

# North Yorkshire Local Transport Plan 2016-2045



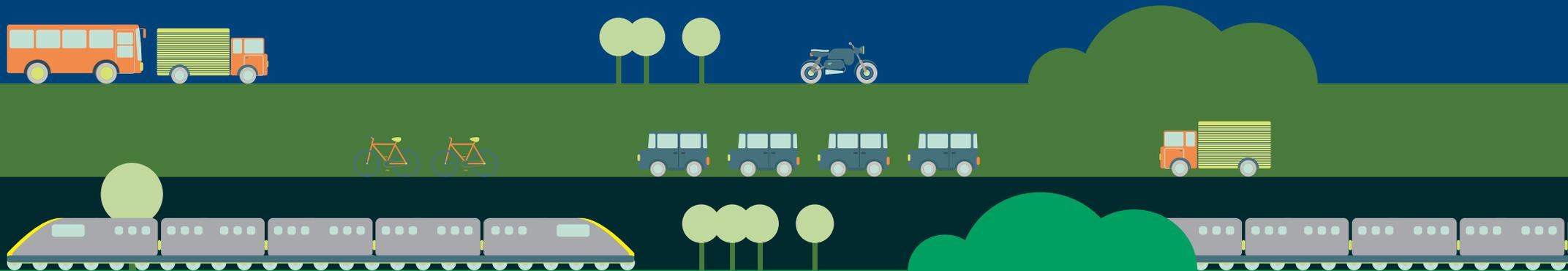
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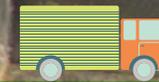
# LTP Structure



# Themes

## Part 3a – Strategic Transport





# 3a - Strategic Transport

Providing a strategic vision of how North Yorkshire’s transport networks can be improved in the future is vital to ensuring the continued economic success and prosperity of the County, whilst also encouraging and developing further economic growth.

The County Council is committed to completing a comprehensive Strategic Transport Plan, which will set our key strategic transport priorities, proposed schemes and interventions and how we propose to work with key delivery partners. It is expected that the first iteration of the Strategic Transport Plan (STP) will be completed in spring / summer 2016. It will then be reviewed and updated regularly to reflect changes in funding developments associated with local planning authorities Local Plans.

The STP will be used to inform further development of the York, North Yorkshire and East Riding (YNYER) Strategic Economic Plan and identify major transport schemes which the County Council will seek to deliver through funding bids to Government (e.g. the Local Growth Fund) and from developer contributions.

## Strategic Transport Priorities & Proposed Solutions

To assist the County’s economy to grow and develop, NYCC as a member of the YNYER Local Enterprise Partnership (LEP) has agreed a range of strategic transport priorities which are included in the YNYER Strategic Economic Plan. These are as follows;

- Improving east-west connectivity;
- Improving access to the rail network, both conventional and high speed rail;
- Improving long distance connectivity to the north and south;
- Ease congestion in key growth towns;
- Enhance the reliability of our transport network.

These priorities will form the basis of our STP, and any planned interventions by NYCC will seek to contribute to these priority objectives. Whilst the STP has yet to be completed a number of schemes and initiatives are already in development. Further details of the Strategic Transport Priorities are set out below.

### Improving east-west connectivity

As with much of the North of England, north-south links in North Yorkshire are good, in contrast our east-west links are relatively poor. This alongside the relatively poor connections to major economic centres has resulted in the districts of Scarborough, Ryedale, Craven and Richmondshire, not performing to their full economic potential.

Improvements to east-west links will help to boost the economic performance of these areas, by improving access to businesses, unlocking housing growth and enabling them to be accessed easier from other areas of the Country and the strategic transport network (e.g. A1(M) and East Coast Mainline).



### 2016-2030 – Short to Medium Term Improvements

The A64 and A59 are our two primary east-west corridors, with both experiencing poor journey times and journey time reliability. Much of this is due to long single carriageway sections, with higher volumes of slower moving traffic such as caravans, agricultural vehicles and HGVs. With limited overtaking opportunities, slow traffic speeds increase journey times and uncertainty over journey times.

Significant reduction to overall journey times is unlikely to be achieved by 2030, however the Council recognises that improving the reliability of journey times is something that is achievable in this time scale. As such during LTP4 we will be developing proposals for improvements to both corridors.

#### A64 Improvements

- Working closely with Highways England, we will support the upgrade of the A64 to dual carriageway standard between the Hopgrove Roundabout in York and Malton;
- Working closely with Highways England, we will support the introduction of selective overtaking lanes and 2+1 running on the A64 between Malton and Scarborough.

#### A59 Improvements

- Introduction of three additional climbing lanes (overtaking opportunities) between Harrogate and Skipton, including a major realignment at Kex Gill which would also address a significant major landslip risk;
- Review and further develop proposals for a Harrogate Relief Road, to help ease congestion through Harrogate Town Centre, which would address both urban congestion issues as well as improving journey time reliability along the A59 east west corridor;
- Improvements to Junction 47 of the A1(M) to increase capacity at this junction.

In addition to the improvements on the A59 between Harrogate and Skipton, we will explore options for improving links from Skipton and South Craven to Lancashire along the A59, A56 and A6068 corridors.

Outside of the County we are supportive of proposals by East Riding and City of York Councils for improvements to the A1079 and A1237 York Outer Ring Road respectively. Additionally we are committed to working closely with Highways England to further improve the A66 corridor between Scotch Corner and the M6.

#### Rail Improvements

- Upgrade of the York – Harrogate- Leeds Railway line. Double tracking of the single track sections of this line is taking place over the next 10 years; however the Council is working with partners to try and secure full electrification of this line;
- We are also supportive of proposals to reduce journey times between York and Scarborough.

We are strongly supportive of improvements to the Trans Pennine rail network that provides key links between the County and the major city regions across the North of England.

2030-2045 Longer term aspirations to improve east-west connectivity in the County include the following:

- Improving access to Whitby by improving road & rail links to Teesside;
- Further strengthen road and rail links along the M62 & A63 corridors between Hull / Selby and the A1 / M1;
- Significantly improve Cross Pennine Connectivity between Craven and East Lancashire, including the potential reopening of the Skipton - Colne Railway;
- Development of parkway stations close to the Leeds – Harrogate – York railway.

### Improving access to the rail network

NYCC recognises the importance of the proposed HS2 and HS3 rail networks and the benefits to the County that they may bring<sup>1</sup>. In order to fully realise those benefits it is essential that the residents and businesses within the County are able to access HS rail networks easily.

As such we aim to ensure that at least 85% of the population of the County are within 40 minutes journey time (road or rail) of an HS2 gateway at York, Leeds or Darlington. This will be achieved through:

- Recognising the role that conventional rail will play in providing access to high speed networks, NYCC would like to see further improvements to the existing rail network to reduce journey times and improve journey time reliability;
- Developing an Access to HS2 & Rail study looking at improving local access through road infrastructure and public transport improvements.

Conventional rail networks will play an important role in linking in to the high speed network, but at the same time it is essential that existing rail infrastructure continues to be improved. NYCC recognises that a key issue for continuing rail usage is access to local stations. As such we will develop options for the following across our existing network;

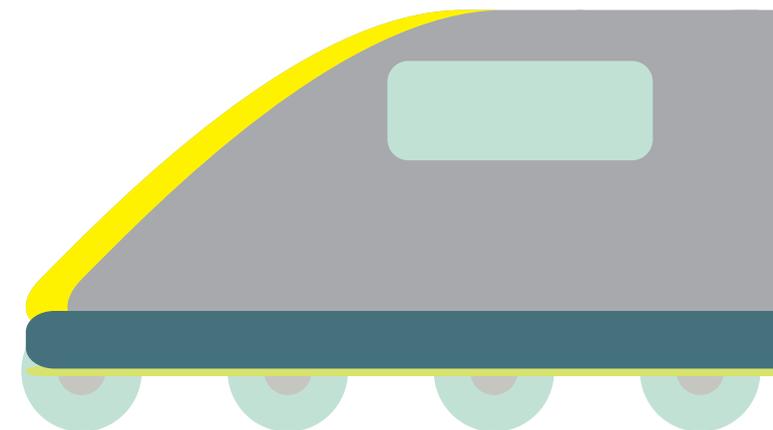
- Development of “parkway” stations which are easily accessible from a wide rural hinterland that could supplement and / or replace existing station facilities.

### Improving long distance connectivity

Existing north-south links are generally good. The A1(M) / A19 corridor is a key growth area within the County and has seen significant recent investment up to 2015, with further improvements to the A1(M) between Leeming and Barton due to finish in the early part of the LTP4 period. The existing East Coast Main Line is an important rail route and will remain so post the start of HS2. The introduction of HS2 will help to strengthen north-south links and further improve connections with London and the wider national and international economy.

Nevertheless we would like to see further improvements being made to north-south links, these include.

- Upgrade of the A168 / A19 corridor between Dishforth and Teesside to Expressway standard;
- Improvements to the A1(T) south of the M62 to Doncaster;
- Introduction of HS2;
- Upgrade of East Coast Main Line & Trans Pennine networks, to increase capacity and reliability of the network, including further recognition of its role as a key freight route to access major port facilities at Teesport. To achieve this we would be supportive of a new rail link from Leeds to Harrogate (potentially pre 2030) then to Ripon and Northallerton (post 2030). This would open up additional capacity on the East Coast and also release capacity at Leeds Station.



<sup>1</sup>See Part 3k – Rail for more information

### Ease congestion in key growth towns

The LEP identified Harrogate, Scarborough, Malton, Skipton, Selby, Northallerton, and Catterick Garrison as growth towns in North Yorkshire. The County Council recognises the importance of these towns to the overall economy of North Yorkshire and as such will investigate and develop, where applicable, proposals to reduce urban congestion. Likewise we will look at options to address congestion issues elsewhere in the County.

During LTP4 the Council will:

- Continue to develop plans for Harrogate Relief Road to help reduce congestion in Harrogate Town Centre and improve east-west access;
- Work with District and Borough Councils to identify schemes to relieve significant existing local congestion issues;
- Work with District and Borough Councils to identify schemes to address potential future congestion that could be a constraint on future growth.

### Enhance the reliability of our transport network

NYCC recognises the importance of a good quality highway network<sup>2</sup> to sustain economic growth in the County. As such the County Council will continue to explore options for funding packages for targeted maintenance schemes aimed at supporting the economy. This will support and complement our existing maintenance programme.



<sup>2</sup>See Part 3c – Highway Maintenance for more information

## Existing Scheme Review

The County Council holds basic proposals for a range of major (those costing over £5m) transport schemes across the County. These proposals include bypasses and relief roads of several villages and towns. As part of the development of the STP, the Council is reviewing each of these schemes to ascertain whether they present a strong economic case for implementation and contribute to our strategic transport priorities and as such are likely to receive Government funding in the foreseeable future. Those that do meet these criteria will be retained as proposals, and may be developed further, whilst those that do not meet the criteria may be removed from our potential major schemes reserve list.

## Linking with Regional and National priorities

### Northern Powerhouse

North Yorkshire fully supports the Northern Powerhouse proposals, which seek to better connect the six northern City Regions (Liverpool, Manchester, Leeds, Sheffield, Newcastle and Hull). The County is at the geographical centre of the Northern Powerhouse with the main transport infrastructure of the eastern areas of the Powerhouse running through the County.

The County, due to its already thriving economy is not solely the place in between the city regions, but is an important economic centre, with economic performance rivalling some of the city regions. Through the production of our Strategic Transport Prospectus we have started the process of demonstrating where the County fits within the Northern Powerhouse proposals and how our identified strategic transport priorities will help to contribute to the development and success of the Northern Powerhouse.

### Local Plans

The County Council recognises the importance of transport in the development of Local Plans. We will continue to support Local Planning Authorities in the production, implementation and review of their Local Plans. We are committed to continue to upgrade existing and develop new traffic models, to help assess the impacts of new developments on the transport network and to identify what infrastructure is required to support proposed new developments.

The Council will work closely with planning authorities in the production of transport proposals that will enable and support housing and business growth, both in existing settlements but also in any new settlement proposals.

### Transport for the North

The Council recognises the role that Transport for the North will play in delivering transformational change to the key transport across the North of England. We are committed to working with TfN in the delivery of key transport projects, both road and rail based.

### YNYER LEP – Strategic Economic Plan

The Council fully supports the objectives of the Strategic Economic Plan (SEP), and will continue to actively contribute to further updates of the plan, to ensure that the SEP and the NYCC Strategic Transport Plan are closely aligned and complement one another.

### Working with Partners

The Council fully recognises that to address many of the strategic transport priorities there will need to be effective coordination and cooperation between numerous partners.

The County is committed to working closely with Network Rail, Highways England and where appropriate neighbouring authorities and LEP’s to deliver identified schemes and interventions.

The County is a key partner in the YNYER LEP, and through this has strong working relationships with City of York and East Riding of Yorkshire as well as the business community of the LEP area.

### Funding Opportunities

The sheer size and scale of many of the proposed schemes is such that the County Council is unlikely to be able to fund these schemes alone. In order to fund proposed schemes, the Council will work closely with delivery partners, (including District Councils, Highways England, and Network Rail) to access available funding sources (public and private sector) on both a local and national level.

