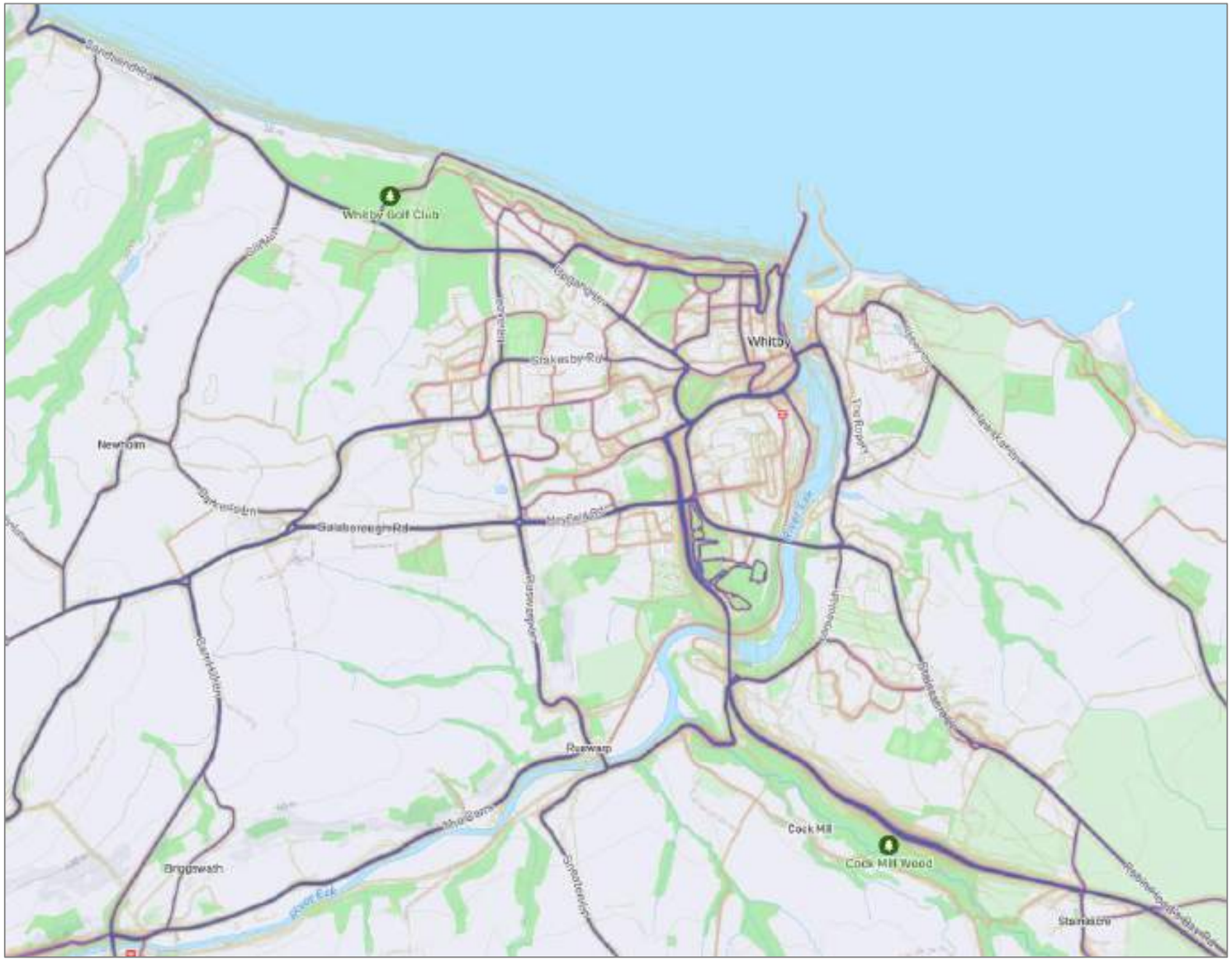
Figure 2.7. School cycle flows. Increased width = increased usage (Source: Propensity to Cycle Tool)



Strava Heatmap

2.3.9. Data from the Strava global heatmap[xii] show existing cycle demand collected from people using the Strava mobile app whilst cycling. While the results are typically more representative of more confident sports/leisure cyclists, the results highlight the importance of the key radial routes of the A174 Upgang Lane, A171 Guisborough Road/Mayfield Road, and the Cinder Track off-road cycle path, as well as Stakesby Road/Love Lane, along North Terrace and North Promenade, Church Street/Spital Bridge/Larpool Lane/Glen Esk Road between Whitby and Ruswarp.

Figure 2.8. Strava cycle flows. Blue colours = increased usage (Source: Strava, map data from Maxar, Natural Earth Data, Mapbox and OpenStreetMap)



ROAD SAFETY

2.3.10. Collisions involving pedestrians and cycle users can be seen as a barrier to taking up or continuing the activity, as they have a negative effect on both perceived and actual safety.

2.3.11. Figure 2.9 shows pedestrian and cyclist across the LCWIP area, for the period 2018-2022. For every injury shown on the map, there will be additional injuries and near misses not reported. Table 2.1 presents this data numerically.

Table 2.1. Pedestrian and cyclist accidents by severity: 2018 to 2022

Severity	2018		2019		2020		2021		2022	
	Cycle	Walk	Cycle	Walk	Cycle	Walk	Cycle	Walk	Cycle	Walk
Slight	3	4	0	7	0	7	3	4	1	9
Serious	0	2	0	2	0	1	1	1	0	1
Fatal	0	0	0	0	0	0	0	0	0	0
Total	3	6	0	9	0	8	4	5	1	10

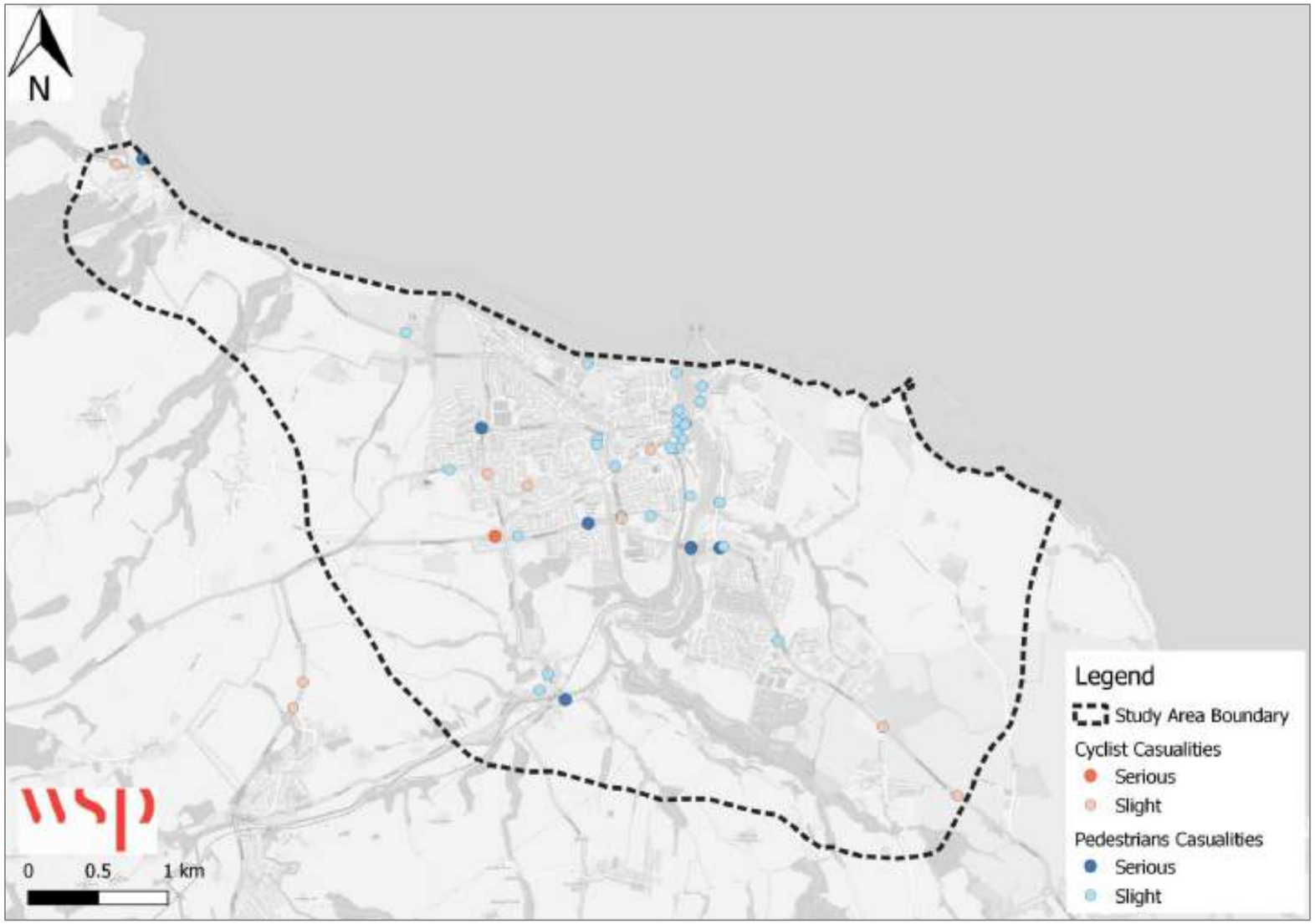
2.3.12. The data shows that over the five-year period there were no fatal collisions involving pedestrians or cyclists.

