



**North Yorkshire County Council  
Richmond Area Constituency Committee – 20 November 2019  
Cycle Path Network Provision**

**1.0 Purpose of the report**

- 1.1 To outline North Yorkshire County Councils approach to cycle path network provision.

**2.0 Background**

- 2.1 In 2016 North Yorkshire County Council published LTP4, the fourth Local Transport Plan (LTP) which outlines the approach NYCC will take to a range of transport policies, opportunities, challenges and transport modes through to 2045.
- 2.2 The LTP includes a dedicated section on the council's approach to cycling. This can be seen here: (<https://www.northyorks.gov.uk/local-transport-plan> ) The council is committed to providing for and promoting cycling as a mode of transport for both utility and leisure purposes.
- 2.3 NYCC recognise that there are a many positive benefits associated with cycling including reducing congestion, providing exercise, reducing pollution and offering a cheaper alternative to the private car or public transport. Despite the positives associated with cycling, NYCC also recognise a number of disincentives associated with cycling, including terrain, lack of confidence, lack of facilities and distance of journeys, in order to achieve the positives associated with cycling it is recognised that the disincentives must be addressed.
- 2.4 The LTP outlines that NYCC is committed to developing a cycling policy, which will identify the council's plans for cycling in the short and medium term. This is currently in development.
- 2.5 Nationally the preferred method of delivering cycle infrastructure is to focus on providing dedicated off road routes. However, these are expensive costing of the order of £150k per kilometre on green field sites and significantly more in urban areas. Unfortunately, in the current financial climate, and with competing priorities there is limited budget to deliver cycle routes. The County Council currently receives £3.023 million annual allocation for all transport improvements for the whole county or approximately £5 per head of population. A significant proportion of this funding is dedicated towards providing additional highway maintenance, our top transport priority. Therefore, the ability to deliver new cycle infrastructure is severely restricted.

2.6 Despite the funding restrictions, the County Council will continue to actively seek funding from the government for cycling initiatives by submitting ad hoc bids for funding when opportunities arise. The council was most recently successful in receiving funding from the Access Fund (approximately £900k) and the National Productivity Investment Fund (approximately £3.2m). The Access Fund is currently being used to promote sustainable transport initiatives in Harrogate, Scarborough and Skipton. The successful National Productivity Investment Fund bid was for a package of measures in the west of Harrogate which included a cycle track on Otley Road between the Cardale Park employment area and the town centre.

### **3.0 Local Cycling and Walking Infrastructure Plans (LCWIPs)**

3.1 In 2017 the Government published its first Cycling Walking Investment Strategy, which set out the government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. The LCWIPs are designed to be a strategic local level document for identifying cycling and walking improvements.

3.2 As stated above, NYCC successfully bid for funding from DfT's Access Fund, as part of the bid NYCC identified an in-kind contribution of £60,000 to develop Local Cycling and Walking Infrastructure Plans (LCWIP's) for Harrogate, Scarborough and Skipton which were all identified as key growth centres in the County.

3.3 NYCC is also jointly working with Selby District Council and Ryedale District Council to develop LCWIPs for Selby, Sherburn, Tadcaster and Malton / Norton, and LCWIPs for Northallerton and Catterick Garrison will be commenced in the near future. Once these LCWIPs are complete, it will ensure the main settlement and growth centre in each district as identified in the Local Plans has an LCWIP.

3.4 It is important to note that there is no specific funding allocated by Government to deliver the LCWIP's. However, having a LCWIP in place enables the County Council to be in a bid ready position when government announce any funding competitions. In addition to this, having an LCWIP in place enables the County Council to request funding from developers to deliver sections of the identified network.

3.5 To develop an LCWIP and bid ready schemes for each town costs in excess of £50k. Therefore, it is not feasible to develop an LCWIP for each of the towns in North Yorkshire. There are also limited opportunities to bid for funding for cycling infrastructure, therefore a decision was made to concentrate on developing LCWIPs for the largest communities and growth centres in each of the districts.

3.6 Whilst to date only the Harrogate, Scarborough and Selby LCWIP's are complete or close to completion they are already being used to inform funding bids to Government. The National Productivity Investment Fund bid for the Otley Road cycle route was informed by the developing LCWIP for Harrogate and the developing LCWIPs for Skipton and Selby are currently being used to inform a bid into the Governments Transforming Cities Fund for cycle routes to improve sustainable transport access to the railway stations in these towns.

### **4.0 Equalities implications**

4.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. As this report is for information only it is the view of officers that the recommendations included in this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 and no Equalities Impact screening is required

## **5.0 Finance implications**

5.1 As this report is for information only, it is the view of officers that the recommendations included in this report do not have any financial implications.

## **6.0 Legal implications**

6.1 As this report is for information only, it is the view of officers that the recommendations included in this report do not have any financial implications.

## **7.0 Recommendations**

7.1 It is recommended that Members of the Area Constituency Committee note the contents of this report.

Author: Samantha Raine  
Transport Planning  
Business and Environmental Services  
North Yorkshire County Council  
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