We will work closely with local planning authorities to access appropriate developer based contributions (Section 106 and Community Infrastructure Levy based funding) to help support our strategic transport objectives.

Additionally due to their complexity and the necessary statutory processes the lead in time for delivery of strategic transport schemes from inception through to delivery can be over many years (up to 10 years or more). The Council will develop a comprehensive prioritised delivery plan for strategic transport schemes, ensuring that when opportunities become available we are in a position to present a strong case for funding.

We will continue to work closely with the YNYER LEP to produce scheme proposals, ensuring that these meet their objectives and that they can be submitted as proposals to funding streams such as the Local Growth Fund.



## Key Commitments

We will:



complete a comprehensive Strategic Transport Plan, which will set our key strategic transport priorities, proposed schemes and interventions and how we propose to work with key delivery partners;



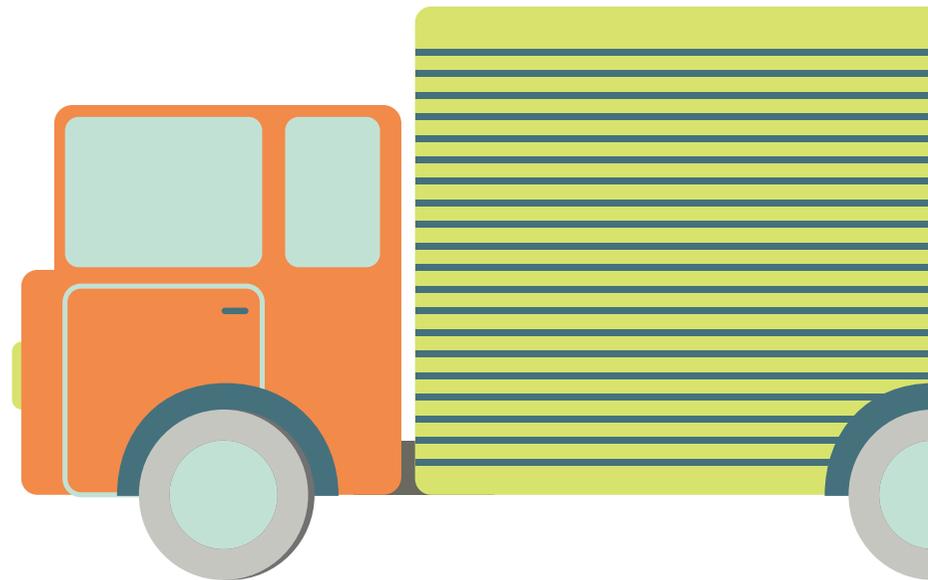
develop proposals for improvements to east west corridors from the east coast and our eastern boundaries to our boundary with Lancashire;

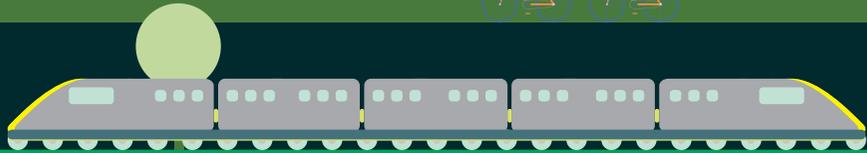


continue to upgrade existing and develop new traffic models, to help assess the impacts of new developments on the transport network and to identify what infrastructure is required to support proposed new developments;



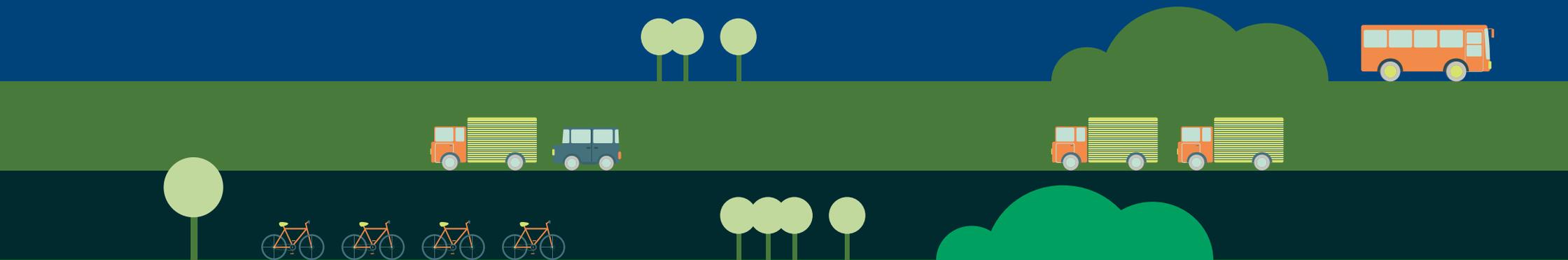
work closely with key delivery partners such as TfN, Network Rail, Highways England, LEPs and neighbouring authorities, in the delivery of key transport projects, both road and rail based.





# Themes

## Part 3b – Funding



# A684 Bedale, Aiskew and Leeming Bar Bypass Opening Autumn 2016



# 3b - Funding

The funding available to the County Council for the delivery of the Local Transport Plan comes from a variety of sources. This section sets out details of the main sources of funding that are available together with an idea of the sums available in the first five years (until 2020/21).

Government finance rules divide public funding into two main types:

- Capital funding, which in broad terms can only be used to maintain and provide infrastructure such as roads, pavements, cycle ways, bus stops etc. This is mainly provided directly from the Government as a grant to the County Council;
- Revenue funding, which in broad terms can only be used to run the transport network and services. This can be used for example for staff salaries, grass cutting, snow clearance and gritting, gully emptying, minor pothole repairs and subsidising public and community transport services. This money is provided from both government grants (approx. 75%) and council tax (approx. 25%).

It is not legally possible to use capital funding for revenue purposes.

## Capital Funding

There are three main sources of capital funding available to the County Council from Government these are:

- Local Transport Plan Block Allocation;
- Local Growth Fund;
- Ad hoc Grants.

## Local Transport Plan Block Allocation

The Local Transport Plan capital allocation is provided by the Department for Transport to all transport authorities in England. The allocation is split into two parts, Maintenance (to maintain the highway) and Integrated Transport (to improve the transport networks). The proportion of the total national funding pot allocated to each authority for both parts is determined by a ‘needs’ based formula.

For Maintenance funding this is broadly based on the length of roads and number of bridges in an authority area. In order to try and ensure transport authorities become more efficient in their highway maintenance practices, as an ‘incentive’, for the period until 2020/21 the Government will only provide some of this funding if the authority can demonstrate best practice.

For Integrated Transport funding the formula is more complicated but broadly assesses the needs of the area based on congestion, public transport journeys, road accidents, air quality, and difficulty accessing services.

Table 3b-1 sets out the indicative LTP capital allocations for North Yorkshire County Council until 2020/21. It is anticipated that indicative allocations for future 5 year periods beyond 2021 will be provided by government prior to 2020/21.

**Table 3b-1 Indicative LTP capital allocations**

	2016/17	2017/18	2018/19	2019/20	2020/21
Integrated Transport	£3.023m	£3.023m	£3.023m	£3.023m	£3.023m
Maintenance ‘Needs’ Element	£27.2m	£26.4m	£23.9m	£23.9m	£23.9m
Maintenance Incentive Element <sup>1</sup>	£1.6m	£2.5m	£5.0m	£5.0m	£5.0m

<sup>1</sup>See Part 3c - Highways Maintenance for more information

The funding on the previous page is not ring-fenced in any way. The County Council can if we wish spend Integrated Transport funding on Maintenance and vice versa and do not even need to spend it on transport schemes and infrastructure. However, historically and for the foreseeable future the County Council will spend all of our LTP capital allocation on transport. Furthermore, recognising the importance of the condition of the highway network to all forms of transport, the County Council will use approximately two thirds of the Integrated Transport allocation to help improve highway maintenance until 2020/21.

In total the government provide just over £30m per year in LTP capital funding allocation to the County Council. This funding is for all types of transport improvement schemes and highway maintenance across the county, including new facilities for cycling, walking, road safety, junction improvements and repairs to roads and bridges. It equates to about £50 per head of population or just over £3000 per km of road in the County.

However, to put this in context the Government estimate that the cost of repairing one pothole is around £50, new off road cycle tracks cost over £150k per km, a new roundabout on an A road costs between about £0.5m and £1m and resurfacing a rural road costs around £50 per sq. m (or £250k per km).

The County Council estimates that to keep all the roads in North Yorkshire in a good condition would cost over £60m per year. In addition there is already a backlog of required maintenance works of around £300m. Essentially therefore the County Council are looking at managing the long term deterioration of the highway network rather than improving its overall condition.

### **Local Growth Fund**

The Local Growth Fund was set up by the Government in 2015. This is a £12 billion pot of funding available between 2015/16 and 2020/21 for Local Enterprise Partnerships (In the case of North Yorkshire the York, North Yorkshire and East Riding Local Enterprise Partnership)<sup>2</sup> to bid for funding to boost economic growth.

This funding is not only for local authority transport schemes but is also available to planning authorities and other organisations (including commercial developers) to help fund other infrastructure that will boost economic growth.

The Local Growth Fund is now the only source of funding available from Government for ‘major’ (those costing in excess £5m) transport schemes and has replaced all previous bidding processes for major transport schemes. Through the Local Enterprise Partnership the County Council included a number of bids in the first round of Local Growth Fund bidding. It was successful in being provisionally allocated £800k towards upgrades at the A1/A59 junction at Allerton Park near Harrogate and, recognising the importance of highway condition to the economy, a £24m allocation over 5 years (2016/17 to 2020/21) towards targeted highway maintenance works<sup>3</sup>. The full £12billion of the Local Growth Fund has yet to be allocated. As set out in the section on the Strategic Transport Plan<sup>4</sup> the County Council is developing a series of ‘bid ready’ proposals for strategic transport improvements for which we will bid for funding from future allocations from the Local Growth Fund through the LEP.

<sup>2</sup>[www.businessinspiredgrowth.com](http://www.businessinspiredgrowth.com)

<sup>3</sup>See Part 3c - Highway Maintenance for more information

<sup>4</sup>See Part 3a – Strategic Transport for more information

### **Ad Hoc Grants**

From time to time the Government make funding available for transport improvements or transport related improvements (e.g. Air Quality) through ad hoc grants. These include grants such as the Highway Maintenance Challenge Fund which is next available in 2018/19, the Pothole Challenge Fund, and the new ‘Access’ fund for sustainable travel<sup>5</sup> which builds on the legacy of the Local Sustainable Transport Fund.

The ad hoc nature of these grants means that at the time of writing details of which funds may become available and when are unknown. The County Council have previously been very successful in securing funding from such grants and will wherever appropriate and possible continue to seek funding for the management, maintenance and improvement of local transport networks and services in North Yorkshire.

### **Revenue Funding**

The majority of the revenue funding for the management, maintenance and improvement of local transport networks and services in North Yorkshire comes from a combination of Government revenue grant and council tax.

The amount of government grant is based on a formula which considers items such as road lengths, traffic flows and also includes an allowance for ‘snow lying days’. The formula has not changed substantially in the last ten years and is generally only inflated at about 2% per year (total 20% over ten years), whereas actual costs have increased by about 50% over the same period.

The County Council currently (2015/16) has around £23.5m per year of revenue funding available for managing and maintaining the highway network, and also spend approximately £12.2m per year on public transport services including subsidising concessionary fares for pensioners and subsidising bus and community transport services<sup>6</sup>.

### **Other Funding Sources**

As well as Government funding for transport the County Council use a number of other, smaller, funding sources to help deliver local transport infrastructure. These include:

#### **Developer Funding<sup>7</sup>**

Working with the local planning authorities through the planning process to secure developer funded highway improvements to mitigate the impact of developments where it can be shown the improvements are necessary, directly related to the development; and fairly and reasonably related in scale and kind to the development. The types of development which deliver such developer funded improvements range from residential development to major employment proposals and retail developments.

#### **Public Health Funding**

Recognising the health benefits of ‘active travel’<sup>8</sup> some of the funding provided to the County Council to promote and improve public health is being used to promote and provide infrastructure for active travel. Public health funding is also used for road safety education<sup>9</sup>.

<sup>5</sup>See Part 3j – Walking and Cycling for more information

<sup>6</sup>See Part 3i - Buses and Community Transport for more information

<sup>7</sup>See Part 3g – Planning and New Developments for more information

<sup>8</sup>See Part 3j - Walking and Cycling for more information

<sup>9</sup>See Part 3e - Road Safety for more information

### Other NYCC corporate funding

Having a well maintained highway is vital to both businesses and individuals. Consequently, in recent years the County Council have invested up to £7m per year from corporate reserves to carry out additional highway maintenance works. This extra funding is set to continue until at least 2020/21 with the County Council allocating £15m extra funding for the period 2015/16 to 2020/21.

Table 3b-2 below sets out the known main sources of transport funding available to the County Council for the first five years of the Local Transport Plan period (2016/17 to 2020/21). The figures for 2015/16 are provided for comparison purposes. All figures are provisional and subject to change in future years.