2.3.13. Plotting the location of collisions can help us to identify 'hotspots', where several incidents have been recorded in a small geographic area. This can help to identify those areas of the network where safety may need to be improved for pedestrians and cyclists.

2.3.14. Accident 'hotspots' are also evident, with some clustering of collisions located in the town centre and at junctions, where there are higher numbers of pedestrians and cyclists. The 'hotspots' are the eastern part of the town centre (comprising New Quay Road, St Ann's Staith, Flowergate, Baxtergate and Station Square), Helredale Road from New Bridge to Spital Bridge the junction between Mayfield Road, Prospect Hill and Waterstead Lane, and Ruswarp.

2.3.15. Improving infrastructure for cycling and walking within the study area could further reduce collisions in future.

Figure 2.9. Pedestrian & cyclist traffic casualties: 2018-22



EXISTING PROVISION

2.3.16. Figure 2.10 shows existing Rights of Way, including local and regional cycle routes within the study area. The map shows the fragmented nature of the cycle network and public rights of way.

2.3.17. Two routes which comprise the National Cycle Network, NCN 1 and NCN 165, and one EuroVelo route - EuroVelo 12 - pass through the study area, offering connections into the national Park and beyond. NCN 1 runs between Dover and the North of Scotland in sections. Whitby lies at the northern end of one of these sections, with a gap in the route until Staithes. NCN 165 is part of the Walney to Whitby route, covering the section between Whitby and Barnard Castle. EuroVelo 12 is an international long-distance cycle route along the coastline of the North Sea. Despite being designated cycle routes, they all have on-road sections with no segregation from traffic, meaning that parts of these routes fall below the level of provision recommended in latest national guidance.

2.3.18. A major component of Whitby's active travel infrastructure is the Cinder Track. The Cinder Track is a 21.5-mile multi-user route between Whitby and Scarborough along the route of a disused railway line. The Cinder Tracks forms part of the route of NCN 1, NCN 165 and EuroVelo 12. With the exception of Larpool Viaduct, which is owned by Sustrans, the Cinder Track is owned by North Yorkshire Council. The Whitby terminus of the Cinder Track is not located in Whitby town centre, but at Stakesby Vale, a residential street situated approximately 250 m west of the town centre up a steep hill. Furthermore, the access ramp between the Cinder Track and Stakesby Vale has a steep gradient, which reduces accessibility for wheelchair users. Restoration work was undertaken on the sections between Whitby and Hawsker in 2021, with a new asphalt surface between Whitby and Larpool and a new Ultitrec surface between Larpool and Hawsker. A 2017 study and report carried out by Sustrans identified and examined options for improving access to Whitby town centre from the Cinder Path. The preferred option was to construct a new active travel route along the route of the disused Prospect railway line and alongside the existing Esk Valley railway line to Waterstead Lane and Langbourne Road, south of Whitby station.

2.3.19. The Cleveland Way and England Coast Path National Trails pass along the coastline through Whitby and Sandsend.

2.3.20. An assessment of the current provision was carried out to identify the condition and provision of the existing network. Figure 2.11, overleaf, highlights the various levels of provision across the study area.

Figure 2.10. Public Rights of Way and cycling routes

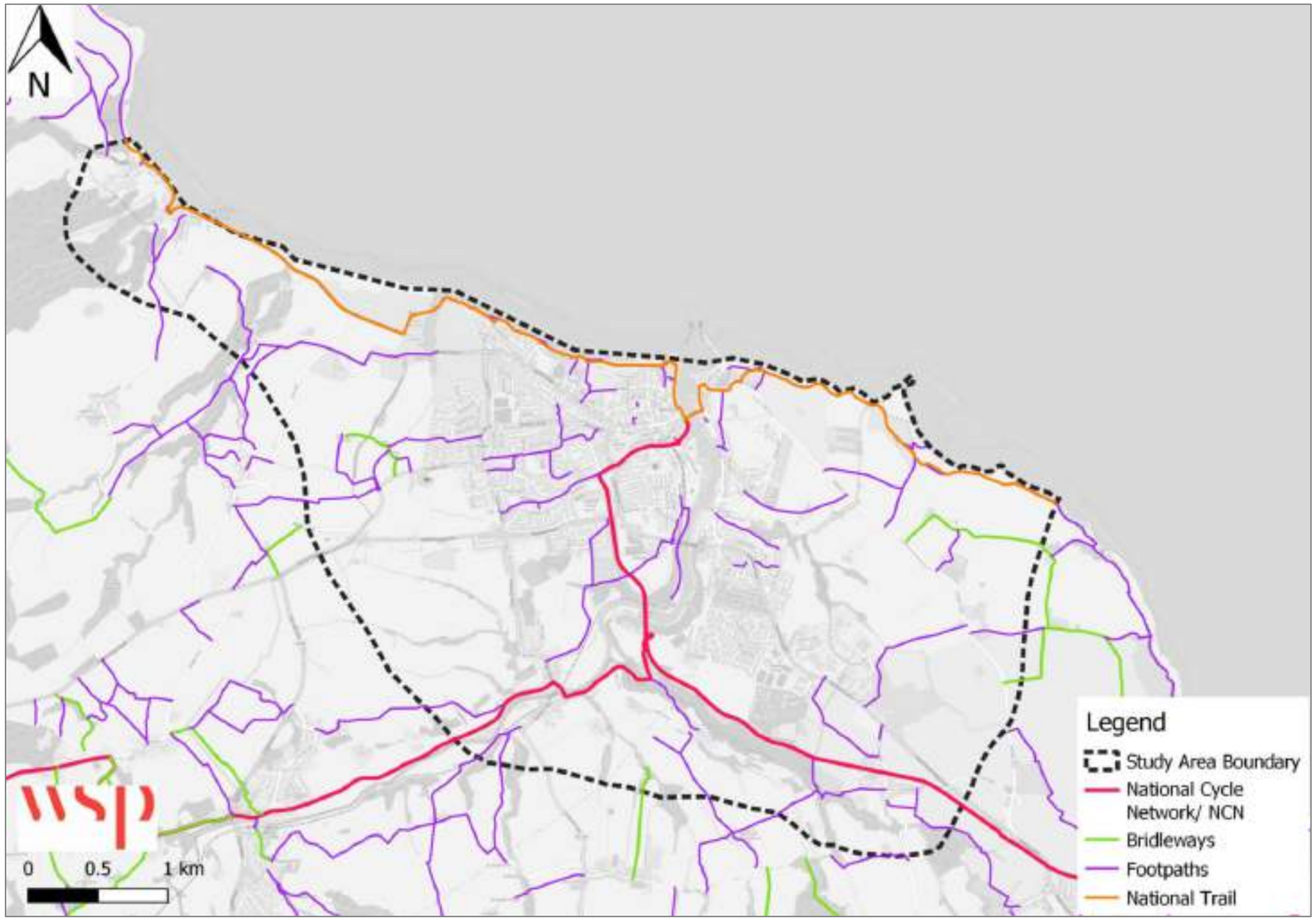
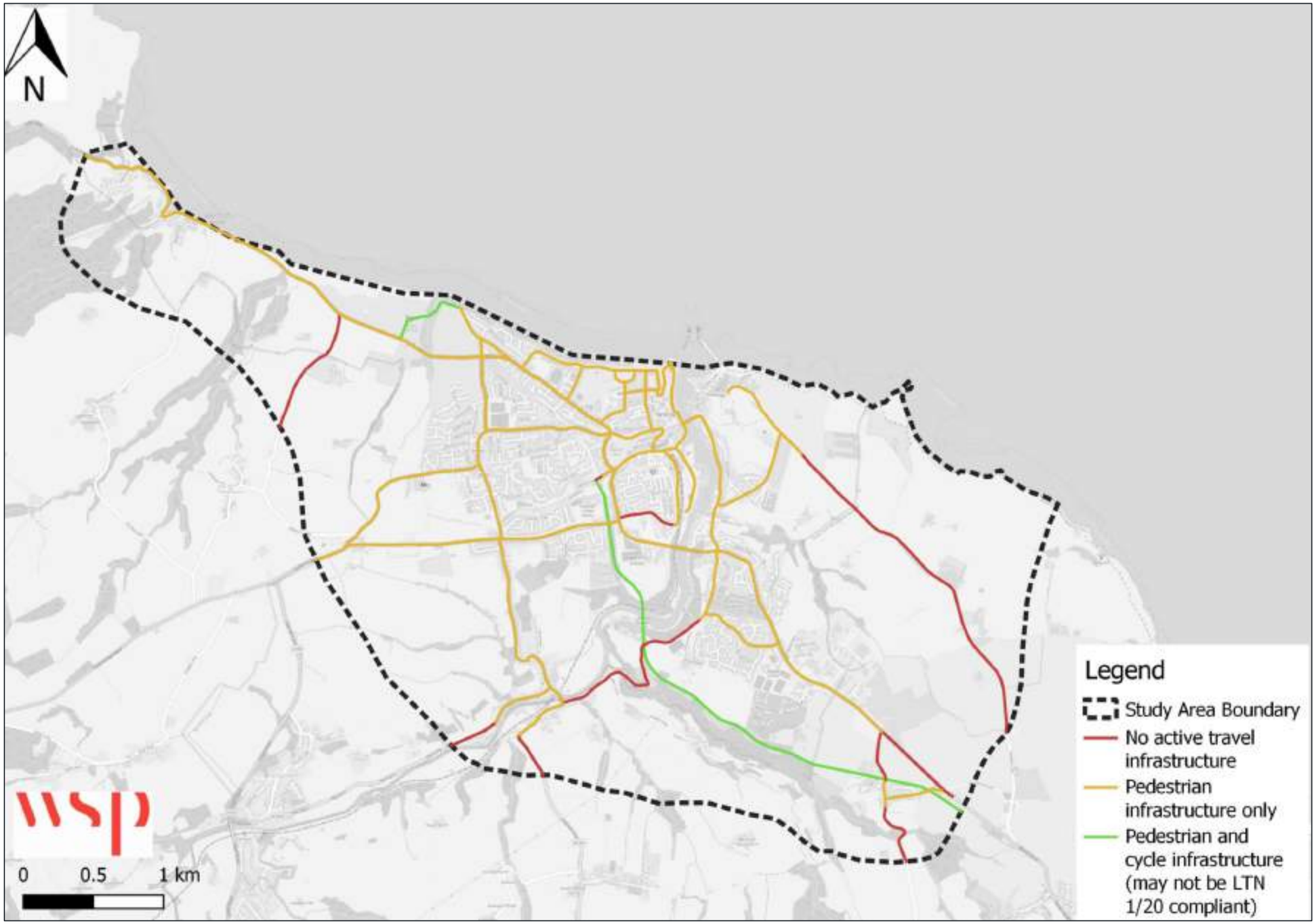


