

Local Authority Self-Assessment for Active Travel

Section 1: Background

Q1. Are you:

Submitting a response for the first time

Q2. What is the name of your Authority?

York

Q3. Please provide your contact details

Name Connor Malone (In lieu Carrie Brook)

Email pmo_mailbox@york.gov.uk

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

60000000

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

What is the approximate total funding your authority expects to invest in Active Travel initiatives this financial year? In addition to dedicated active travel budgets, you should include funding from cross-modal schemes, other DfT sources of funding and non-DfT sources.	84
	42
	20
	2
Over the past five years, approximately what proportion of s106 and s278 transport contributions have been spent on active travel? Please provide a percentage.	5
What is the approximate total dedicated active travel budget your authority holds in this financial year? You should only include DfT active travel grants and any local funds specifically committed to active travel.	34
	85
	69
	8

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

- The percentage of the total amount of S106 funding for transport schemes that was spent on Active Travel (walking & cycling) schemes from 17/18 to 21/22 Note: the majority of transport S106 spent was for TROs/ Car Club funding/ bus service support, hence the low %age

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

No

Section 1: Background

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

250

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

35

Section 1: Delivery of Schemes to date

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

New junction treatment

New shared use (walking & cycling) facilities

Installing segregation to make an existing cycle route safer

Improvements to make an existing walking/cycle route safer

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

Provision of secure cycle parking facilities

New road crossings

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

New junction treatment

New shared use (walking & cycling) facilities

Installing segregation to make an existing cycle route safer

Improvements to make an existing walking/cycle route safer

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

New road crossings

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

School streets

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

No

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

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

Yes, I agree to the above statement

Section 2: Local leadership and support

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

Level 3

Local leadership and support - Level 3

Q19. You have selected Level 3 as being the most suitable for your Authority for local leadership and support.

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

Members (including leader and transport portfolio lead) in my authority are strong proponents of ambitious, LTN 1/20-compliant active travel schemes

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

My authority has a track record of completing active travel schemes

My authority has many road capacity reallocation schemes

Section 2: Local leadership and support

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

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

Media evidence of senior political leaders riding cycles

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

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

Track record of effective and coherent funding bids under ATF and other funding initiatives, keeping schemes in place until they have properly bedded in before making modifications or removals (with nil removals unless backed by robust evidence over a minimum 12-month operating period)

Strong highway authority leadership and evidence of collaboration with constituent authorities (e.g. boroughs and districts) and National Parks etc to deliver local schemes and initiatives, as evidenced by MoUs and other joint working agreements such as design assurance processes

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

The administration at City of York Council is currently a Liberal Democrat and Green party coalition with the leader of the Green party appointed as the executive member for Transport. We have provided evidence which encompasses a range of supporting areas to level 3 with a strong indication that the executive member for transport is wholly in support of Active Travel activities in line with the party manifesto and the Council Plan.

City of York will be home to Active Travel England and senior Council members have already met with ATE with an engaged approach. Elected members are keen to see a modal shift within the city and fully support actioning officers to deliver key changes.

The evidence provided is summarised below:

(1) Within this section we have provided evidence from both the council plan and individual manifesto promises from the respective parties in power at city of York. This includes statements from the leader of the council and the member for transport. Across both party manifestos and the council plan there is a strong emphasis of support for Active Travel in both infrastructure and behavioural change.

(2) We have provided images and supporting articles of the member for transport in several scenarios largely relating to active travel activities and their support for ward proposals to improve these activities.

(3) Evidence has been provided to inform of supportive activities from the elected member for health and adult social care. The noted elements are relating to active travel encouragement to improve health.

(4) Within this section you will find evidence relating to active travel bids, current budget positioning for transport and the Council plan up to 2023. The plan encompasses several strategies and policies that seek to embed active travel and sustainable transport options within the work that officers deliver across the city.

(5) This section provides our Active travel tranche 2 bid details.

(6) This section provides information on our ongoing devolution deal and intentions to closely work with North Yorkshire County Council on active travel activities amongst other elements within the deal.

Q23. Please provide links to any supporting evidence here.