**Table 3b-2 Indicative transport funding**

	15/16	16/17	17/18	18/19	19/20	20/21
LTP Integrated Transport	£3.0m	£3.0m	£3.0m	£3.0m	£3.0m	£3.0m
LTP Maintenance 'Needs' Element	£29.7m	£27.2m	£26.4m	£23.9m	£23.9m	£23.9m
LTP Maintenance Incentive Element	£0.0m	£1.6m	£2.5m	£5.0m	£5.0m	£5.0m
Local Growth Fund	£0.0m	£5.0m	£5.0m	£5.8m	£5.0m	£4.0m
Additional NYCC Maintenance Funding	£7.0m	£2.0m	£2.0m	£2.0m	£1.0m	£1.0m
Highways Revenue Funding	£23.5m	£23.2m	£23.0m	£22.8m	£22.6m	£22.4m
Public and Community Transport Revenue Funding*	£12.2	£12.1m	£12m	£11.9m	£11.8m	£11.7m
Public Health Funding	£0.25m	£0.25m	£0.25m	£0.26m	£0.27m	£0.27m
<b>Indicative Total</b>	<b>£74.85m</b>	<b>£74.45m</b>	<b>£74.15m</b>	<b>£74.66m</b>	<b>£72.57m</b>	<b>£71.27m</b>

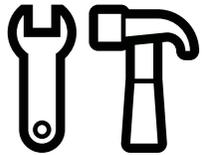
\* - Includes concessionary fares funding

## Key Commitments

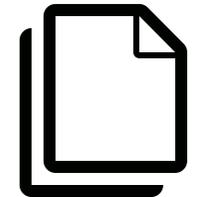
We will:



spend all of our Local Transport Plan capital allocation on transport;



recognise the importance of the condition of the highway network to all forms of transport and therefore use approximately two thirds of the Integrated Transport allocation to help improve highway maintenance until 2020/21;



develop a series of proposals for strategic transport improvements for which we will bid for funding from future allocations from the Local Growth Fund through the Local Enterprise Partnership;



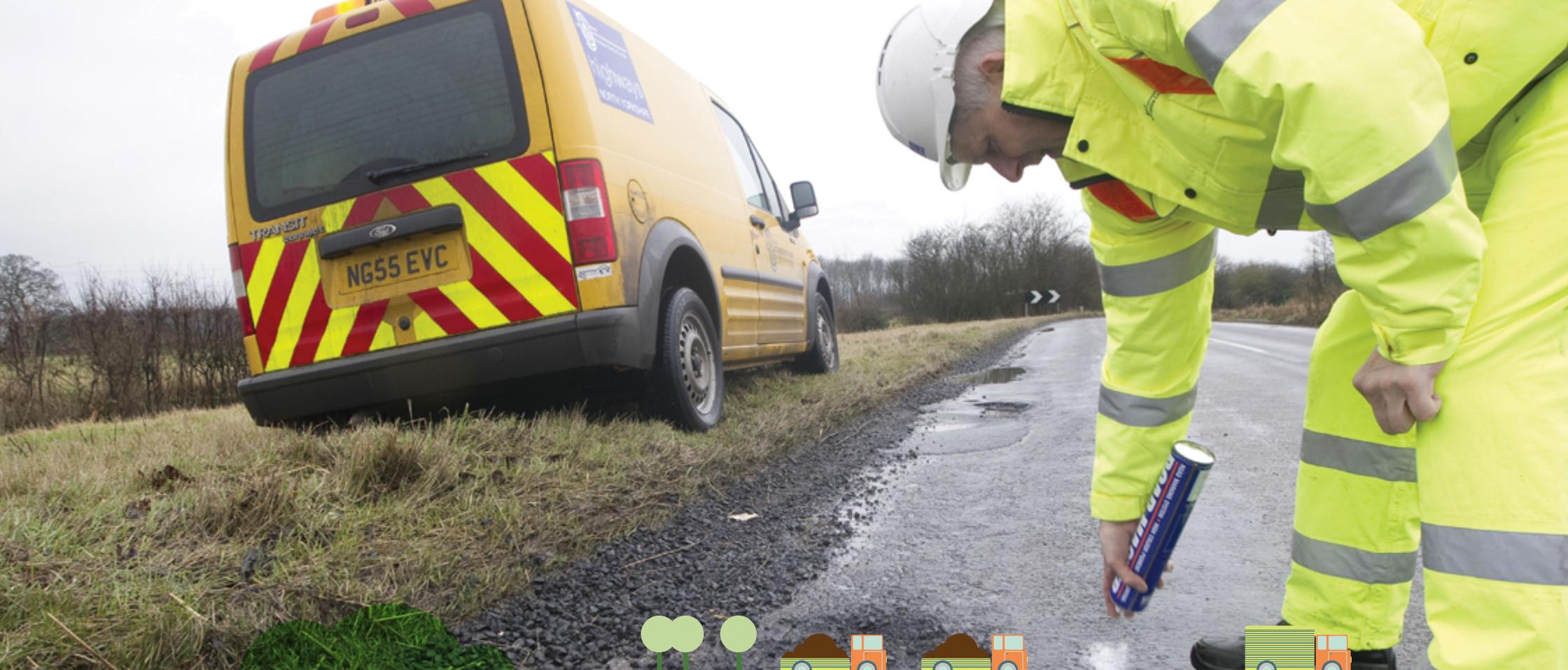
where appropriate and feasible continue to seek funding for the management, maintenance and improvement of local transport networks and services from alternative sources for example ad-hoc government grants, developer funding etc.



# Themes

## Part 3c - Highway Maintenance





# 3c - Highway Maintenance

Highway Maintenance includes the upkeep of all highway assets. Although usually thought of as roads and footways; highway assets also include cycleways, bridges, drains, street lights and signs.

Whilst Structures and Street Lighting are detailed in separate sections of the LTP<sup>1</sup>, this theme will focus on maintenance of our other highway assets. The Rights of Way<sup>2</sup> theme also considers the management and maintenance of UURs (un-surfaced unclassified roads) which although technically part of the road network effectively operate as public rights of way.

The need to use our roads and footways is common to everyone in the County. To enable people to travel, our network of highways needs to be maintained and kept in a suitable condition. We also recognise the economic benefits of good highway maintenance which enables the timely movement of people and goods. A 2010 YouGov survey of UK businesses of varying sizes found that around 57% of businesses incurred additional costs due to increased journey times, damage to vehicles and increased fuel costs due to congestion caused by poorly maintained roads.

SME businesses (which the majority of North Yorkshire businesses are classed as) are particularly affected by the condition of local roads which can reduce their competitiveness. Consequently we recognise that it is important to ensure roads are well maintained to reduce journey times, damage to vehicles and fuel costs as far as possible.

Many years of underfunding of highway maintenance by successive Governments has led to most highway authorities slowing the rate of deterioration of the network rather than improving its condition. The County Council has made some progress in improving the condition of some roads and footways, whilst also reducing the rate of deterioration of the network.

Yet, with the impact of the recent harsh winters and other severe weather events for example a tidal surge in 2013, together with the reductions in transport budgets, maintaining improvement in the condition of the network will be very difficult. To maximise the efficient use of our limited maintenance funding we have adopted formal scheme identification and prioritisation methods for highway maintenance. We monitor the condition of approximately 25% of the road and footway network each year. The results of these surveys are used to identify required maintenance schemes across the County.

The County Council adopt a Highway Infrastructure Asset Management (HIAM) approach to maintaining the highway. This ensures that we get the best value from our limited funding. This HIAM method includes a life-cycle based approach to highway maintenance. We focus our activities on those treatments which stop deterioration and prevent further decline in an assets condition and only undertake major reconstruction of assets towards the end of their life, when preventative treatments are unsustainable and expensive reactive repairs for safety are required.

The operational management of highway maintenance is carried out by seven area based highway teams. Area team boundaries match those of the seven local District Councils, with the highways offices located in Richmond, Thirsk, Whitby, Kirkby Misperton, Skipton, Boroughbridge and Selby. This allows a locally focused approach to delivery of the highway maintenance service in what is by area the largest County in England.

<sup>1</sup>See Part 3i - Street Lighting and Part 3h – Bridges and Structures for more information

<sup>2</sup>See Part 3m – Public Rights of Way

## Our Policy Documents

As the County Council is the local highway authority, it has duties and responsibilities placed upon it by the Highways Act 1980 and we have separate published policy documents to cover these responsibilities:

- Highway Maintenance Plan (HMP)
- Highway Infrastructure Asset Management Policy (HIAMP)
- Highway Safety Inspection Manual (HSIM)

## Management Hierarchy

The County Council manages all road types within the County, excluding trunk roads and motorways which are the responsibility of the Secretary of State for Transport and managed by Highways England.

With the budgets we have available, it is not possible to manage and maintain all roads and footways to the same level, however, we do ensure they are all safe. For example, it is not necessary to maintain a minor rural road running between two small villages to the same standard as an 'A' class road, as the latter is used by a significantly higher number of vehicles. To make the best use of the money available, the County Council has therefore adopted a hierarchy for management of the highway network. This hierarchy helps us to prioritise maintenance schemes to make the best use of our available funding.

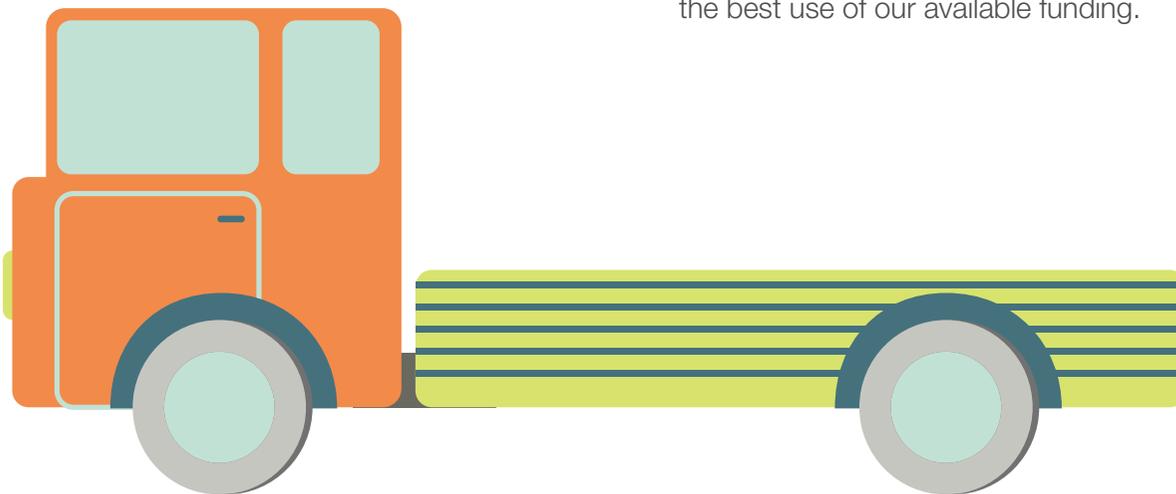
The hierarchy works on the principle that a road should be managed to a standard appropriate to its use. The use is defined by the volume of traffic and its purpose (strategic links, commuter routes, housing estate roads). Based on this, each road is allocated a category. This principle is derived from 'Well-maintained highways: a good practice guide to highway maintenance management'.

A hierarchy has also been developed for footways which is also based upon usage. Busier footways in pedestrian areas and shopping streets are inspected on a monthly basis. If inspections identify dangerous defects, then these are resolved immediately.

Other categories of footway are inspected on a less regular basis. However, as with busier footways, dangerous defects are rectified immediately.

For highway maintenance, the hierarchy informs decisions on matters including:

- Inspection frequency to ensure highways are safe;
- Money for maintenance;
- Winter maintenance such as gritting and snow clearance; and,
- Other policies (e.g. verge cutting, gully emptying etc.).



### Inspection Techniques

The surveys of condition use a mixture of visual and machine based techniques to measure the condition of stretches of road and footway. The survey type varies dependent upon the category of highway in the hierarchy and the requirements to report the Single Data Set of Indicators to central government. All our surveys are industry standard condition surveys undertaken by accredited staff.

### Identification of Maintenance Schemes

The information obtained from surveys is collated and processed using a computerised system in order to identify defective sections. These locations are then subjected to a further detailed visual survey to clarify the extent of the defects. Locations are then prioritised across the County for possible maintenance schemes.

These locations are prioritised based on:

- Maintenance treatment required;
- Condition index score that reflects the need for maintenance;
- Scheme efficiency (e.g. is it good value to repair an adjacent section of footway, which is in poor condition, whilst also completing a carriageway repair?);
- Cost estimate of completing the maintenance scheme.

A list of prioritised maintenance schemes is produced for each category to match the available budgets. Any very short lengths requiring maintenance are added to other programmes for minor localised patching works.

### Repair Methods

For each problem identified there are likely to be a number of different solutions available (see below). For highway maintenance the selection of the most appropriate solution depends on the problem that exists. For example; slippery roads will probably require some type of surface treatment to restore skid resistance; a road with minor pothole damage will probably only require patching to make it waterproof; whereas a more deep-seated structural failure will require full reconstruction.