Figure 2.11. Analysis of existing active travel Infrastructure



STAKEHOLDER ENGAGEMENT

2.3.21. Three stakeholder engagement workshops were held at key milestones of the LCWIP development process. The first session is outlined below, with the summaries of the latter sessions included later in the report.

Stakeholder Session 1: Project Inception, Scope and Ambition

2.3.22. The first session was carried out on 25th April 2024 to seek opinions on the current issues and priorities for walking, wheeling and cycling in the Whitby area.

2.3.23. The workshop focused on identifying existing issues and priorities for walking, wheeling and cycling in the area. The stakeholders were asked to consider the following questions:

- Are the proposed extents of the study area appropriate?
- Are there any existing schemes in development of which the LCWIP should be aware?
- What are the key issues concerning walking, wheeling and cycling in Whitby?
- What are the main priorities for walking, wheeling and cycling in Whitby?
- What else should be considered?

2.3.24. Stakeholders requested that the study area include Sandsend, Ruswarp, Stainsacre and the Park and Ride, as these villages and locations were considered to generate significant local trips.

2.3.25. The following schemes in progress or development were identified during the workshop:

- Signalisation of Spital junction (A171/Spital Bridge/Larpool Lane);
- Broomfield Phase 2, including two proposed shared path connections to the Cinder Track;
- Shared paths being provided in Abbey View development, which will eventually connect with the Cinder Track via Broomfield Phase 2 paths; and
- Resurfacing of the Cinder Track at the Whitby end recently completed.

2.3.26. The following were identified as key issues regarding walking, wheeling and cycling in the Whitby area by the stakeholders:

- A lack of cycling infrastructure on Bagdale, which forms part of NCN 1.
- A steep ramp must be negotiated to access the Cinder Track from Stakesby Vale.
- The lack of active travel infrastructure, e.g., no pedestrian crossing facilities at the junction with Love Lane, and high traffic speeds on Sandsend Road.
- No pedestrian priority crossings along most of Mayfield Road – the road is especially difficult to cross at the Guisborough Road / Four Lane Ends roundabout.
- Absence of a connection between Mayfield Road (and housing to the south) and the Cinder Track.
- Currently, the Cinder Track is poorly linked to the town centre and associated trip generators.
- The lack of active travel infrastructure and 60 mph speed limit along The Carrs between Ruswarp and Sleights, which is part of NCN 165. This is particularly problematic for vulnerable road users.
- Pavement parking on Helredale Road.
- Currently no pedestrian crossing facility between Abbey View development and Whitby Business Park.
- Condition of Stakesby Vale path.
- No connection between Larpool Lane and the Cinder Track.
- Lack of safe cycling infrastructure along Larpool Lane.
- Absence of footpaths alongside Hawsker Road.

2.3.27. The following were identified as priorities for walking, wheeling and cycling in the Whitby area by the stakeholders:

- The development of a viable route into the town centre.
- Provision of secure cycle parking.
- Improving connections between Green Lane and Whitby, especially cycling infrastructure.
- Establish an off-road cycle route between the Cinder Track and the town centre along the Prospect Hill disused railway line.
- Establishing an off-road cycle route along Upgang Lane greenspace / disused railway line.
- Developing a safe alternative route for NCN 165 between Ruswarp and the town centre.

3. STAGE 3: NETWORK PLANNING FOR CYCLING

3.1. CURRENT & FUTURE ORIGINS & DESTINATIONS

3.1.1. The LCWIP Technical Guidance for Local Authorities (DfT, 2017) notes that identifying demand for a planned cycle network should start by mapping the main trip origin and destination points (ODs).

3.1.2. Journey origins from existing residential areas are based on centroids of census LSOAs, except for large, rural LSOAs, where the centre of the main residential area within the LSOA has been used instead. Additional origins and destinations were identified as shown in Figure 3.1, including:

- Future housing and employment sites proposed in the Scarborough Draft Local Plan Review (2023)
- Principal retail areas;
- Employment concentrations;
- Large grocery shops;
- Hospitals;
- Tourist attractions; and
- Educational institutions.

Figure 3.1. Origin & Destination Points

3.2. CLUSTERING & DESIRE LINES

3.2.1. The guidance recommends that trip ODs in proximity to each other are clustered together, providing an indication of significant OD areas which will be the focus for many trips.

3.2.2. Once OD clusters were determined, desire lines between every LSOA or allocated housing site and identified cluster were mapped; the lines represent the most direct route between these points, irrespective of the existing network and barriers.

3.2.3. For ease of interpretation, desire lines were aggregated to present the top 10% desire lines. These are used as the basis to inform a schematic network, referred to as the 'Suggested Cycle Network'.

3.2.4. The OD clusters and top 10% desire lines are shown in Figure 3.2.

Figure 3.2. OD Clusters and Top Desire Lines

3.3. VALIDATION OF DESIRE LINES

3.3.1. The desire lines were validated using existing data, such as the PCT and Strava.

PCT: E-BIKE SCENARIO

3.3.2. The desire lines were compared against the PCT E-bike scenario outputs, which models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles. The top 15 PCT outputs, shown in Figure 3.3, are broadly reflect the identified desire lines within the study area. However, the PCT E-bike scenario outputs mainly converge at the southern end of the town centre, whereas the desire lines indicate that an important destination cluster point is located in West Cliff, in the north of the town. The PCT E-bike scenario outputs which extend to the southwest of Whitby indicate the potential importance of the Cinder Track cycle route as a corridor for cycle traffic.

3.3.3. The Strava data shown in Figure 2.8 is broad verifies the desire lines in Figure 3.2, with many of the most popular radial routes in Strava corresponding approximately to the desire lines. However, the Strava Heatmap data also identifies some additional popular routes, such as Ruswarp Lane/Stakesby Road / Love Lane and Spital Bridge / Church Street.

Figure 3.3. PCT E-Bike Scenario

3.4. ROUTE DEVELOPMENT PROCESS

3.4.1. Having determined the desire lines, the next stage of the process is to identify real world routes that can accommodate these desire lines. This could be through appropriate schemes to upgrade existing roads or paths to the latest standards or identifying opportunities to create new routes.

3.4.2. The first step in the process is to identify potential real-world routes that might support the cycling desire lines. Potential route alignments were plotted that followed the desire lines as closely as possible. The routes selected account for existing infrastructure, such as roads, paths and structures, but do not consider whether the infrastructure meets LTN 1/20 or if existing constraints that might preclude this.

3.4.3. Additional links were identified using the information gathered during Stage 2: Gathering Evidence, including from the stakeholder workshop.

3.4.4. The importance of each link and route needs to be understood in terms of their overall significance in the network – this primarily concerns the number of cyclists that would be anticipated to use the link or route in the future. The following hierarchy applies to the links and routes in the network:

- **Primary routes** are generally those which align with the desire lines and are therefore most likely to attract the highest number of cyclists. These are supplemented by outputs from the PCT E-bike scenario and the Strava Heatmap, as well as local knowledge;
- **Secondary routes** are those with lower expected flows of cyclists. These generally either connect to specific trip generators, such as schools, colleges and employment sites, or add to the 'mesh density' of the overall network;
- **Leisure routes** are routes that do not align with specific destinations but are important routes in their own right for leisure or tourism purposes, which supports a vital part of both the local and wider North Yorkshire economy.