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

Exec Member for Transport, Manifesto (Transport – 2019) :
<http://york.greenparty.org.uk/manifesto/2019-transport/>

Exec Member for Transport, Manifesto (Local Plan – 2019):
<http://york.greenparty.org.uk/manifesto/2019-local-plan/>

Exec Member for Transport, York Press – Active Travel Commitment:
<https://www.yorkpress.co.uk/news/20290203.york-council-committed-active-travel-says-andy-dagorne/>

Leader of Council, Manifesto (overall – 2019):
https://d3n8a8pro7vhmx.cloudfront.net/ldyork/pages/353/attachments/original/1554547235/Working_for_You__Working_for_York_Liberal_Democrat_Manifesto_2019.pdf?1554547235

Leader / Exec member for Transport, statement on Active Travel support (York Press – 2022):
<https://www.yorkpress.co.uk/news/19906942.city-york-council-plans-3-3m-spend-help-us-active/>

Leader of Council, Statement on active travel investment (Highways-News – 2022):
<https://highways-news.com/plans-shared-for-transformation-of-york-active-travel-routes/>

(2) Media evidence of senior political leaders riding cycles

Exec Member for Transport, Road Safety statement – York Greens (image with rider):
<https://york.greenparty.org.uk/2020/12/07/andy-dagorne-meets-councillors-and-headteacher-over-road-safety-concern/>

Exec Member for Transport, TIER access Scheme- CYC:
<https://yorkcouncil-newsroom.prgloo.com/news/council-supports-half-price-access-scheme-launched-by-tier>

Exec Member for Transport, Statement:
<https://yorkcouncil-newsroom.prgloo.com/news/new-link-path-connects-more-communities-more-actively>

Exec Member for Transport, Statement:
<https://yorkcouncil-newsroom.prgloo.com/news/photo-story-city-of-york-councils-front-line-teams-are-ready-for-the-winter-season>

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

Exec Member for Health & ASC, 'Health Trainer Service':
<https://www.york.gov.uk/news/article/1053/feel-healthier-and-happier-this-summer>

Exec Member for Health & ASC, 'Live well York':
<https://twitter.com/cityofyork/status/1422961822995558400>

(4) Active travel delivery is a key element of your authority's business plan and related strategies for sustainability and reducing carbon emissions from transport, with clear approaches that help to embed active travel in new developments such as decide and provide (e.g. TRICS guidance)¹ and clear decisions that adopt LTN1/20 / MfS standards into local standards for development.

York Council, Active Travel – Sustainable Transport:
<https://www.york.gov.uk/sustainable-transport/active-travel-bid>

Joint Budget Decision Session, Transport (Page 21, 64 – onwards):
<https://democracy.york.gov.uk/documents/g12760/Public%20reports%20pack%20Wednesday%2015-Dec-2021%2016.30%20Decision%20Session%20-%20Executive%20Member%20for%20Economy%20a.pdf?T=10>

York Council Plan:
<https://www.york.gov.uk/downloads/file/2132/council-plan-2019-to-2023>

(5) Track record of effective and coherent funding bids under ATF and other funding initiatives, keeping

Q23. Please provide links to any supporting evidence here.

schemes in place until they have properly bedded in before making modifications or removals (with nil removals unless backed by robust evidence over a minimum 12-month operating period)

Active Travel Tranche 2 Bid:

<https://www.york.gov.uk/downloads/file/5921/emergency-active-travel-fund-tranche-2-survey>

(6) Strong highway authority leadership and evidence of collaboration with constituent authorities (e.g. boroughs and districts) and National Parks etc to deliver local schemes and initiatives, as evidenced by MoUs and other joint working agreements such as design assurance processes.

Devolution Deal – (Active Travel – P.22)CoYC, NYCC:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1095527/York_and_North_Yorkshire_Devolution_Deal.pdf

Section 3: LCWIP Maturity

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

Level 1

Section 3: LCWIP Maturity

Q27. You have selected Level 1 as being the most suitable for your authority for LCWIP maturity.

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

Started development and have mature drafts of LCWIP(s) for all major population centres

Started delivering some elements of the LCWIP(s) we have produced

Commenced developing a 10-year pipeline of active travel interventions that includes consideration of the types of infrastructure required to help unlock development sites

Section 3: LCWIP Maturity

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

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

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

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

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

York had already adopted a strategic cycle route network and scheme prioritisation methodology prior to LCWIPs coming into being. The first version was adopted in 2012 and an enhanced version produced and adopted in 2016. We have continued to use this to identify schemes for delivery and as a pipeline for funding bids whilst we develop a full LCWIP for the entire York unitary authority area.

We commissioned a draft LCWIP scoping report in 2020 (link below) and are currently in the process of procuring consultants to prepare a full LCWIP. We are also in the process of setting up a steering group to manage the LCWIP preparation process. Elements of the scoping report have been built into the delivery of schemes under the tranche2 funding.