### Maintenance Schemes

Maintenance issues identified from network surveys will be addressed using the most appropriate solutions.

There are three principal types of maintenance scheme as follows:

#### Basic Maintenance

These are smaller scale and routine repairs to the highway network, such as pothole repairs, patching and haunching (rebuilding the edge of the carriageway), which are designed to repair defective areas. These repairs maintain a satisfactory running service and prevent structural deterioration from occurring.

#### Surface Treatments

These are non-structural treatments laid onto the existing surface which prevent further deterioration and extend the life, before further maintenance is required. This is achieved through sealing the surface and preventing water from penetrating the structure. Surface treatments usually improve skid resistance as a side-effect. Surface treatments are relatively cheap costing around £3.50 per square metre and so in many cases are the best options for extending the life of the highway.



### Resurfacing and reconstruction

Where the structure of the carriageway or footway has deteriorated to a level at which patching or a surface treatment is prohibitively expensive we can undertake resurfacing or reconstruction schemes to restore the structural integrity. This brings the highway back to its original condition. R&R schemes are expensive costing up to £50 per square metre (14 times as much as a typical surface treatment) and as such are only used when necessary.

The type of scheme selected will be determined by the severity of the problem, the hierarchy, local conditions, category of the highway and how best value for money can be achieved. The County Council will select options to preserve and prolong the life of the highway through Basic Maintenance and Surface Treatments before investigating more major Resurfacing and Reconstruction options.

### Minor Repairs

The County Council carries out regular safety inspections identifying small scale defects, such as potholes. These inspections form the basis of the network wide programmes of minor patching, repairs and associated basic maintenance work. If identified defects are deemed to be dangerous then an immediate repair is undertaken to ensure that the defect is rectified. Occasionally this may be a temporary repair which is replaced at a later date by a permanent repair.

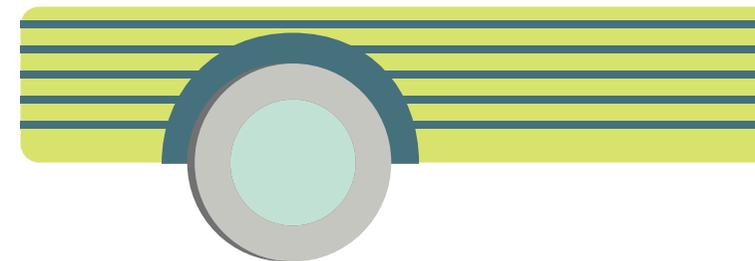
In addition to the regular inspections, the County Council responds to issues raised by its customers through the Customer Resolution Centre. As and when a problem is identified, an inspection will be carried out to establish if any repairs are required. If repair work is deemed necessary, suitable action will be planned. If repair work is not deemed necessary at this stage, the defect will continue to be monitored to ensure that public safety is maintained.

### Programme management

A close level of management is undertaken to ensure that schemes are delivered within budget and on time. This management also enables any other potential issues to be identified early and for appropriate action to be taken. Additionally, effective programme management allows for works to be coordinated alongside other planned Street Works, minimising disruption to transport users in the County.

A two-year rolling programme is currently used to allow for early planning and design and the development of a three-year rolling programme is planned.

Delivery of the LTP is not undertaken solely by the County Council. There are many public, private and voluntary sector organisations involved in the delivery of the LTP and wider transport services. This section will give brief details of the roles the main organisations and partnerships undertake.



## highways North Yorkshire (hNY)

The highways North Yorkshire partnership consists of the Highways and Transportation service unit of the County Council, our Framework consultants, and Ringway Infrastructure Services (RIS) contractors. Together they deliver most elements of the highways service for the County. This includes:

- Day to day management and maintenance of the highway network;
- Snow clearing and gritting;
- Identification, design and construction of maintenance schemes;
- Identification, design and construction of the majority of improvement schemes;
- Traffic surveys, transport studies, traffic modelling;
- Development of transport policies and strategies.

The County Council sets the policies, identifies maintenance and improvement schemes and carries out some design work. Our consultants provide consultancy services for the County Council which involves some scheme identification, scheme design and site supervision when schemes are constructed. RIS are currently the main contractor for the County Council highways service and carry out the day to day maintenance works on the highway and construct the majority of maintenance and improvement schemes.

## Highways Maintenance Efficiency Programme

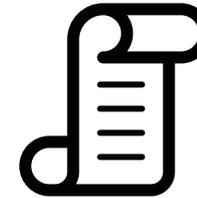
Towards the end of 2014, the Department for Transport set up a new method by which local highways authorities would receive their capital funding. A portion of the funding available is based on being able to demonstrate efficiencies in the way that the highways are managed and maintained.

As part of the DfT's Highways Maintenance Efficiency Programme, local highways authorities are required to complete a questionnaire covering areas such as asset management, resilience, customer focus, benchmarking, efficiency and operational delivery. The outcome of this questionnaire is a score that is used to help determine the total amount of capital funding received.

Aside from the funding, the questionnaire is designed to ensure that local highways authorities are implementing or striving to implement best practice throughout the whole of the highways service and delivering the best service for the budget.

## Key Commitments

We will:



Continue to prioritise the management and maintenance of the highway network

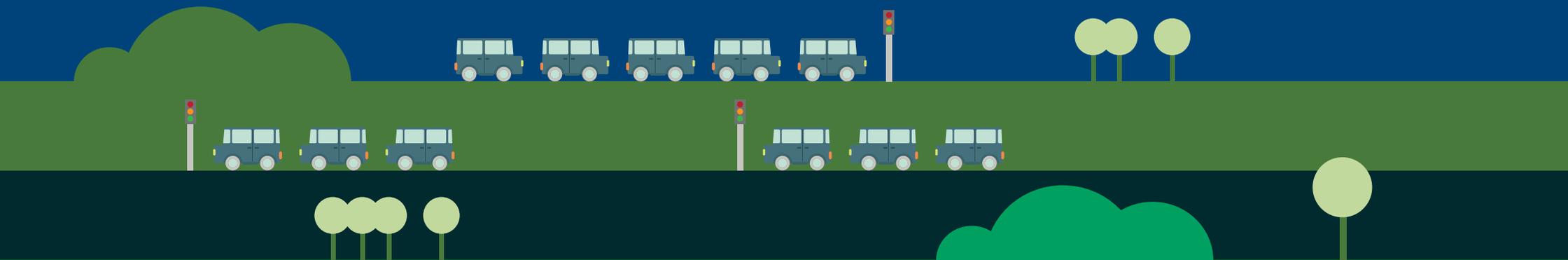


Continue to operate and improve a Highway Infrastructure Asset Management (HIAMP) approach to maintaining the highway to ensure that we get the best value from our limited funding.



# Themes

## 3d - Network Management





# 3d - Network Management

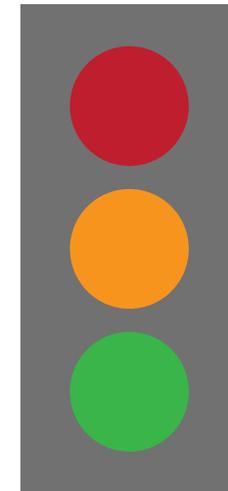
As outlined in Part 1 of the LTP4 we have re-adopted the commitment to manage, maintain and improve transport networks and service as a hierarchy of intervention. The Council has a statutory duty to manage the highway network and this means that we will look to make the best use of what we already have.

In North Yorkshire the County Council is the highway authority for most public roads with the exception of trunk roads and motorways. The Traffic Management Act 2004 places a duty on all highway authorities to make sure traffic keeps moving on the roads. Through this Network Management Duty we will continue to ensure that planned and unplanned activities on the highway network are dealt with to minimise congestion and disruption of traffic flows.

The Network Management Duty covers a wide range of responsibilities but is principally concerned with the management of temporary activities on the road network. Some of the responsibilities which fall under this Network Management Duty include for example:

- Co-ordination of works by the County Council, utility companies and others;
- Licensing of skips, hoardings, scaffolding etc.;
- Encroachments on the highway

In support of our Duty we will also consider, where appropriate and funding allows, the introduction of localised network management solutions which address pinch points on transport networks, for example this could involve traffic signal upgrades or junction improvements.



## Network Management Duty

The Council has a nominated Traffic Manager with responsibility for the Network Management Duty. This duty is facilitated at a local level with each of the County Council’s highways Area Managers being assigned the role of Assistant Traffic Manager for their area. For operational purposes the County Council currently has 7 highway areas whose boundaries are the same as the seven district council boundaries. The Street Works Manager coordinates forward programming with the utility companies and enforcement of street works legislation across the County.

The various activities that we will manage on our network can be categorised into three main areas:

- Operational;
- Planned;
- Unplanned.

## Operational

Short term localised congestion can occur as a result of various standard operational activities on the network. This category includes road works carried out by the County Council or contractors and utility companies.

Through our Network Management Duty we will continue to make sure that there is a coordinated work programme to avoid conflicts between works and to make the most effective use of resources by ensuring that, for example, any works by utility companies are carried out prior to any County Council resurfacing schemes planned at the same location.

Non-emergency works taking place on roads which are considered traffic sensitive because of the large volumes of traffic they carry will be scheduled, wherever possible, outside of the traffic sensitive period. This may mean works taking place outside the holiday season in tourist areas or works starting after 9.30am and finishing by 4.30pm.

In addition operational activities may include road closures, refuse collection and parking enforcement as well as Highways Act 1980 licensed activities (skips/scaffolding etc.)

These different activities require effective management to make sure that congestion is kept to a minimum. To this end we have procedures and practices in place to facilitate effective coordination of works on the highway network and therefore allow the County Council to exert influence over the various activities. We will continue to undertake proactive discussions with all parties undertaking works on the network as well as making sure robust enforcement policies are in place to deal with cases where due process has not been followed. The Council is committed to improving network coordination activities throughout LTP4.



**Planned**

These include activities like sporting events, carnivals and parades. We will seek to manage the impact by maintaining a register of planned events. We will also disseminate the information to stakeholders so that network management decisions are well informed.

**Figure 3n-1 Tour de France planned event**



Photo credit to Bill Herald from Selby

**Unplanned**

Unplanned activities are by their nature unexpected and therefore it can be difficult to mitigate the immediate effects on the highway network. This category of activities includes incidents such as road traffic accidents and broken down vehicles, weather events (e.g. snow, ice, flooding, high winds), as well as emergency repairs required to the road or utilities apparatus, and other major incidents where roads need to be closed for safety or operational reasons.

We have contingency plans to deal with unplanned events such as the winter service plan. Where, for example, traffic is diverted onto another part of the network this could negatively impact on planned works. We will review the planned works programme and recommend temporary changes to alleviate the effects of any unplanned event.

## Management and provision of highway information

The County Council uses a Highway Asset Management Information System called Symology: Insight to manage operational service areas including network management, management of highways licences (e.g. skips, scaffolds and hoardings etc.) and street works co-ordination and management. We use this mapping based software to identify planned disruptions on the network.

An important part of the Network Management Duty is to make sure information on network disruptions is provided to transport users to enable them to make travel choices and reduce disruption. We will provide accurate information to inform people about diversionary routes and also enable transport users to try to change their journeys to avoid problem areas. Map based information will be communicated to the public via the County Council website [www.northyorks.gov.uk/roadworks](http://www.northyorks.gov.uk/roadworks). We will continue to use other publicity such as local radio and newspapers to disseminate information. We have also recently implemented a pilot scheme to give the public more convenient access to statutory notices and to improve traffic information dissemination via the [roadworks.org](http://roadworks.org) website.

## Working with others

### Trunk roads, motorway and adjacent networks

It is important to note that as the County Council borders many other authorities the interaction between these highway networks can impact on the North Yorkshire network and vice versa. As set out in Section 16 of the Traffic Management Act 2004 we work to ensure the expeditious movement of traffic on our local road network as well as on road networks for which other authorities are responsible.

The Council will continue to liaise with adjacent authorities and continue to use the ‘manage, maintain and improve’ hierarchy to address cross boundary transport issues. We are a key member of both the Yorkshire and Humber and North of England Traffic Managers groups which enables a consistent approach across the region. We will also continue to work closely with Highways England to make sure that any disruptions on the trunk road and motorway networks as well as the County Council’s network are kept to a minimum. Diversionary routes have already been established which try to minimise the impact of any disruptions on key routes including the A19 (T), A168 (T), A64 (T), A66 (T) and A1/A1(M).

### Street works co-ordination

Effective co-ordination is necessary where regulatory functions are governed by law and can be the responsibility of external organisations, for example, the New Roads and Street Works Act 1991 enables utility companies (electricity, gas, telecoms, water etc.) to dig up roads and footways. We will continue to co-operate with other organisations with the aim of trying to make sure the safety of the highway and those using the highway is not compromised as well as maintaining the integrity of the structure and minimising disruption to all road users. Street Works and road works that may impact on traffic flows are reviewed to make sure that activities in one area do not negatively impact on adjacent areas. We also communicate with district councils to coordinate ‘streetscene’ activities such as refuse collection, street cleaning etc. with the aim of reducing disruption to the network.