3.4.5. This network is referred to as the 'Suggested Cycle Network' and is the basis of any further route identification work. The routes displayed in the Suggested Cycle Network are those that cyclists would likely prefer to use if the right infrastructure for the conditions was provided and these should always be considered as the first option for any route alignment, with other options identified using the DfT's Route Selection Tool (RST) or similar.

3.4.6. A draft Suggested Cycle Network was developed and presented at a second stakeholder workshop.

3.5. STAKEHOLDER ENGAGEMENT: CYCLING

REVIEWING THE DRAFT LCWIP NETWORK PLANS

3.5.1. A second workshop was held on 24th June 2024 which provided an opportunity for stakeholders to review the draft cycling network. Attendees included representatives from North Yorkshire Council, Whitby and Esk Valley Active Travel, Sustrans and North York Moors National Park.

3.5.2. The main questions posed in relation to the draft cycling network were:

- Whether any key routes or connections were missing; and
- Which routes were the most important for cycling.

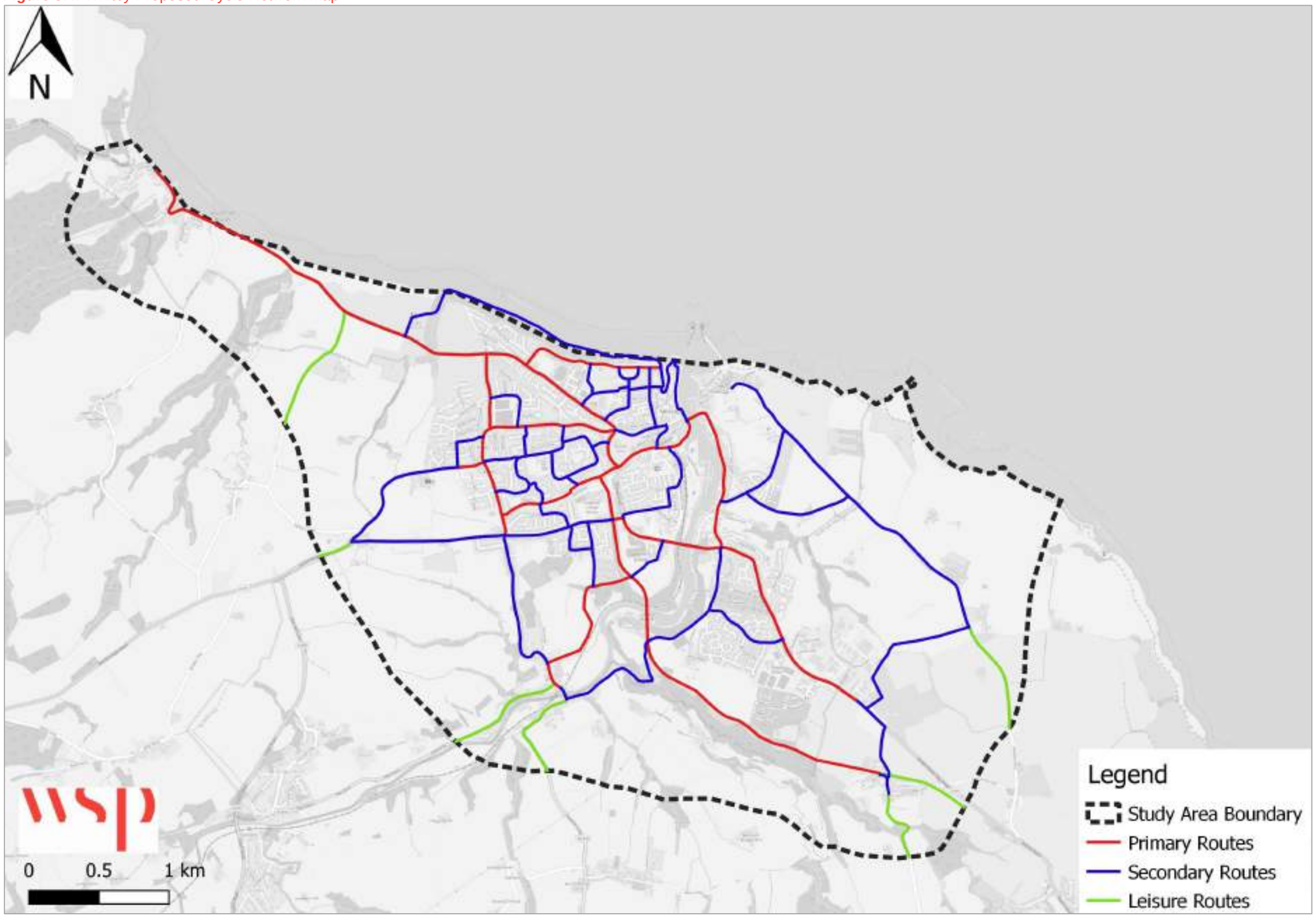
3.5.3. The following comments were provided by the stakeholders during and after the workshop in relation to the draft cycling network:

- The network mainly followed the existing road network, with few off-road routes/links.
- The network did not include off-road routes between the Cinder Track and Whitby town centre along the former Prospect Line railway alignment, along the green space south of Upgang Lane, or between Green Lane and Helredale Road via Cala Beck.
- Include routes which link places which are not currently linked by cycle infrastructure, such as between the Cinder Track and Eskdale Park.
- Provide access to the Cinder Track without steep gradients.
- Ensure routes connecting new residential sites follow desire lines.
- Making the sea front route a primary route as it provides an attractive, off-road alternative, especially for cyclists travelling to/from Sandsend.
- Incorporate increased cycle parking infrastructure, especially in the town centre.
- Provide a connection between Mayfield Road and the Cinder Track.
- Consider establishing cycle hubs at opposite end of the town centre, e.g., Whitby railway station and West Cliff.
- The secondary route along Church Street is impractical as the road is cobbled and experiences high levels of pedestrian traffic.
- NCN 1 currently stops at Pier Road. Sustrans have a proposal to continue the route via West Cliff to the A174.
- The route between Larpool Lane and Ruswarp is hardly used as it is considered dangerous. The route heading northeast from Ruswarp along a public footpath has very steep steps in the middle, making it unfeasible for cycling.

3.6. WHITBY CYCLING NETWORK PLAN

3.6.1. The Cycle Network for Whitby is shown in Figure 3.4, and provided in higher resolution in Appendix A1.

Figure 3.4. Whitby Proposed Cycle Network Map



4. STAGE 4: NETWORK PLANNING FOR WALKING AND WHEELING

4.1. INTRODUCTION

4.1.1. Most roads in Whitby have footways that enable people to walk and wheel segregated from traffic and motor vehicles are restricted from accessing part of the town centre. However, some roads within the study area do not have footways, while others have footways which are low quality or in poor condition. Furthermore, some footways have steep gradients or steps, which make them inaccessible for wheelchair users and persons with reduce mobility. This is especially an issue for routes linking the harbourside with residential areas further inland. Installing footways where they are absent, improving the quality of existing footways and providing routes with more manageable gradients can encourage more residents and visitors to undertake journeys by walking and wheeling.

4.1.2. In this section, key improvements for walking and wheeling have been identified within the study area.

4.2. CURRENT & FUTURE ORIGINS AND DESTINATIONS

4.2.1. The LCWIP technical guidance notes that identifying demand for a planned walking network should start by mapping the main origin and destination points. The same origins and destinations were utilised for developing the walking and wheeling network as for the cycling network, as shown in Figure 3.1.

4.3. IDENTIFYING CORE WALKING AND WHEELING ZONES

4.3.1. The next stage of the LCWIP process is to identify Core Walking and Wheeling Zones (CWZs), normally consisting of walking/wheeling trip generators that are located close together – such as town centres or business parks. An approximate five-minute walking distance of 400m is used as a guide to the minimum extents of the Core Walking Zones.

4.3.2. One CWZ was identified in the study area through a process of GIS analysis and stakeholder engagement. The extents of the CWZ are illustrated in Figure 4.1.

4.3.3. Following the identification of the CWZ, key walking and wheeling routes connecting with the zone were then identified by mapping a 2km isochrone from its centroid of each CWZ; 2km being considered the maximum desirable walking distance from a CWZ.

Figure 4.1. Whitby Core Walking and Wheeling Zone Map

4.4. PRODUCING THE DRAFT WALKING NETWORK

4.4.1. The key walking and wheeling routes that could serve the CWZs, which were identified using the 2km walking isochrones, were then rationalised to produce a draft walking and wheeling network map.

4.4.2. The initial step was to map out the main walking routes, which were those routes identified by the 2km isochrones that most closely followed the desire lines identified through the development of the cycling network, as illustrated in Figure 3.2.

4.4.3. The next step was to identify those additional routes that can support the main routes to create a comprehensive network.

4.4.4. The importance of each link and route was then considered in terms of its overall significance in the network. This primarily relates to the likely number of pedestrians that each link or route will serve in the future. As a result, the following hierarchy was applied to each link and route in the network:

- Prestige Walking Routes: Very busy areas in urban centres, with a high proportion of public space and signification contribution to the street scene;
- Primary Walking Routes: Main pedestrian routes linking key origins and destinations and connecting with the prestige walking routes; and
- Secondary Walking Routes: Lower usage routes through local areas, which feed into primary routes, local shopping centres, etc.