Our Public Rights of Way section have undertaken a similar exercise for the PROW network when they produced an exemplar Rights of Way Improvement Plan with some funding secured from the Countryside Agency back in 2004 this comprised an audit of the network and identification of improvements which were needed to bring it up to standard in terms of route quality, connectivity, and accessibility. Unfortunately, this was never able to be formally adopted due to resource constraints. The ROWIP was updated in 2010 but is still in a draft form.

All of the above draft plans will feed into the LCWIP and the draft scoping report will be reviewed as the first stage of the production of the full LCWIP. We are aiming to have a completed LCWIP by the middle of 2023 and this will form a daughter document for our next LTP which we will start fully developing as soon as the full guidance is published by the DfT. In the meantime, we have developed a draft Local Transport Strategy which together with a scheme and delivery plan will form the majority of the LTP.

Q33. Please provide links to any supporting evidence here.

2012 Strategic Cycle Route Network and Prioritisation Methodology

Committee report:

<https://democracy.york.gov.uk/documents/s71822/Report%20-%20Strategic%20Cycle%20Scheme%20Prioritisation.pdf>

Proposed strategic network map:

<https://democracy.york.gov.uk/documents/s71823/Annex%20A%20Cycle%20Route%20Prioritisation%20Plan.pdf>

Proposed prioritisation methodology:

<https://democracy.york.gov.uk/documents/s72339/Strategic%20Cycle%20Scheme%20Prioritisation%20Annex%20B-amended.pdf>

2016 Revision to the Strategic Cycle Route Network Evaluation and Prioritisation Methodology

Committee Report:

<https://democracy.york.gov.uk/documents/s107095/Revisions%20to%20the%20Strategic%20Cycle%20Network%20Evaluation%20and%20Prioritisation%20Methodology.pdf>

Schematic Strategic Cycle Network map:

<https://democracy.york.gov.uk/documents/s107096/Annex%20A%20Schematic%20Strategic%20Cycle%20Network.pdf>

Example of Strategic Route quality assessment:

<https://democracy.york.gov.uk/documents/s107097/Annex%20B%20Dunnington%20to%20City%20Centre%20via%20A1079.pdf>

Updated Strategic Cycle Scheme Prioritisation List:

<https://democracy.york.gov.uk/documents/s107098/Annex%20C%20Strategic%20Cycle%20Scheme%20Prioritisation%20May%202016.pdf>

LCWIP Draft Scoping Report:

<https://democracy.york.gov.uk/documents/s145247/Active%20Travel%20Fund%20Annex%20C%20-%20LCWIP%20Draft%20Scoping%20Report.pdf>

Section 4: Schemes Delivered

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

Level 2

Section 4: Schemes Delivered

Q38. You have selected Level 2 as being the most suitable for your authority for scheme delivery.

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

My authority has delivered a high number of LTN1/20-compliant low complexity schemes

My authority has also delivered a small number of medium complexity schemes

My authority meets at least the minimum statutory duty for consultation before implementing schemes, with more comprehensive consultation for some schemes

My authority has delivered some capital schemes on time

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

Section 4: Schemes Delivered

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

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

Number (quantity and/or route length km) and type of schemes in progress and being delivered (including level of complexity)

Evidence of scheme quality, e.g. compliance with LTN1/20 and other guidance

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

We believe that City of York would best fit into level 2 despite not fitting all criteria within the section. As a Council we have always promoted active travel modes and adopted a hierarchy of road users in our first LTP which had the active modes and people with disabilities at the top. As a result our modal splits for active travel have traditionally exceeded those of the majority of other local authority areas.

The iTravel and road safety teams successfully delivered several travel behaviour change schemes recently, as well as delivering ongoing travel plan support.

- E-Cycle Switch has been established quickly, helping over 200 people to try an electric bike in York. 54 have gone on to use our discount to buy one. Modal shift has been recorded with feedback surveys, estimating that 7600 car journeys per year have been replaced (or 13 tonnes of CO2).

- Reward schemes have encouraged people to switch journey modes and maintain sustainable travel. Formerly Love to Ride (1000+ participants) and currently Better Points (1400+ participants) were both delivered on time. A Better Points feedback survey indicates 31% of participants walking more often and 19% cycling more.

- Our cycle training services are delivered internally, with Bikeability child training achieving high numbers (e.g. 478 children at L3). Urban Cycle Skills trains adults and families, with a feedback survey suggesting a marked increase in confidence and 75% saying they had increased their cycling.