### Communication with other stakeholders

We recognise that other stakeholders are also important in terms of managing the network. We will continue to have proactive discussions with parties that undertake activities on the network and we will seek to contact and coordinate with any organisation whose activities could potentially result in disruption to or fluctuations in motorised and/or pedestrian traffic. We will aim to minimise disruption to public transport services. Anticipated disruption to routes on the bus network will be communicated to bus operators to try to make sure that appropriate diversions or service amendments can be made. We will also work with Network Rail to ensure effective management of level crossings.

Effective working alongside key partners including the emergency services is essential particularly in the case of major accidents and incidents on the County network. Where incidents occur the Council will play an important role in managing the network alongside other agencies.

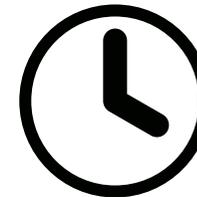
We will work alongside the freight transport industry with the aim of minimising disruption of localised operations on the highway network. For example, the work undertaken by the Timber Freight Quality Partnership enabled a preferred route map for timber transport using the public highway to be developed for North Yorkshire. This map is available to view at: <http://www.northyorks.gov.uk/timbermap>

### Key Commitments

We will:



meet the Network Management Duty as defined in the Traffic Management Act 2004



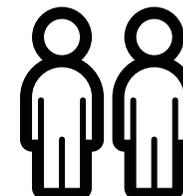
ensure that planned and unplanned activities on the highway network are managed to minimise congestion and disruption of traffic flows;



keep traffic moving by aiming to minimise congestion and disruption on the highway network;



provide accurate information to inform people about network disruptions and diversionary routes;

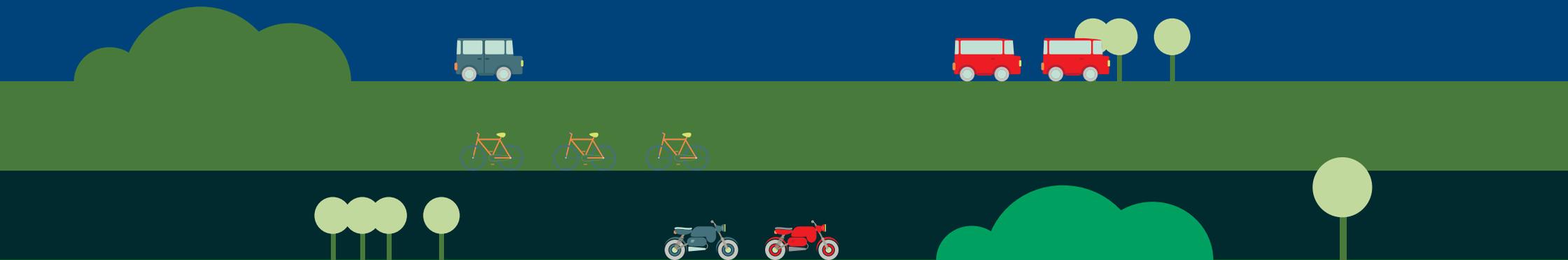


liaise with adjacent authorities and other key stakeholders to ensure the effective movement of traffic on our local road network as well as on road networks for which other authorities are responsible.



# Themes

## 3e - Road Safety





# 3e - Road Safety

This county has one of the largest road networks of any county in England, consisting of rural A, B and C class roads where the likelihood of being injured in a collision is statistically higher than in a metropolitan or urban area, together with a large network of unclassified roads. In contrast, the risk of injury on a motorway is significantly lower.

**Table 3e-1 Road traffic collisions 2010-2014**  
annual averaged: North Yorkshire

	Urban 20, 30, 40 mph	Rural 50, 60, 70, mph	Total
Fatal	4	36	40
Serious	112	239	351
Slight	537	684	1221
<b>Total</b>	<b>653</b>	<b>960</b>	<b>1612</b>
KSI	116	276	391

With most of the county sparsely populated the road network is the main means of transport connecting small towns and villages. The distance between these mainly very small communities also requires people to travel greater mileage to access employment, education and services such shops or hospitals. This increases their exposure to the risk of road injury by virtue of the miles travelled on these rural roads.

Our local roads have a variety of users ranging from large articulated 40 tonne lorries and (increasingly large) agricultural vehicles through vans and cars to motorcyclists, cyclists and horse riders and those on foot.

Motorcyclists have long visited the county for the pleasure and challenge of a ride out on scenic routes with their many bends, gradients and other points of interest. Many riders will cover over 200 miles on such a ride, which is a physically and mentally demanding enterprise. Cycling has received an immense boost recently from the Tour de France and Tour de Yorkshire events and continues to grow as a leisure activity for locals and visitors alike and as a sporting activity for groups from all around the country and from abroad. Cycling is fast becoming a significant visitor sector.

The challenge of keeping our diverse roads safe for all these different users is immense and it is difficult to meet the needs of all simultaneously.

This theme aims to outline our vision and priorities for how we will work to meet those various needs and the safety issues that are present in such a large and attractive county. Our work will be based on collision and casualty data evidence and also on public representations, through our representative Citizens Panel and other consultation forums.

We keep a close eye on developing trends and activities and try to anticipate what may happen in order to pre-empt foreseeable risks where we can. Whilst reducing casualties and preventing crashes is our primary aim, we also aim to help people to Be Safe and Feel Safe on the county's roads where they live, work and travel, especially to address issues that affect people to the extent that they change the way they travel or live through fear of danger and injury.

## Safer Systems Approach

We are adopting the internationally recognised Safe Systems Approach to how we manage and maintain our road network in North Yorkshire. This means that we will endeavour to promote, encourage and provide:

- Safer vehicles
- Safer roads and infrastructure
- Safer Speeds
- Safer Road Users
- Post-Crash response

### Safer vehicles

Technology, materials, and infrastructure are ever-improving. We do not manufacture or design vehicles but we will keep ourselves up to date on them to inform our future infrastructure and maintenance planning. We aim to design and manage for the future not just the present as this is financially wise as well as socially responsible.



### Safer roads and infrastructure

We will consider the needs of our road users and the priorities for each scheme taking account of the most appropriate design, materials, infrastructure for that road and its various users together with the latest technology. This is a very long term approach as, for example, many maintenance schemes are designed for decades of use and are re-visited over periods of years. Building Safer Systems into our work will pay dividends over time.

### Safer Speeds

Setting and enforcing safe speed limits that are appropriate and effective for the local area and for those using the roads.

### Safer Road Users

Imparting appropriate knowledge and education to road users of all ages, training for the different modes of travel from cycling, powered two wheelers to cars, lorries and licensing, where the standards for independent driving or riding are set – this latter item is a central government role but we contribute through consultations when changes are being considered. We strongly believe that road user education should be integral to every child's education throughout childhood into adult life. This should start by supporting parents in teaching and leading by their own example which is how children learn most of these lifelong skills and attitudes.

Parents need support and help in doing the best for their children. Schools and youth organisations also have their role to play in reinforcing these lessons. We can provide the expertise and information they need to enable them to do so. We endeavour to provide adult road users with the information they need to become and remain safer road users. Employers and fleet managers are well placed to adopt better policies and promote practices to manage and protect those who drive for them as part of their work.

### Post-Crash response

We aim to do the most possible for those involved if a collision occurs and learning the lessons from every collision to improve the other four aims – this is a Partnership based aim for us working with the emergency services that provide the post-crash response services.

## Key Priorities for Road Safety

We need to maintain a safe, usable network for all road users. This means that we look at routes and sites and consider who uses them, how and for what purposes, year-round. This enables us to make decisions on how we prioritise what we can do and for whom. There have to be compromises with limited budgets and we will not always meet everyone's needs and aspirations. We will try to ensure that we maintain a balance between the interests of different road user groups.

The current financial climate and competing demands on the network mean that we are not in a position to plan and install hundreds of miles of off road cycleways to satisfy commuters, leisure and sports riders throughout the county area. However, we are keen to support and provide for cyclists where we can<sup>1</sup>.

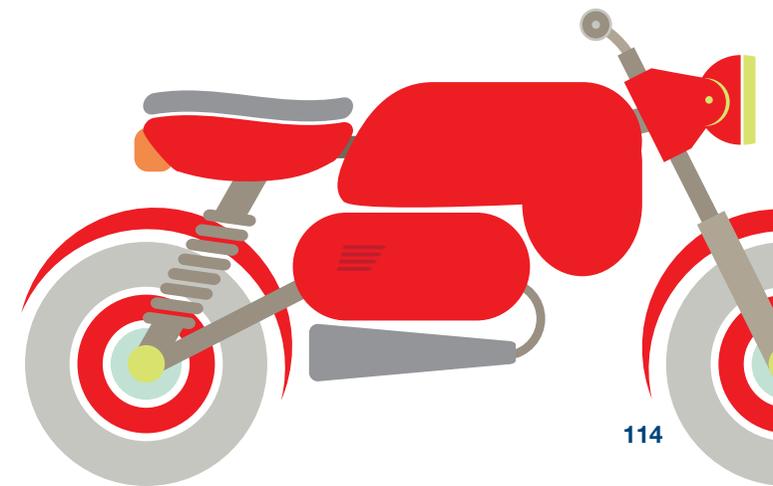
We will take account of cyclists needs in maintenance and new road schemes and within our planning considerations for new developments. When funding can be found we will prioritise our efforts to those places and uses where:

- There is evidence of an existing cause for concern
- There is evidence of an emerging cause for concern
- Large events have triggered a significant increase in cyclists using a route e.g. Tour de Yorkshire
- New event routes are being proposed
- There is evidence of significant benefit/demand
- We can connect existing facilities and routes through small additional elements

Motorcycling on North Yorkshires' challenging, scenic roads is hugely popular especially with riders of large sports bikes who regularly travel many miles in a day to enjoy them. These riders all too often feature in serious and fatal crashes and the consequences of their injuries are with them and their families for the rest of their lives. After a fatal crash, the closure of rural roads for a number of hours involves hundreds of other people in delays and long detours. The vast majority of bikers killed are men aged between 30 and 55 years of age.

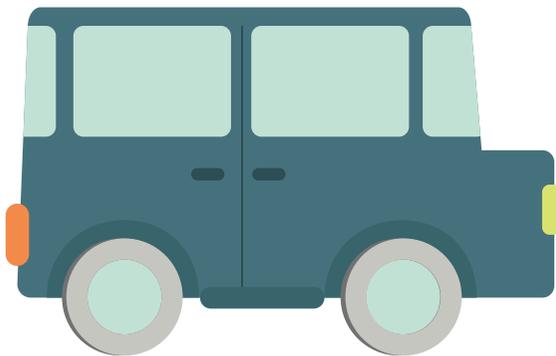
Whilst the number of children hurt on our roads is relatively low in most areas, this cannot be taken for granted and indeed we work to prevent any casualties rather than limiting ourselves to achieve some "acceptable number" of casualties. More than just reducing casualties amongst children this year and next, we see the support of road user education and training throughout a child's life into adulthood as a sound investment for their whole life and, eventually, when they bring up their own children.

Young people need to be able to get to college and work and to access services. Students in education or training and young people at the start of their working life are often low paid but dependant on being able to travel affordably in order to progress in their careers and chosen fields. Their travel needs differ and we are committed to helping them to be able to use our roads safely and to reduce their risk of premature death or injury.



<sup>1</sup>See Part 3j – Walking and Cycling for further information

The numbers and overall proportion of county residents over 65 years old is growing. Age of itself does not automatically increase a driver's likelihood of crashing but it does increase the physical effects of injuries to them. Elderly pedestrians are also particularly vulnerable to life changing injury: what is recoverable for a younger person may be life changing when older. We are keen to support people's independence to enable them to continue driving for as long as they safely can. We aim to encourage adults and those looking towards retirement to keep cycling and walking as both these active means of getting around will help maintain a better level of fitness for longer. We will take their travel needs and vulnerabilities into account within the Safe Systems Approach and we will endeavour to support them to stay independent and travelling independently for as long as they can safely do so. This may be within our engineering and infrastructure work or through training and skills or a combination of these.



Access to services, leisure and local shops and businesses is vitally important for everyone, wherever they live. We will use the Safe Systems Approach to maintain and improve our roads and facilities and to support and enable our road users. We will collaborate closely with the emergency services to enable them to provide the best post-crash response they can, using our roads.

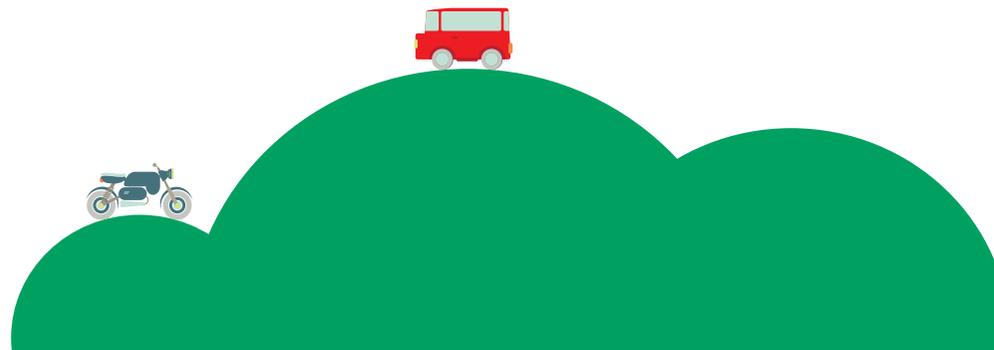
Tourism is one of our main sources of income and economic potential. The travel needs of our visitors will be central to our maintenance and network planning for the future to support the visitor economy.