4.5. STAKEHOLDER ENGAGEMENT: WALKING AND WHEELING

REVIEWING THE DRAFT LCWIP NETWORK PLANS

4.5.1. A third workshop was held on 25th June 2024 which provided an opportunity for stakeholders to review the draft walking and wheeling network. Attendees included representatives from North Yorkshire Council, Whitby and Esk Valley Active Travel, Sustrans and North York Moors National Park.

4.5.2. The main questions posed in relation to the draft walking and wheeling network were:

- Whether any key routes or connections were missing; and
- Which routes were the most important for walking and wheeling.

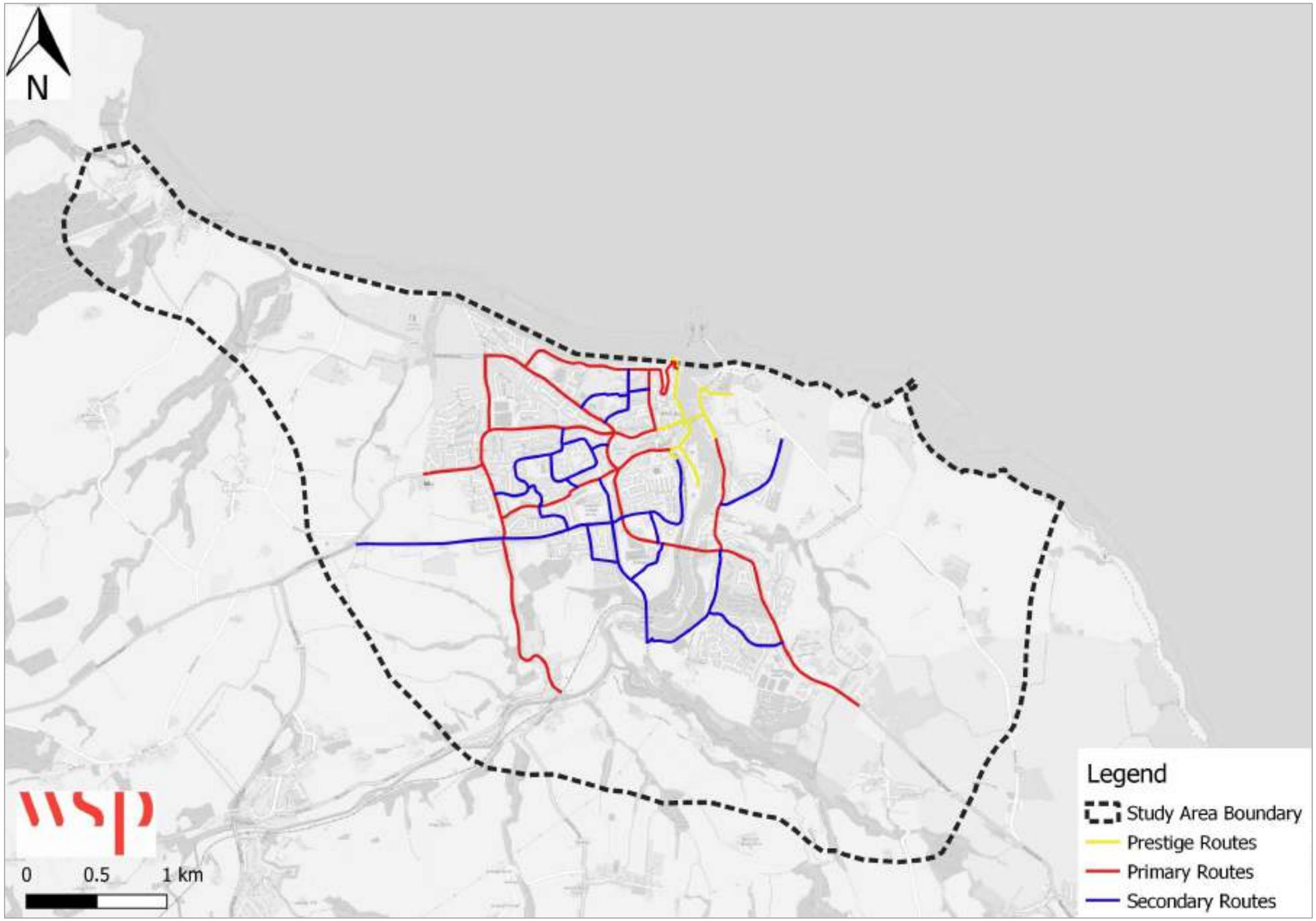
4.5.3. The following comments were provided by the stakeholders during and after the workshop in relation to the draft walking and wheeling network:

- Ensure connections to schools are included in the network.
- Include footpath along Esk Valley/railway line to Ruswarp and Briggswath.
- Consider pedestrianisation along Prestige Routes.
- Pedestrianisation in the town centre is difficult as access is needed for existing businesses and residential properties. Substantial prohibitions on motor vehicles are already in place.
- Designate the Stakesby Vale footpath as a primary route and Mayfield Road route as secondary, as the former is an off-road route.
- Connect Ruswarp with Caedmon School and Sixth Form sites.
- There is currently no footway provision along the A171 Guisborough Road between Cross Butts Roundabout and Four Lane Ends Roundabout.
- Consider reducing car parking provision in the town centre and compensating with more Park and Ride facilities to increase the space for pedestrians in the town centre.
- Consider including the route along the sea wall within the Walking Network.
- Instead of following the S-bend along Runswick Avenue, use the footpath which passes the ends of Ash Grove and Beech Grove as this is away from traffic.
- Include the Cinder Track to Stainsacre as a walking route.
- Include a shared route through the Broomfield Farm housing development.
- There is a lack of crossing facilities over the A171 at Whitby Business Park.
- Waterstead Lane has no footpath and is narrow and is not feasible for a route.

4.6. WHITBY WALKING AND WHEELING NETWORK PLAN

4.6.1. The Walking and Wheeling Network for Whitby is shown in Figure 4.2, and provided in higher resolution in Appendix A2.

Figure 4.2. Draft Walking and Wheeling Network Map



5. STAGE 5: PRIORITISATION

5.1. PRODUCING THE PRIORITY ACTIVE TRAVEL NETWORK

5.1.1. Whilst the Proposed Cycle and Walking Networks presents the basis for a comprehensive network, an overlying priority network of schemes is recommended to focus on routes that would best serve the local area, balancing value for money and deliverability. The guidance states that priority should be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk, wheel and cycle, and therefore the greatest return on investment. Other factors may also influence the prioritisation of improvements such as the deliverability of the proposed works or opportunities to link with other schemes.

5.1.2. Therefore, a two-stage prioritisation process was adopted whereby priority corridors were first chosen based on:

- Deliverability;
- Connections with local points of interest, particularly schools and the town centre;
- Existing demand, or
- Demonstrable uptake in demand.

The second stage of the prioritisation would utilise at typical multi-criteria assessment template consistent with NYC's wider LCWIP programme.

5.1.3. From the feedback received in the stakeholder workshops and the results of the Early Assessment and Sifting Tool and Walking Route Audits, nine Priority Active Travel Corridors were identified.

5.1.4. Following the stakeholder engagement programme, a Priority Cycling Network Plan was agreed and approved by the Whitby LCWIP Project Delivery Group. This plan is presented in Figure 5.1, with a high-resolution image included in Appendix A3.

5.1.5. The Priority Cycling Network has been designed to prioritise connectivity for commuting and leisure, with the aim of increasing active travel in order to reduce car journeys. The network presented provides key connections in and around the Whitby LCWIP study area, recognising that it is not possible to connect everywhere, but focusing on the routes with the greatest potential volumes of pedestrians and cyclists.

5.1.6. The priority cycling network provides connectivity between settlements with a focus on educational establishments and workplaces.

5.1.7. The proposed improvements include junction and crossing enhancements for pedestrians and cyclists; the development of traffic-free shared-use and segregated paths; and upgrades to footways.

5.1.8. The combination of new cycling routes and improvements to existing routes, alongside existing provision, will provide a coherent, direct, safe, comfortable, and attractive cycle network for the Whitby area.

5.1.9. The routes have been developed taking into account updated guidance on Cycle Infrastructure Design. The new standards of design are much higher than in the past and look to include cycle provision that is physically protected from traffic, as well as the separation of pedestrians and cyclists on main routes.