As part of our Ward Highways Programme (which is a 4 year programme worth £2million and devolves funding to each ward for elected member use to address pertinent issues affecting the ward communities), we ringfenced £500k for Active Travel schemes. This approach was developed to encourage elected members to consider and engage with residents on Active Travel matters which would support the overall development across the city. 3 years into the current programme, we have allocated over £600,000 worth of ward funding to Active Travel schemes.

Evidence provided for this section predominantly covers executive member reports that have passed through our decision session process. For ease, they have been labelled and a summary noted below:

Directly Supportive

1) iTravel Executive Report: This progress report is an indication of the delivery of schemes through our iTravel team. Within it, they have provided an update on schemes developed to support a modal shift such as the E-Cycle Switch scheme. They have also worked with an external communications company to develop a campaign for 22/23 to promote active travel infrastructure and a travel tracking app called 'better points' which rewards users for travelling sustainably.

2) Coppergate TTRO: The Coppergate TTRO was implemented as part of the COVID019 response for the city. The carriageway was reduced to provide improved amenities for cyclists and pedestrians to support social distancing activities. The original TTRO was due to expire in December 21 but has been extended due to the benefits noted during the trial.

3) The Groves LTN: We have been working closely with residents in the Groves over the past 4 years to improve numerous concerns within the local area. In February 2020 we consulted with stakeholders about the trialling of road closure points and other supportive activities. From September 2020 we have trialled closures within the area allowing residents to develop community initiatives and has seen support from residents due to an improved quality of life with the reduction of congestion and improved viability of active travel options.

4) Navigation Road LTN: Since October 2021 we have been carrying out a trial on navigation road, this scheme introduced a one way plug to reduce through traffic and introduced both segregated cycle lanes and improvements to bollards at the nearby Hungate bridge to support the Cities North / South cycle route.

5) Active Travel Project Scopes: This document provides a background / overview of the current planned active travel schemes that we are delivering from tranche 2 of the active travel funding. Within it, there several supportive schemes from the intended LCWIP due to be delivered and indicates the current intentions with the programme in terms of priority and management.

6) Tadcaster Road Update: This document provides update on the Tadcaster Road scheme which seeks to significantly improve cycle infrastructure along this key route into the City.

Fringe Supportive

7) ATP Webpage: This site indicates several the key project spaces on the website with information provided for city stakeholders to understand what we are doing and give updates where possible.

8) DEFRA Air Quality: City of York has received grant funding from DEFRA to trial a pedestrian portering /

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

last mile delivery service within the city. This trial will see active travel and sustainable transport options used to reduce fossil fuel powered HGV / LGV's within the city walls in order to combat air quality issues.

9) Castle Gateway: We have been developed a masterplan for city centre York that would see a movement towards more community build aspects. This redevelopment will see a significant number of changes within the local highways infrastructure and council facilities to improve amenities for both pedestrians and cyclists with a strong emphasis on improving active travel elements within the city centre.

10) Micromobility - Ebike provision: City of York has been participating in the trial of Escooters since November 2020. In February we extended our provision to include Ebikes within the city and are in discussions about the future potential of Ecargo-bike provisions for businesses.

Q43. Please provide links to any supporting evidence here.

1) iTravel executive report -

<https://democracy.york.gov.uk/documents/s160098/iTravel%20Team%20Update.pdf>

2) Coppergate TTRO report -

<https://democracy.york.gov.uk/documents/s157803/Coppergate%20Report.pdf>

3) Groves – LTN

<https://www.york.gov.uk/TheGroves>

4) Navigation road – LTN

<https://www.york.gov.uk/NavigationRoad>

5) ATP – Project scopes -

<https://democracy.york.gov.uk/documents/s156487/EMDS%20Report%20-%20Active%20Travel%20Programme%20Project%20Scopes.pdf>

6) Tadcaster road update -

<https://democracy.york.gov.uk/documents/s155562/Tadcaster%20Road%20Report.pdf>

7) ATP Webpage -

<https://www.york.gov.uk/ActiveTravelProgramme>

8) DEFRA Air Quality Study -

<https://democracy.york.gov.uk/documents/s160106/EMDS%20June%202022%20DEFRA%20AQ.pdf>

9) Castle gateway –

<https://www.york.gov.uk/CastleGatewayMasterplan>

10) Micromobility – Expansion to Ebike

https://democracy.york.gov.uk/documents/s156481/E_Scooter%20Report.pdf

Finish

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

Yes

Q48. Are you happy to submit your responses?

Yes