## Links with other key areas

We will use all the information that is available to us to best identify where safety issues can be addressed to greatest effect with the resources we can obtain. We will do this by analysing the numbers and causes of collisions and casualties on our roads and identifying any patterns that emerge. They may relate to any number of contributory factors, for instance the location, the type of vehicles involved, the time of day or the weather conditions or other actions or inactions by people. We will coordinate our work and, where there is benefit, collaborate with complementary and related fields both within the council (e.g. Children and Young Peoples Service (CYPS) and Public Health and Safeguarding) and out of the council including through the 95 Alive Partnership and with other public, commercial and third sector organisations.

In particular, we will coordinate our programme delivery to achieve complimentary Highways and Public Health aims and outcomes identified within the Joint Strategic Needs Assessment and the Annual Report of the Director of Public Health to promote joint working and programme delivery where that is appropriate and effective.



## What will be delivered?

We will deliver Core Road Safety Services as per statute. This means we will conduct data analysis and from that we will agree and deliver a programme of appropriate remedial schemes of engineering and/or education and training together with enhanced prioritised education/training and engineering services through innovation and collaboration e.g. Public Health and 95 Alive Partnership funding, government grants and shared resources, where we can achieve this. Data-led, effective programmes that make a difference to help people to Be Safe and to Feel Safe are key. Some will be short term information or engagement events; others will be long term education programmes taking children and their families from pre-school and throughout education into adulthood.

Using the Safer Systems Approach principles in addressing road safety issues:

- We will make roads safer through design for all road users, for example the provision of improved crossings or road maintenance priorities that take account of all road users not only vehicle drivers.
  - The type of approach used will be dependent on the nature of the crashes which are being addressed, and may involve a combination of measures.
  - Deliver appropriate and effective public information and training programmes to promote safe use of the road network. These will address significant issues we have identified as being pivotal in preventing or reducing the effects of collisions. Cycling and walking all or part of the way to school will be encouraged along with measures to reduce congestion and vehicles outside school gates. Specific engagement events will be held to focus on particular issues, such as meeting with motorcyclists at popular venues.
- We will seek improvements through any transport grants that become available. In the recent past programmes such as the Local Sustainable Transport Fund have provided us with opportunities to develop sustainable transport options. This has allowed new transport facilities to be provided and also existing conflict points to be addressed, such as the Park and Ride facilities at Whitby.
  - We will seek any improvements that can be addressed through the development planning process. This gives us the opportunity to avoid potential road hazards at the design stage, and allows proper provision of facilities for walking, cycling and accessibility for all.
  - We prioritise our road maintenance because it is a fundamental feature of safer roads, and investment in maintenance can reduce the risk of a crash.

We will also provide the following:

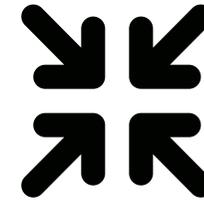
- Provision of the Bikeability national standard training course offered to every primary school for as long as funding can be found to support it (currently funded by government grant with top-up funding from the county council).
- Partnership through 95 Alive – providing strategic analysis with efficient use of public resources and local delivery and response
- Continue as a leading partner in the 95 Alive York and North Yorkshire Road Safety Partnership
- Work more closely with other services to connect our strategies and our service delivery including with Public Health, Public Rights of Way and local, neighbouring and regional authorities and agencies to achieve shared or complimentary aims.
- Maintain and promote popular and newly emerging on-road cycle routes with cyclist safety in mind, working with others such as Sustrans and local councils.
- Take particular care to identify and support the specific needs of older people to help them to stay independent for as long as they safely can and wish to.
- Work with carers and support groups to help carers and those with life changing illness to support their travel needs.

We will have an elected member who will act as Road Safety Champion and advocate for road safety being incorporated across council activity in policy and in service planning and delivery. For less obvious or smaller scale issues such as Road Safety, there is a real benefit from a well-placed advocate to look for opportunities and represent the importance of road safety and crash and casualty prevention work across the Councils decisions and services.

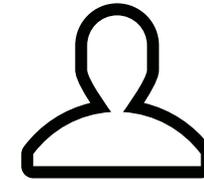
The council, working through the 95 Alive Partnership, will continue to actively engage with motorcycle groups through local and regional information campaigns and at popular locations in the county to educate riders about hazards and good riding practice, and to listen to their concerns and ideas to reduce the incidents of motorcycle accidents. This work will be coordinated with police enforcement operations on key motorcycling routes focussing on where there have been crashes.

## Key Commitments

We will:



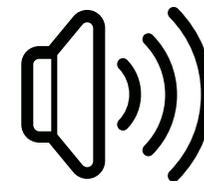
adopt the internationally recognised Safe Systems Approach to how we manage and maintain our road network



appoint an elected member who will act as Road Safety Champion and advocate for road safety



continue as a leading partner in the 95 Alive York and North Yorkshire Road Safety Partnership



deliver appropriate and effective public information and training programmes to promote safe use of the road network.



seek any improvements that can be addressed through the development planning process.

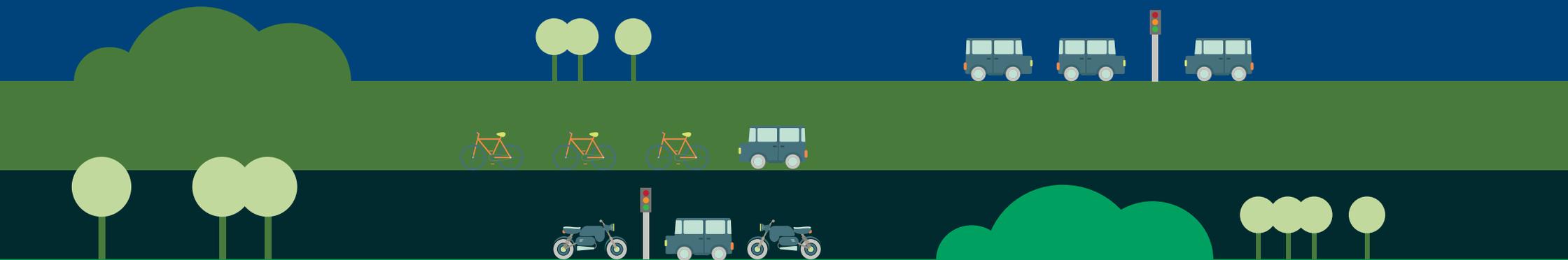


We will seek further improvements through any transport grants that become available.



# Themes

## 3f - Traffic Engineering





# 3f - Traffic Engineering

The term traffic engineering covers a broad range of services that includes collision investigation and prevention, traffic signals and the strategic management of on street parking across the whole county. The aim of the Traffic Engineering theme is to continue to reduce collisions, facilitate the movement of traffic and improve the infrastructure throughout the county’s road network making users journeys safer and more enjoyable.

NYCC has already been working to the Safe Systems Approach<sup>1</sup>, going forward this approach will be formally adopted. The Safe Systems Approach covers:

- Safer vehicles;
- Safer roads and infrastructure;
- Safer Speeds;
- Safer Road Users;
- Post-Crash response;

Traffic Engineering focuses on Safer roads and infrastructure, Post-Crash response and Safer Speeds. This Safe Systems Approach is incorporated into the design of all highway improvement and maintenance schemes and will consider the safety of all road users on the network.

## Collision Investigation and Prevention

The role of Collision Investigation and Prevention is primarily to prevent personal injury collisions from occurring on the highway. This is done through collision reduction studies at known collision cluster sites, fatal collision investigations and road safety audits.

### Collision reduction studies

North Yorkshire County Council has a statutory duty under the Road Traffic Act 1988 to carry out personal injury collisions studies and take appropriate action to try to prevent these personal injury collisions from occurring on the highway. The Council carries out collision reduction studies at locations identified from:-

- **Cluster sites** – where four or more collisions have occurred within 100m radius for rural sites (speed limit greater than 40mph) or 50m radius for urban sites (speed limit of 40mph or lower). Locations that meet this criterion are subjected to detailed personal injury collision analysis and then where appropriate a cost effective collision reduction scheme is designed and implemented as soon as possible.

- **Route studies** – NYCC will continue with the development of its new routes analysis tool which, using a statistics based approach, highlights routes of concern for investigation. The tool will highlight locations where, compared to the surrounding area, it is unusual for personal injury collisions to be occurring. These routes are then subjected to collision reduction studies where detailed personal injury collision analysis is undertaken and where appropriate a cost effective scheme is designed and implemented as soon as possible.
- **In Year Clusters** – By focussing on ‘in year’ cluster sites the County Council is more reactive to the personal injury collision cluster sites on its road network. We will continue to produce ‘In year’ cluster site lists on a quarterly basis using a rolling year of personal injury collision data, which will highlight any emerging concerns on the network. We will focus our attention on sites with three or more personal injury collisions or sites with a high severity factor within the relevant search radius for urban or rural locations.

<sup>1</sup>See Part 3e - Road Safety for more information

When investigating collision reduction studies detailed analysis is carried out to establish patterns. These could be the type of road user e.g. cyclist, motorcyclists, HGV, age of drivers or alternatively, weather conditions, time of day or clear manoeuvres such as loss of control on a bend. This information is used to inform the collision reduction study. In some instances a joint improvement and maintenance or joint improvement and education scheme is required to tackle the collision problem.

NYCC will continue to prioritise collision sites and implement improvements to reduce the number and severity of collisions. To ensure this happens, where possible, schemes are developed and implemented within the same financial year (or for those occurring late in the current financial year, as soon as practicable at the beginning of the following financial year).

We will monitor the effectiveness of collision reduction schemes using appropriate statistical techniques. This monitoring will help inform future collision reduction studies by highlighting the most cost effective and highest casualty savings for a certain engineering technique for a specific collision problem.

### Fatal collision inspections

NYCC will continue to investigate all fatal collisions that occur on the road network and where appropriate recommend measures aimed at preventing collisions of a similar nature from occurring again. The fatal collision investigation is separate to any investigation that may lead to prosecution by North Yorkshire Police and will investigate all highway characteristics to establish whether these could have been a contributory factor in the collision. The investigation will look in detail at the highway vertical and horizontal alignment, drainage, road markings, reflective road studs, signs and the highway surface condition. NYCC will continue to prioritise fatal collisions and will carry out investigations in accordance with the timeframes set out in the County Council's Fatal Collision Procedure. Any recommendations necessary as a consequence of the fatal collision will wherever possible be implemented within 6 months.



### Road safety audits (RSA)

We will ensure road safety audits are carried out on highway improvement schemes being undertaken by developers and NYCC. Road safety audits are carried out independently from the scheme designer or promoter. The objective of a road safety audit is to identify aspects of a highway improvement scheme that could result in future road safety problems and to suggest modifications that would improve the road safety of the resultant scheme. Getting involved at an early design stage is important to ensure any potential safety concerns are identified. This plays a key role in the Safer Systems approach.

NYCC will continue to ensure its road safety auditors have the appropriate training and experience to enable them to be suitably qualified to carry out audits. NYCC will provide quotations to developers for members of the traffic engineering team to carry out road safety audits for developer led schemes and will carry out these audits subject to the quotation being accepted. NYCC will also continue to carry out audits on internal led highway improvement schemes subject to the availability of the qualified team members.

### Sign clutter and safety

North Yorkshire is a predominately rural county with two National Parks and a number of Areas of Outstanding Natural Beauty and Conservation Areas. As such the visual impact of installing signs and other infrastructure in the highway must be considered. NYCC will aim to remove unnecessary signs to de-clutter the highway environment because studies have found that a proliferation of signs can lead to reduced effectiveness.



### Passively Safe Roadside Features

In addition to the de-cluttering of the highway, any sign or structure put in the highway must not be of a robust unforgiving nature that could result in severe injury to road users should it be collided with. These are called passively safe features. Passively safe roadside features include lightweight sign posts, lighting columns and vehicle restraint systems (crash barriers). They are designed to deform or break upon impact by a vehicle and reduce the severity of injury to road users in the event of such and impact. NYCC carry out a risk assessment on all new installations to assess whether a passively safe structure is required. This assessment looks at the speed of the road, vertical and horizontal alignment and previous collision history. The County Council has an approved Passive Safety Protocol.

### Traffic Signals

NYCC is responsible for the maintenance and refurbishment of over 330 sets of traffic signal installations located across North Yorkshire. Over 100 of these installations are signalised junctions with the remainder being mainly signal controlled pedestrian crossings. This number continues to increase as housing, shopping and industrial developments are constructed within the County.

Traffic signals are an important feature of the highway infrastructure as they:

- Improve facilities for vulnerable road users such as pedestrians, cyclists and equestrian users;
- Improve congestion and safety at junctions;
- Help facilitate the movement of traffic;
- Manage traffic at locations such as swing bridges and narrow bridges.