Figure 5.1. Priority Active Travel Network Map

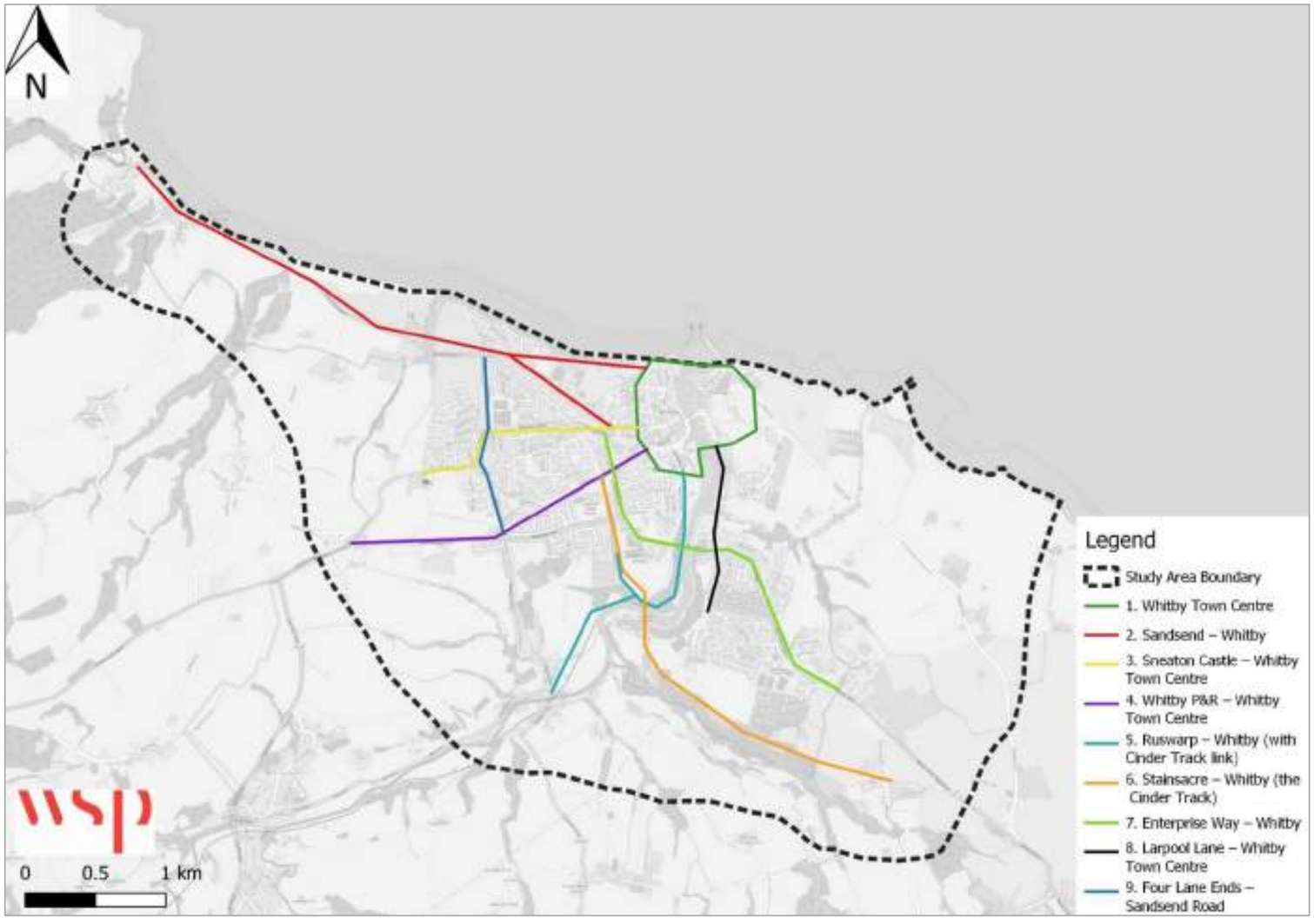


Table 5.1. Active Travel Priority Corridors – Route Descriptions and Rationale

ID	Corridor or area description	Rationale	Improvement Length
1	**Whitby Town Centre** This area broadly comprises the town centre, including Whitby Bridge, Pier Road, New Quay Road, , Flowergate, Brunswick Street, St Ann's Staith, Church Street, Bridge Street, Khyber Pass, Esplanade, Havelock Place, Sandgate, Market Place Victoria Square, Station Square, Wellington Road, the eastern end of Hudson Street and the northern end of Langborne Road.	▪ The area with the greatest concentration of footfall and therefore greatest demand for walking and wheeling infrastructure. ▪ A large number of destinations are clustered within the town centre area. ▪ The area receives significant numbers of tourists. ▪ The area includes the locations of projects in Whitby's Town Deal programme, namely Harbourside public realm improvements and restoration of the Old Town Hall and Market Place.	0.34 km^2
2	**Sandsend – Whitby** This corridor connects Sandsend and Whitby, branching at the Whitby end of the corridor: one following the Promenade and one on Upgang Lane.	▪ This route was identified by stakeholders as requiring improvements to cycling infrastructure. ▪ A future extension of NCN 1 is proposed along this corridor.	3.9 km
3	**Sneaton Castle – Whitby Town Centre** This corridor connects Sneaton Castle, the High Stakesby and Castle Park areas of Whitby, and Whitby town centre.	▪ Identified as having the potential for high demand from cyclists and pedestrians. ▪ One of the future residential sites identified in the Scarborough Borough Local Plan is located on this corridor.	2.0 km
4	**Whitby P&R – Whitby Town Centre** This corridor connects Whitby P&R and Whitby town centre.	▪ A section of this corridor was identified as having potential for high demand from cyclists and pedestrians. ▪ This corridor was identified by stakeholders as requiring improvements in active travel infrastructure. ▪ Caedmon College is located on this corridor. ▪ The Cinder Track would link to this corridor.	2.6 km
5	**Ruswarp – Whitby (with Cinder Track Link)** This corridor connects Ruswarp and Whitby, with a link to the Cinder Track following the alignment of the disused Prospect railway line.	▪ This corridor was identified as having the potential for high demand from cyclists. ▪ Stakeholders identified that the active travel infrastructure along this corridor required improvements. ▪ Sustrans have identified the disused Prospect railway line alignment as a potential lower gradient route between the Cinder Track and Whitby town centre. ▪ Whitby Sixth Form and Ruswarp C of E Primary School are located in this corridor.	2.1 km
6	**Stainsacre – Whitby (the Cinder Track)** This corridor connects Stainsacre and Whitby via the Cinder Track.	▪ A section of this corridor was identified as having the potential for high demand from cyclists. ▪ The route of NCN 1 follows this corridor and NCN 165 connects to this corridor. ▪ A future residential site identified in the Scarborough Borough Local Plan is located in this corridor. ▪ Whitby Sixth Form and Caedmon College are located in this corridor.	3.3 km
7	**Enterprise Way – Whitby** This corridor connects Enterprise Way with Whitby.	▪ A section of this corridor was identified as having the potential for high demand from cyclists. ▪ East Whitby Academy, Whitby Sixth Form and Airy Hill Primary School are located in this corridor. ▪ A future residential site identified in the Scarborough Borough Local Plan is located in this corridor.	2.7 km
8	**Larpool Lane – Whitby Town Centre** This corridor connects Larpool Lane and Whitby town centre.	▪ This corridor was identified as having the potential for high demand from pedestrians and cyclists. ▪ This corridor connects the parts of Whitby east of the River Esk.	1.3 km
9	**Four Lane Ends – Sandsend Road** This corridor connects Four Lane Ends Roundabout and the A174 Sandsend Road/Upgang Lane.	▪ This corridor links several other recommended priority corridors.	1.3 km

5.2. AUDITING PRIORITY CORRIDORS

5.2.1. Once the corridors have been identified, the next step is to audit the existing walking infrastructure to determine where improvements are needed.

5.2.2. At this initial stage in the design process, the proposals identified sit within a package of 13 typical improvements. These include:

- Attractiveness:
  - Maintenance;
  - Increase surveillance; and
  - Place-based interventions (greening, streetscape, seating etc).
- Comfort
  - Footway widening; and
  - Parking controls.
- Directness
  - New crossing point on desire line;
  - Improve Junction (widen refuge, improved timings, fewer refuges); and
  - New access point to buildings / car parks.
- Safety
  - Speed reduction scheme.
- Coherence
  - Drop kerb;
  - Reduced radii;
  - Blended footway; and
  - Wayfinding.

5.2.3. The assessment particularly considers the needs of vulnerable users who may be elderly, visually impaired, mobility impaired, hearing impaired, with learning difficulties, buggy users, or children in order to ensure that any proposed schemes comply with the Equality Act 2010.

5.2.4. The results of the audits have been mapped out on a route-by-route basis (including the Core Walking Zone). A summary of the overall package of interventions (the 'scheme') for each route is provided for the purpose of engagement with key stakeholders and the general public.

5.3. SITE VISIT

A site visit was carried out in September 2024 to gather information and first-hand knowledge of the priority corridors.

The outcomes of the site visit include:

- Identifying existing walking and cycling patterns and potential new journeys.
- Reviewing existing conditions and identifying barriers to walking and cycling.
- Gathering evidence to support the development of the LCWIP.
- Investigate the deliverability of schemes and proposed interventions.

5.3.1. A summary of the key observations is outlined in figure 4.4, below.

5.4. LIST OF IMPROVEMENTS

5.4.1. The nine corridors provide the basis for developing the list of priority improvements. While it is the intention of the LCWIP to deliver the entirety of the network, this will be subject to the availability of suitable funding opportunities. This may result in phasing or combining the delivery of improvements where necessary.

5.4.2. Table 5.3 lists each of the priority improvements identified, detailing:

- Route description – explanation of the proposal;
- Route type – infrastructure type proposed;
- Total Cost – estimated costs including indirect costs.

IMPROVEMENT DESCRIPTIONS

5.4.3. It should be noted that the improvement descriptions and type provide an indication of the type of improvement that it may be possible to deliver on each route based on the opportunities and constraints present. However, this is subject to further design work, engagement, and consultation to determine the best improvement that can be delivered in each location.