Traffic signals can be used at complex junction arrangements and allow for priority or dominating arms and / or priority routes. Advances in the capability of traffic signals over recent years have led to much more intelligent systems enabling NYCC to better monitor, manage and maintain their traffic signals infrastructure.



### Maintenance of traffic signals and faults

Traffic signal controlled junctions, pedestrian and cycle crossings are the key points of interaction between motorised vehicles and the most vulnerable road users in our society, it is therefore crucial that they are maintained to an appropriate standard. NYCC therefore aims to have all traffic signals fully operational and it has a traffic signal maintenance contractor to undertake maintenance and repair on all traffic signal infrastructure following annual inspections.

The Council prioritises traffic signal faults into three categories: Urgent 1, Urgent 2 and Non urgent faults. These faults are identified through the annual inspections, reports from members of the public, NYCC officers or by North Yorkshire Police officers and computer based programmes such as the remote monitoring system.

Urgent faults are allocated for any of the following issues:

- All equipment inoperable;
- Equipment failing to change;
- Equipment damaged or in a dangerous condition;
- Defective equipment which is likely to cause excessive queues or abnormal traffic conditions;
- Traffic signals showing multiple or ambiguous or conflicting indications;
- Pedestrian phase inhibited;
- Pedestrian push button unit not demanding;
- Audible and/or rotating tactile device not working;
- Where the NYCC authorised officer considers the fault requires urgent attention.

Urgent 1 category faults are those reported Monday to Friday between 08:00 and 22:00 and these should be attended within 3 hours of the report. Urgent 2 category faults are those reported on a Saturday or Sunday at any time or between 22:00 and 08:00 Monday to Friday. These should be attended within 4 hours of the report.

All other faults will be reported as non-urgent. Non Urgent faults should be attended within 8 hours of reporting.

### Programme of traffic signal refurbishment

NYCC is committed to improving the traffic signal infrastructure and has an annual programme for refurbishment. Assessments are carried out on each traffic signal on an annual basis, this information is then analysed to prioritise sites for refurbishment. The refurbishment programme upgrades the signal equipment which leads to improved safety for pedestrians and reduced delays to traffic. The refurbishment programme helps reduce congestion, improves localised air quality and improves road safety. In addition the replacement of old equipment reduces the energy consumption of the system through the use of extra low voltage systems and LED signal lights.

### Management of traffic

A brand new remotely hosted cloud based Urban Traffic Management & Control (UTMC) system is now operational in North Yorkshire and will help to reduce delays in the two major urban centres Harrogate and Scarborough. This consolidation of the County Council's traffic control infrastructure onto a hosted system will lead to a significant year on year cost savings as well as improving system reliability.

NYCC will continue to promote the use of more sustainable transport methods and therefore will introduce Bus Pre-emption measures which will allow buses some priority at traffic signals. This will lead to increased efficiency of bus journey times by linking into the UTMC systems. We are currently considering the appropriate measures necessary on the A61, A59 and town centre in Harrogate which potentially could be rolled out to other areas of the County later.

### Improvement to the signal infrastructure

The County Council is also committed to improving the method of control at traffic signal installations across the County. The most common system of traffic signalisation is called vehicle actuation (VA), has limitations in terms of the number of traffic lanes it can control, and how responsive it can be to changes in the traffic behaviour.

Microprocessor Optimised Vehicle Actuation (MOVA) is a product developed to overcome some of the problems associated with traditional VA control. It is more responsive to traffic conditions and often leads to a significant increase in capacity (and hence reduction in congestion and delays) at an isolated junction. The County Council has already introduced MOVA at a number of signalised junctions in urban areas and will continue to introduce MOVA when and where appropriate to improve efficiency.

Alternatively the introduction of Urban Traffic Control SCOOT (Split Cycle Offset Optimisation Technique) will optimise timings at existing VA controlled junctions. SCOOT links a number of sets of traffic signals together, and responds automatically to fluctuations in traffic flows. It is therefore beneficial to use this on urban routes with multiple, relatively closely spaced, signalised junctions in order to optimise traffic flow and minimise delay.

### Car parking

There are three main types of car parking facilities:

- Private car parks at homes or businesses owned and managed by the householder or business;
- Off street public car parks owned and managed by District Councils or National Parks<sup>2</sup> (although they could also include privately owned and operated);
- On street car parking which is the responsibility of the County Council.

In North Yorkshire the County Council is responsible for on-street car parking on the local highway network and the District Council and National Parks are responsible for most public off-street car parks. It is important that on-street and off street car parking are best considered together and therefore the County Council is committed to joint working with partners to provide a consistent approach to the public.

NYCC have adopted Civil Parking Enforcement (CPE) which transfers the power of enforcement for most on-street parking offences to the local highway authority. This enables the local highway authority to issue Penalty Charge Notices (PCN) to improve compliance of parking restrictions. The primary purpose of CPE and parking is to aid the movement and safety of traffic by reducing inappropriate parking.

<sup>2</sup>NYCC own and operate the 'Park & Ride' car parks in Scarborough and Whittby

### Parking Strategy

On street parking can be a sensitive matter for local residents, therefore NYCC will continue to develop its policies and strategies to ensure it complies with all relevant legislation when dealing with requests from the public.

Demand for car parking is closely linked to the number of journeys being undertaken by transport users. These journeys must begin and end at a parked location, whether this is a residential property, place of work, leisure facility, shopping destination or other location. The rural nature of the county means that many people rely on the car to access key services and sufficient parking provision at certain locations is required. NYCC will continue to look at viable alternatives to the car and therefore on street parking provision will be managed to encourage use of these alternatives such as Park & Ride facilities.

Effective on street parking management measures help to balance on and off street parking supply and demand. This inter-relationship should encourage drivers to park in designated on-street spaces for short visits and deter those wanting to park on-street for longer periods. NYCC will continue to work with its District Council and National Park partners to develop the links between on-street and off-street parking.

### Residents Parking

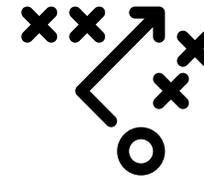
Issues can occur where a significant proportion of residents and their visitors have difficulty in finding parking on the public highway close to their property and a reasonable alternative is not available. Parking displacement into residential areas can occur around:-

- Town centres;
- Retail / leisure / tourist locations;
- Large employers;
- Railway stations.

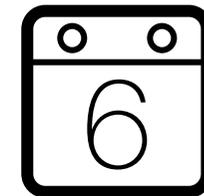
Residents parking schemes impose constraints on both residents and non-residents the implications of introducing them must be considered very carefully. As a result of recent public concerns the County Council has reviewed the assessment criteria in its current Residents Parking Policy.

### Key Commitments

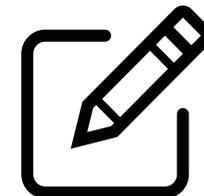
We will:



continue to prioritise collision sites and implement improvements to reduce the number and severity of collisions;



continue to prioritise fatal collisions and will carry out investigations in accordance with the timeframes set out in the County Council's Fatal Collision Procedure. Any recommendations necessary as a consequence of the fatal collision will wherever possible be implemented within 6 months;



ensure road safety audits are carried out on highway improvement schemes;



improve the traffic signal infrastructure and the method of control at traffic signal installations across the County.



# Themes

## 3g - Planning and New Developments





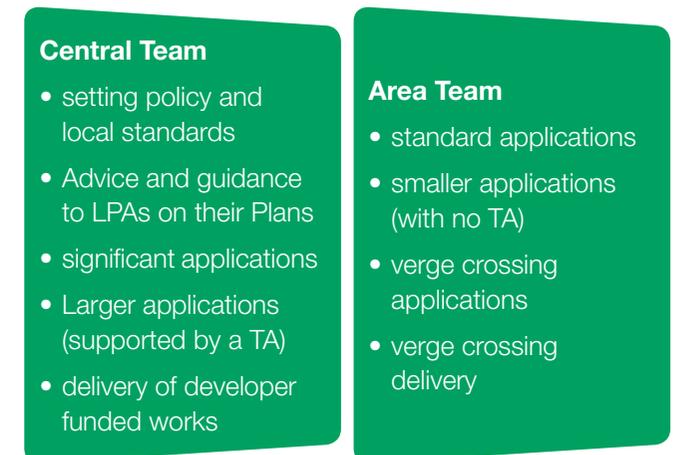
# 3g – Planning and New Developments

1. Managing the impact of new development on NYCC’s highway networks is a key function linked to the Local Highway Authority’s (LHA’s) status as a ‘statutory consultee’ in the planning process. In its position as a consultee in the planning process the LHA is able to recommend to the Local Planning Authority (LPA) but not direct how it determines an application. This contributes to the delivery of plan objectives by contributing to economic growth whilst ensuring road safety requirements are met and endeavouring to minimise environmental impact and secure healthy travel options<sup>1</sup> through Travel Planning whilst providing the best possible access to services for existing and new developments. In delivering these aims there is a need to manage public expectations in what can be delivered through the planning process and the extent of the powers and influence NYCC has as local highway authority in the planning process.

## Impact on the Local Highway Network

2. NYCC takes a proactive approach to its input to the planning process as the LHA. Within North Yorkshire there are ten planning authorities; seven are District Councils, two are National Parks plus the County Planning Authority. This presents a challenge in delivering consistency across the huge geographical area and in the logistics of meeting differing priorities and deadlines. The matter is further complicated by the varied nature of the highway network, from the central urban cores of the two major towns of Harrogate and Scarborough, to the remote rural settlements via the numerous market towns which characterise the County and the largest military base in Europe at Catterick Garrison.
3. To deliver this key contributor to economic growth the LHA will maintain a professional service whilst refining the well-established delivery mechanisms to provide a service which is responsive to emerging changes in the Planning process.
4. The delivery mechanism is based on a central team and seven geographically based Area teams with the workload split between the central and local team along the following lines as shown in Figure 3g-1.

Figure 3g-1 - Split of LHA responsibilities between Central and Area Teams



<sup>1</sup>See also Part 3n - Air Quality and Noise

<sup>2</sup>See also Part 3j - Walking and Cycling

## Key elements of the LHA input to the Planning Process

5. The key elements will continue to be as shown in Figure 3g-2.

Figure 3g-2 - Key elements of the LHA input to the Planning Process

Pre-application advice	Formal LHA response to application	Responses to Local Plans and Public Consultations	Negotiation of Section 106 requirements
Negotiation of Section 278 agreements	Negotiation of Section 38 agreements	Managing the delivery of developer funded works	Setting local standards

6. Considering these enables the LHA to ensure the advice it provides to the planning authorities is impartial professional advice based on National and local Policy, Guidance and protocols. It is advice which contains the input from the diverse range of internal transport related disciplines in a single response underpinned by the relevant Guidance. In addition the advice is established in consultation with the relevant external parties. This is particularly important when development will impact on both the local highway network and the Strategic Highway Network (trunk roads and motorways) managed by Highways England. The two authorities work together to ensure that advice is consistent or where there are any differences these are recognised and can be defended. This practice is now endorsed by the Highways England document ‘The strategic road network planning for the future’<sup>3</sup>
7. Any advice the LHA provides to the planning authorities will be constrained by the content of the documents submitted in support of application and the Planning Legislation. Whilst much can be done by negotiation, to endeavour to align NYCC’s and the developers aspirations, in the end an application must progress or be refused on the actual merits of the submitted application. If these do not trigger a “severe” impact on the highway network, as defined in the Department of Communities and Local Government’s National Planning Policy Framework (NPPF), there is little the LHA can do to resist the development.<sup>4</sup>
8. In considering all planning applications the LHA will always give priority to considering matters relating to highway safety. This will be linked to other issues such as growth and economic development, the convenience of all road users, reducing journeys by car, and future maintenance of the network. Whilst generally matters relating to the environmental impact of development which are defined in the Environmental Impact Regulations are outside the remit of the LHA, where development impacts on identified Air Quality Management Areas and DEFRA’s Noise Important Areas the LHA will require the impact of the traffic generated by development to be considered.
9. Where necessary the LHA will be ready to defend its advice through the appeals process.