5.4.4. The implementation of improvements is also subject to the securing of sufficient funding.

IMPROVEMENT COSTS

5.4.5. The cost estimates presented are 'total costs', consisting of 'direct' and 'indirect' costs'.

5.4.6. Indicative cost estimates for each improvement have been developed based on individual unit and per metre costs. These are referred to as 'direct costs' (i.e. the actual cost of construction materials).

5.4.7. The improvements are currently at a very early stage of development and may change as the designs are developed further; this is recognised through the application of 'indirect' or 'uplift costs', which are typical percentages applied to the base cost to represent unknowns and less tangible costs.

5.4.8. Key costing assumptions applied include:

- Work by Statutory undertakers and others: 20%;
- Preliminary work, traffic management, overheads, and profits: 45%;
- Surveys, investigations, design, procurement, supervision, management, and liaison: 20%;
- Risk and contingency: 30%; and
- Inflation: Costs are presented as 2022 Q1 prices and should be adjusted for inflation once the delivery timescales are confirmed, nominally 0.5%.

5.5. STAKEHOLDER ENGAGEMENT: WALKING AND WHEELING

1.1.3. A third stakeholder workshop was held out on the 23rd January (2025), the purpose of which was to review concepts for the scheme corridors outlined in the LCWIP. Scheme concept designs were sent prior to the meeting, so that attendees had opportunity to review and prepare feedback.

1.1.4. In general, the content was well received, with a number of suggestions for improvements proposed, including:

- Swing Bridge works and traffic restrictions are planned, but and further restrictions, such as a one-way system, would need to be carefully considered.
- Consider additional connections to the Cinder Track.
- Shared use infrastructure would need to be carefully considered in future scheme development, balancing the needs of various users.
- Additional routes on Green Lane, to the south of the Abbey was suggested.

Figure 5.2 Site Visit – Summary of Observations

Whitby Bridge: The area around the bridge and much of the Town Centre area is characterised by high levels of footfall. There is a huge potential to maximise public space, introduce new crossings and increase the space available for pedestrians and traders.

Station Square: Anti-pedestrian cobbles are used to discourage people crossing on the roundabout where there is already an accumulation of street clutter.

Baxtergate boasts a narrow carriageway at the same level as the footway and managed traffic so that the space can be used for a variety of modes.

Prospect Hill: Outside of the town centre area, busy roads leave little space for segregated active travel infrastructure. There is scope to maximise footways, reduce space and introduce new crossings.

The Cinder Track: Alternative routes away from the carriageway are ideal if they connect useful places around town, such as schools. The Cinder Track is a significant route and could be improved to appeal to as many people as possible, for utility and leisure trips.

Stakesby Vale: Simple improvements to remove barriers and improve public spaces create attractive routes that can be used for more people, for more of the year.

5.6. SCHEME COMPARISON USING THE MULTI-CRITERIA PRIORITISATION FRAMEWORK (MCAF)

OVERVIEW

5.6.1. Following the development of the LCWIP Priority corridors, further assessment of the schemes is carried out and scored against a range of criteria that are based on NYC's strategic ambitions.

5.6.2. A prioritisation framework has been produced to ensure consistency when prioritising walking, wheeling and cycling infrastructure improvements. The framework includes the following criteria:

- **Effectiveness** - based on the potential number of walking or cycling trips that might use the route.
- **Alignment with policy objectives** – relevant local plans and strategies (North Yorkshire Local Transport Plan (2016-2045), York and North Yorkshire's Routemap to Carbon Negative, North Yorkshire Council Climate Change Strategy 2023-2030, Scarborough Borough Local Plan Review (2023-2040), North Yorkshire Council Economic Growth Strategy (2024-2029), Whitby Town Deal Town Investment Plan (2020), and Whitby Blueprint (2021)), local priorities and alignment with ongoing workstreams.
- **Economic factors** - including scheme cost, value for money and likelihood of attracting funding.
- **Deliverability issues** - including engineering constraints, land ownerships and level of stakeholder support.

The full assessment criteria and scoring methodology applied is summarised in Table 5.2, provided in detail within Appendix B along with scoring criteria, and completed assessments for each priority displayed overleaf on Table 5.3.

Table 5.2 – LCWIP Prioritisation criteria and scoring

	Category	Criteria	Description	Source
1	Effectiveness	Increase in cycling	Forecast number of journeys to work using the corridor in the Government Target Near Market scenario (LSOA)	PCT (2011 Census)
2		Average daily pedestrian demand		Datashine (2011 Census)
3		Strava	Existing active travel demand based on Strava datasets	Strava
4	Policy Alignment	Schools	Number of schools within the corridor (a 500m radius)	WSP OD mapping
5		Scheme alignment	Does the route connect with any parallel schemes or other planned transport improvement?	NYC
6		Safety	Number of accidents involving pedestrians or cyclists in the previous 5 years within the corridor (500m radius)	DfT (STATS19)
7		Visitor attractions	Does the route improve connections to key visitor attractions?	NYC
8		Carbon / Air Quality	Does the route travel through an Air Quality Management Area?	DEFRA
9		Development sites	Scale & proximity of sites with planning permission and/or allocated development sites	WSP OD mapping
10	Economic	Cost of construction	Total scheme cost estimates for package of interventions	Cost estimates
11		Value for money	Assessment of scheme benefits vs costs	AMAT
12		Scheme feasibility	Known land ownership issues or scheme dependencies	NYC
13	Deliverability	Stakeholder acceptability	Likelihood of support or opposition for the scheme	NYC
14		Funding opportunities	Likelihood of the corridor to receive funding (including private sector funding)	NYC

Table 5.3. LCWIP Corridor Prioritisation Summary

					Scheme Prioritisation					
ID	Improvement Name	Suggested Improvements	Improvement Type	Indicative cost	Effectiveness	Policy	Economic	Deliverability	Total Score	Rank
1A	Whitby Town Centre (Do Something)	New crossings and small interventions focussed on improving the visitor and pedestrian experience.	Walking	£1.23M	4	9	5	3	21	1
1B	Whitby Town Centre (Do More)	As above, but with additional one-way system on Whitby Bridge, footway widening that connect the town centre and a segregated cycleway on North Tce.	Walking/ Cycling	£3.70M	4	9	3	2	18	2
1C	Whitby Town Centre (Do Maximum)	As above, but further vehicle restrictions on Whitby Bridge from Station Square.	Walking/ Cycling	£6.41M	4	9	3	1	17	5
2	Sandsend - Whitby	Upgrade existing footway to shared use path, with two branches following either the Promenade or Upgang Lane.	Walking/ Cycling	£4.93M	4	7	2	2	15	7
3	Sneaton Castle – Whitby Town Centre	Widening of existing footway on Castle Rd and Stakesby Rd, with new crossings or crossing upgrades at key desire lines.	Walking/ Cycling	£2.36M	4	5	2	1	12	9
4	Whitby P&R – Whitby Town Centre	Reflecting the scheme proposals submitted for ATF2, improvements include a 3m wide shared use path on the south side of Guisborough Rd. New crossings at Four Lane Ends Roundabout and Mayfield Rd, where a shared use path switches to the north side utilising the existing verge.	Walking/ Cycling	£3.81M	4	4	2	3	13	8
5	Ruswarp – Whitby (including Cinder Track link)	Upgrading the disused ‘Prospect Line’ to provide a new sealed, shared use path that branches off from the Cinder Track to connect to Whitby harbour and a branch to Ruswarp, including lighting.	Walking/ Cycling	£3.88M	2	4	2	2	10	10
6	Stainsacre - Whitby	Connecting Stainsacre and Whitby via the Cinder Track cycle path, improvements include widenening and lighting key connections to the track, re-grading ramps, improving steps and providing a sealed surface to the south of Larpool Viaduct.	Walking/ Cycling	£3.98M	5	7	3	3	18	2
7	Enterprise Way - Whitby	Significant upgrades to the A171 between Prospect Hill and Fairfield Way to create a 3m shared use path, with accompanying crossings and junction improvements.	Walking/ Cycling	£4.28M	5	9	2	2	18	2
8	Larpool Lane – Whitby Town Centre	Footway improvements on Larpool Lane and Spital Bridge, including widening, dropped kerbs and tactile paving.	Walking	£0.91M	4	6	5	2	17	5
9	Four Lanes End – Sandsend Road	Providing a crucial link to the north and connecting corridors 2 and 3 requires footway widening to create a shared use path and accompanying crossings.	Walking/ Cycling	£1.77M	4	3	2	1	10	10

6. STAGE 6: INTEGRATION & APPLICATION

1.2 INTEGRATING THE LCWIP

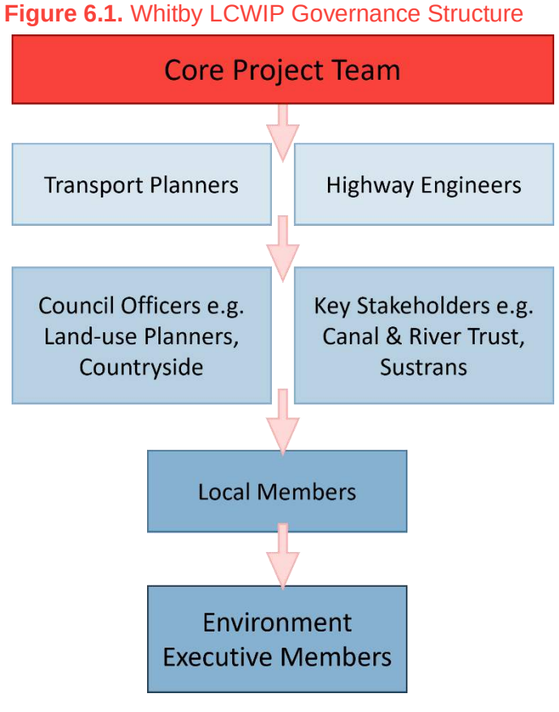
1.2.1. The final stage of the LCWIP process considers how the LCWIP should be integrated into local policy, strategies and plans, as well as practical applications of the outputs of the LCWIPs.

GOVERNANCE

1.2.2. A Core LCWIP Project Team has been established to produce the LCWIPs, consisting of officers from North Yorkshire Council's Transport Planning team and the Highways Area Team. Technical assistance was provided by WSP in the development of the Whitby LCWIP between 2024 and 2025.

1.2.3. The governance structure for the Whitby LCWIP is presented in Figure 6.1.

Figure 6.1. Whitby LCWIP Governance Structure



1.3 STAKEHOLDER ENGAGEMENT:

1.3.1. Effective engagement with stakeholders is integral throughout the development and delivery of an LCWIP to provide the opportunity for local people to express their views and input to the proposals. It is also imperative to engage with more vulnerable user groups, in particular those with protected characteristics as defined in the Equalities Act 2010. This will ensure that all relevant issues are considered when identifying interventions and it should increase support for the LCWIPs.

1.3.2. As part of the development of the Whitby LCWIP, a number of stakeholder engagement exercises were undertaken to seek opinions on the emerging walking network.

Key consultees include:

- County Councillors;
- North Yorkshire Council Officers;
- Town/ Parish Councils;
- Local businesses
- Education providers;
- Police;
- Cycle and walking clubs and organisations; and
- Disability groups.

1.3.3. These groups will be engaged as priority schemes are developed following identification of appropriate funding opportunities. Community input will be central to the development of LCWIP proposals.

INTEGRATION

1.3.4. The LCWIP Core Project Team are responsible for the integration of the LCWIP into local policy. This will help ensure that emphasis is given to cycling and walking within both local planning and transport policies, strategies, and delivery plans. Reflecting the LCWIP in local policy will also help to make the case for central Government funding.

1.4 SECURING FUNDING & SCHEME DELIVERY

1.4.1. The LCWIP sets out the case for future funding for cycling and walking infrastructure. As set out in the section above there are several compelling reasons for central Government to invest in active travel infrastructure in Whitby.

1.4.2. Further funding will be required to further develop the schemes proposed within this LCWIP, to ensure feasibility and deliverability. This is also an opportunity to re-engage with local stakeholders mentioned above.

1.4.3. The LCWIP Core Project Team will seek to identify appropriate funding sources to deliver the aspirations of the LCWIP. This will include local contributions, developer contributions, central Government and the York & North Yorkshire Combined Authority funding opportunities and other innovative funding mechanisms as appropriate to the scale of improvements.

1.4.4. There are a number of factors which strengthen the likelihood of increased central Government funding for active travel across the York & North Yorkshire Combined Authority:

- Increased overall funding for active travel, with £300m walking, wheeling and cycling schemes announced and further spending announcements likely over the lifetime of this LCWIP.
- Recognition of the need for increased funding and regeneration outside London and core cities to "level up" the country, especially to regenerate town centres and seaside towns.
- The need to tackle the climate crisis.

1.4.5. The priority improvements identified will deliver a range of benefits to public health, local economy and tourism, land value uplift, decongestion, road safety and carbon savings – all of which are expected to be significant.

1.4.6. These schemes will help to deliver significant local benefit and align with wider investment in strategic routes across North Yorkshire.

1.5 REVIEWING & UPDATING THE LCWIP

1.5.1. It is anticipated that LCWIPs will be reviewed regularly to reflect progress made. LCWIPs may also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

1.6 PROMOTION AND BRANDING

1.6.1. Opportunities to support the North Yorkshire LCWIP programme via a package of marketing and promotional activities will be sought to maximise awareness and usage of our active travel networks.

1.7 SCHEME MAINTENANCE, MONITORING AND EVALUATION

1.7.1. Existing walking and cycling networks, as well as any extensions to these, need to be maintained and looked after

appropriately to ensure continued use and accessibility throughout the year.

1.7.2. With an expected rise in the number of people wishing to walk and cycle, arrangements should be put into place to ensure that there is an ongoing and enhanced programme of maintenance activities for footways, cycle routes and the Public Rights of Way. This will include regular removal of undergrowth and maintenance of hedges sweeping, surface repairs, gritting in cold weather, drain clearance and lighting repairs.

6.1.1. Monitoring and evaluating the benefits of investment in delivering the LCWIP schemes will be critical and will enable NYC to develop a business case for future investment in its streets. A monitoring and evaluation plan will be developed for each route as it is progressed, and for the wider programme of network improvements as a whole to help gauge and assess their value and success..

Appendix A

LCWIP NETWORK PLANS

Whitby Walking Network

N

0 0.5 1 km

Legend

- Study Area Boundary
- Prestige Routes
- Primary Routes
- Secondary Routes

Whitby Cycling Network

N

0 0.5 1 km

Legend

- Study Area Boundary
- Primary Routes
- Secondary Routes
- Leisure Routes

Whitby Active Travel Priority Corridors

N

0 0.5 1 km

Legend

- Study Area Boundary
- 1. Whitby Town Centre
- 2. Sandsend – Whitby
- 3. Sneaton Castle – Whitby Town Centre
- 4. Whitby P&R – Whitby Town Centre
- 5. Ruswarp – Whitby (with Cinder Track link)
- 6. Stainsacre – Whitby (the Cinder Track)
- 7. Enterprise Way – Whitby
- 8. Larpool Lane – Whitby Town Centre
- 9. Four Lane Ends – Sandsend Road

Appendix B

MULTI-CRITERIA ASSESSMENT FRAMEWORK

WHITBY LCWIP PRIORITISATION FRAMEWORK

	Ref	Criteria	Description	Source	Low (0)	Intermediate (1)	High (2)
EFFECTIVENESS	1	**Increase in cycling**	Forecast number of journeys to work using the corridor in the Government Target Near Market scenario (LSOA)	PCT (2011 Census)	<10	10-50	> 50
	2	**Average daily pedestrian demand**	Method of travel to work (Datashine) LQ is the Location Quotient and describes how far from the national average (LQ =1) the measure is.	Datashine (2011 Census)	LQ <=1	LQ 2-3	LQ 4 +
	3	**Strava**	Existing active travel demand based on Strava datasets	Strava			
POLICY ALIGNMENT	4	**Schools**	Number of schools within the corridor (a 500m radius)	WSP OD mapping	No schools	1 schools	1+ or more schools
	5	**Scheme alignment**	Does the route connect with any parallel schemes or other planned transport improvement?	NYC	No	Connects to or overlaps with one other planned scheme / project	Connects to or overlaps with more than one other planned scheme / project
	6	**Safety**	Number of accidents involving pedestrians or cyclists in the previous 5 years within the corridor (500m radius)	DfT (STATS19)	< 5 accidents	5 - 10 accidents	> 10 accidents , 1 or more Fatal accidents
	7	**Visitor attractions**	Does the route improve connections to key visitor attractions?	NYC	0 visitor attractions	1 visitor attractions	1+ visitor attractions
	8	**Carbon / Air Quality**	Does the route travel through an Air Quality Management Area?	DEFRA	No (or no route option will travel through the AOMA)	----------	Yes
	9	**Development sites**	Scale & proximity of sites with planning permission and/or allocated development sites	WSP OD mapping	No site with planning permission or allocated sites	Includes a housing site with 0-100 units that is < 500m from the network Or Includes an employment site that is between 250m & 500m from the network	Includes a housing site with 100+ units that is <500m from the network Or Includes an employment site that is <250m from the network
ECONOMIC	10	**Cost of construction**	Total scheme cost estimates for package of interventions	Cost estimates	> £5 million	£1 - 5 million	< £1 million
	11	**Value for money**	Assessment of scheme benefits vs costs	AMAT	Low value for money (BCR of <1.5)	Medium or high value for money (BCR between 1.5 and 4)	Very high value for money (BCR of 4+)
DELIVERABILITY	12	**Scheme feasibility**	Known land ownership issues or scheme dependencies	NYC	Land ownership, environmental or other issue unlikely to be overcome	Dependent on another scheme or third party land, or environmental constraints, likely to be overcome	No issues, scheme feasibile to be undertaken
	13	**Stakeholder acceptability**	Likelihood of support or opposition for the scheme	NYC	Likely to be opposition	Neutral / unknown	Likely to be supported
	14	**Funding opportunities**	Likelihood of the corridor to receive funding (including private sector funding)	NYC	No funding opportunities currently identified	Potential funding opportunities identified	Funding secured

Amber Court
William Armstrong Drive
Newcastle upon Tyne
NE4 7YQ

wsp.com