<sup>3</sup>www.gov.uk/government/uploads/system/uploads/attachment\_data/file/461023/N150227\_-\_Highways\_England\_Planning\_Document\_FINAL-lo.pdf

<sup>4</sup>www.gov.uk/government/publications/national-planning-policy-framework--2

## Transport Assessments (TAs) and Travel Plans (TPs)

10. Transport Assessments (TAs), Transport Statements (TS), and Travel Plans (TPs) are the developer funded transport planning documents which support a planning application. They set out the theoretical impact that the proposed development will have on the local highway network, and present the mitigation identified for reducing this impact. These documents will continue to be key tools in assessing the impact of developer's proposals. TAs and TS are required to assess the impact of development on the highway and transport network surrounding the development whilst Travel Plans identify the developer's proposals to reduce the amount of traffic associated with the development by encouraging the use of alternative modes of transport to the car. The absence of detailed National Guidance on the content of these documents will result in the LHA preparing local policies and protocols to ensure the submitted TAs and TPs adequately address all the issues of concern to the LHA on North Yorkshire's highway network. In preparing this local guidance the LHA will give consideration to other available advice such as Highways England's 'The strategic road network: Planning for the future' guidance.
11. The local requirements will need to ensure that all readers can regard TAs and TPs as truly impartial giving a fair and robust assessment of the proposed developments. The document will set trigger points for assessment and mitigation taking account of the nature of the county's highway network and the need for developers to fund the mitigation of the impact of their development in a local context. The mitigation can take many forms from providing substantial junction improvements to funding buses to reduce the traffic that will be generated.
12. The local highway authority will continue to seek appropriate developer funded mitigation that meets the tests of NPPF by being necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. The proposals will also need to be deliverable without third party land and in an appropriate timescale. The County Council cannot require developers to fund works that are not necessary for their development. Developer funded works cannot resolve existing problems or satisfy aspirations, they are only required to mitigate the cumulative impact of the application in question, together with any adjacent developments which the planning process considers as 'committed development'.
- The LHA will establish mechanisms with the LPAs to ensure that the constraints of the Community Infrastructure Levy do not compromise the delivery of the necessary transport infrastructure.
13. The LHA will continue to work with the LPAs to establish appropriate area wide traffic and transport models of key settlements and conurbations. Where these exist the LHA will expect developer's proposals to be assessed using the available modelling.
14. Travel Plans will continue to be assessed in accordance with NPPF. They will need to reflect the emerging links between travel planning and the health agenda.

## Design Standards for Developer Funded Works

15. Design Manual for Roads and Bridges (DMRB) is the national standard for trunk roads which NYCC as the LHA also applies to roads where traffic takes priority. Manual for Streets (MfS) is the national standard for residential or lightly trafficked streets.
16. The LHA now has a formally approved matrix to inform which of these standards to use; it is based upon a “movement and place” matrix. Where “movement” takes priority DMRB is the appropriate standard and when “place” takes priority MfS is the appropriate standard. Application of the matrix results<sup>5</sup> in residential areas being designed to MfS with through routes on busy roads with no “place” function having a DMRB standard.
17. The determination of which standard is applied can influence the suitability of a site to be developed as DMRB requires higher design standards including greater visibility splays appropriate for locations where vehicles take priority.

## Parking Standards for Development

18. NYCC has re-introduced minimum parking standards for residential development. This is interim advice to accommodate the high volume of residential development coming forward. Building on this interim advice it is proposed to work with the ten planning authorities through the North Yorkshire Planning Officers Group (NYPOG) to conduct a full review of all standards for parking at residential, employment, retail and other types of development and adopt these through the usual consultations and approval processes.

## Residential Estate Layouts

19. Within residential areas where “place” functions take priority the LHA will continue to expect layouts to constrain vehicle speeds to 20mph; this should be done without the introduction of vertical speed reducing features (e.g. speed humps) except for tables at junctions.
20. Where new schools are to be built as part of a wider new development the layout of the whole estate will be expected to provide safe routes to school so that all children can be encouraged to walk and / or cycle to school. Footway routes will continue to be sought to all play areas to enable good road safety habits to be established.
21. Developers will be encouraged to follow the advice of MfS layouts to provide attractive pedestrian routes which help to discourage the need to use cars for short journeys. The Council recognises that the MfS advice in some cases conflicts with the Police “Secure by Design” guidance which prioritises security and defensibility. For example, the “Secure by Design” guidance advises against footways linking culs-de-sac as they could potentially provide an escape route for criminals. Whilst recognising the potential conflict between the MfS and Secure by Design guidance, the LHA will continue to encourage walking through the provision of suitable walking

<sup>5</sup>[www.northyorks.gov.uk/media/31211/Design-standards-for-developer-funded-works/pdf/Design\\_standards\\_for\\_developer\\_funded\\_works.pdf](http://www.northyorks.gov.uk/media/31211/Design-standards-for-developer-funded-works/pdf/Design_standards_for_developer_funded_works.pdf)

routes on pedestrian ‘desire lines’.

### Industrial Estate Roads

22. Many industrial estates are self-contained culs-de-sac serving no real benefit to the wider adopted highway network. In practice they form a drain on the LHA’s maintenance resources with the high level of HGV use requiring a disproportionate level of maintenance particularly to maintain footways in an acceptable condition. The current practice of continuing to add such roads, which do not form a through route to the network as highway maintainable at the public expense would benefit from a review. A change to the current practice could allow the industrial estates to manage indiscriminate parking in a way the LHA cannot and remove the need for the LHA to maintain roads which are subject to heavy wear and tear.

### Mechanisms for delivery of Developer Funded Highway works

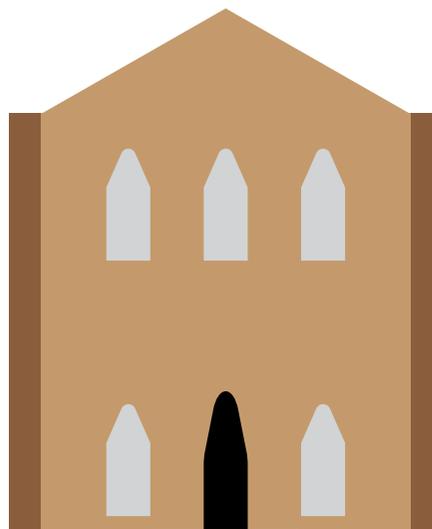
23. NYCC will continue to deliver developer funded highway works using the most appropriate mechanism. The choice of mechanism will vary from site to site having regard for all the circumstances. The most commonly used mechanisms are described below:

#### S106 Agreements and Community Infrastructure Levy (CIL)

24. A section 106 agreement is used to secure financial contributions from a developer to fund improvements to the highway. Traditionally off site highway works have been secured through the planning process using Section 106 Agreements, often pooling contributions from numerous sites to fund major infrastructure. This was sometimes supported by special planning policies which linked contributions to a formula based on site size or trip generation.

25. The CIL regulations were introduced by Government to provide developers with certainty about the value of contributions required in support of planning applications. The regulations apply a rate per square metre to cover the cost of delivering strategic infrastructure such as roads, schools, and affordable housing. They are administered by the LPA. To establish the infrastructure to be delivered by CIL the LPA is required to list everything they will be funding on a list; the Regulation 123 List. Once infrastructure is on this list it cannot be delivered outside CIL; this prohibits the use of Section 106 Agreements to secure delivery and implementation using Section 278 Agreements.

26. The CIL regulations also restrict to a maximum of five the number of Section 106 contributions which can be pooled for a specific piece of infrastructure not on the Regulation 123 list. The detail of CIL and its administration is still evolving. The County Council will need to ensure it is able to respond to the changes and have the necessary processes in place to continue to protect the wider interests of the travelling public.



### Section 278 and Section 38 Agreement Works

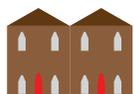
27. A Section 278 Agreement is a legal agreement between the Council and a developer which allows the developer to carry out works to the existing public highway (for example, the construction of new access/junction improvement or improved facilities for pedestrians and cyclists).
28. A Section 38 Agreement is a legal agreement between the Council and a developer enables the highway authority to 'adopt' any new roads (and associated infrastructure) constructed as part of the development on land outside the existing highway. Adoption means the highway authority agrees to undertake future maintenance of the road at the public expense.
29. For both Section 278 and Section 38 Agreement works, NYCC will manage developer proposals and programmes in a proactive way to facilitate growth, minimize network disruption, and optimise the use of the authority's limited resources.

### Section 184 Agreement Works

30. Where developer proposals will not result in the addition of new highway to NYCC's network, simple works in the existing highway to provide access to the site will be controlled through licencing under Section 184 of the Highways Act 1980. The Council will continue to require contractors delivering these works to be suitably qualified through New Roads and Streetworks Act (NRSWA) qualifications, to carry adequate liability insurance and to be suitably experienced. A process to remove contractors who do not perform from the approved list will be established.

### Seeking Third Party Funding

31. The current development market is placing pressure on the viability of many sites partly through the level of infrastructure needed such as roads, schools, affordable housing, and abnormal ground conditions. This is balanced by an increase in opportunities for securing external funding, for example through the Governments Local Growth Fund. NYCC will work with external partners and developers where appropriate to bid for and secure external funding to deliver infrastructure to facilitate development. For example, the work to be undertaken in 2015 at key junctions on the A6136 at Catterick Garrison has been secured in partnership with Richmondshire DC with assistance from Defence Estates and will provide additional junction capacity to facilitate delivery of Richmondshire District Council's housing allocations in the key growth area of Catterick Garrison.



### Local Plans

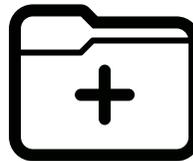
32. NYCC highways will continue to support and advise the LPAs in the preparation of their development plans through the development of key policies, selection of sites and the identification of appropriate mitigation. Where necessary the LHA will support and assist the LPA through the examination in public processes. However where LHA advice has not been included in the plan for adoption the LHA will need to bring this to the attention of the Examiner.

### Conclusion

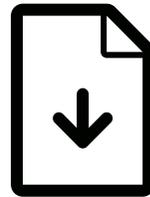
33. The advice provided by NYCC as LHA in considering developer proposals is professional, defensible, in accordance with standards, and based on the application submitted. Whilst the LHA is mindful that NPPF has set a high threshold for requesting mitigation the LHA will continue to secure appropriate developer funded mitigation to ensure new development will not create future issues for NYCC as LHA.

### Key Commitments

We will:



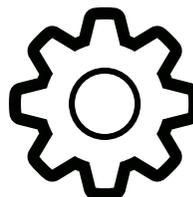
proactively contribute to the planning process in the role of the Local Highway Authority, one of the Statutory Consultees in the planning process;



remain committed to providing advice to the planning authorities that is professional, defensible, in accordance with standards, and based on the application submitted when considering developer proposals;



continue to secure appropriate developer funded mitigation to ensure new development will not create future issues for NYCC as LHA whilst ensuring the mitigation is also acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development;



ensure developer funded highway works are delivered using the most appropriate mechanism;



maintain the LHA support and advice to the LPAs in the preparation of their development plans;



continue to work with external partners to bid for and secure external funding to deliver infrastructure to facilitate development;

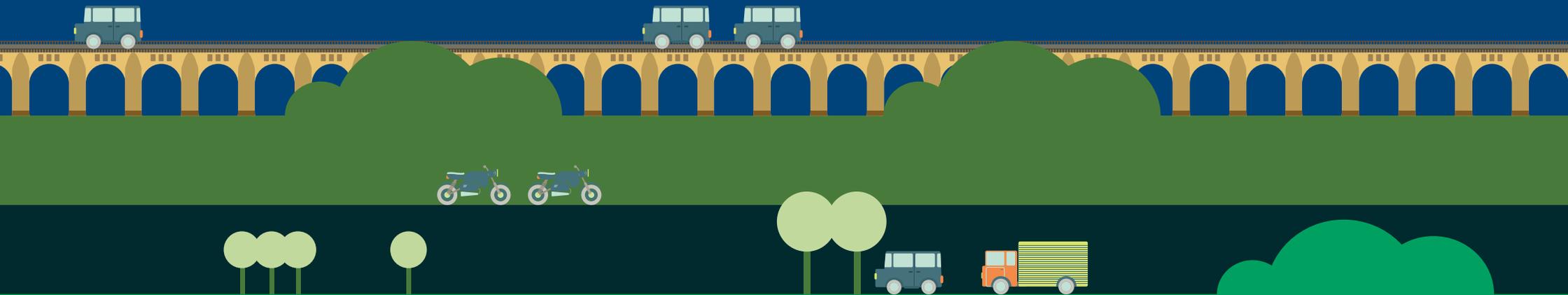


progress the preparation of local policies and protocols to assist with assessing the impact of development on the highway network in North Yorkshire.



# Themes

## 3h - Bridges and Highway Structures





# 3h - Bridges and Highway Structures

The County Council owns and maintains 1,709 bridges and 250 kilometres of retaining walls on the road network throughout North Yorkshire. We also are responsible for the surfacing over bridges that we do not own, these are 220 Network Rail bridges, 23 Canal and River Trust bridges and 56 disused railway bridges.

## Legal Responsibilities

In accordance with the Highways Act the Highway Authority is required to maintain all the structures owned and maintained by the authority so that they are fit for purpose and safe to use.

The County Council achieves the two requirements; fit for purpose and safe for use by adopting an asset management plan. The highways asset management plan details the levels of service and the procedures and standards that have to be complied with so that we comply with our duties in accordance with the Highways Act.

## Maintenance of Structures

Every bridge that is owned and maintained by the authority is inspected visually for faults every two years; this is called a general inspection. We have an annual rolling programme of 854/855 bridges examined each year. So every two years we have data which covers all 1709 bridges which have been examined and there is then a complete picture of the condition of the asset. We inspect all structures in accordance with the Code of Practice for Highway Structures and BD63/07 Inspection of Highway Structures.

We carry out Principal Inspections on bridges which are either a complex structure, carry high numbers of vehicles, or are on Principal or A-roads. We have a list of 72 bridges that receive a Principal Inspection, which means the bridge gets a close up inspection everywhere from foundation to superstructure.

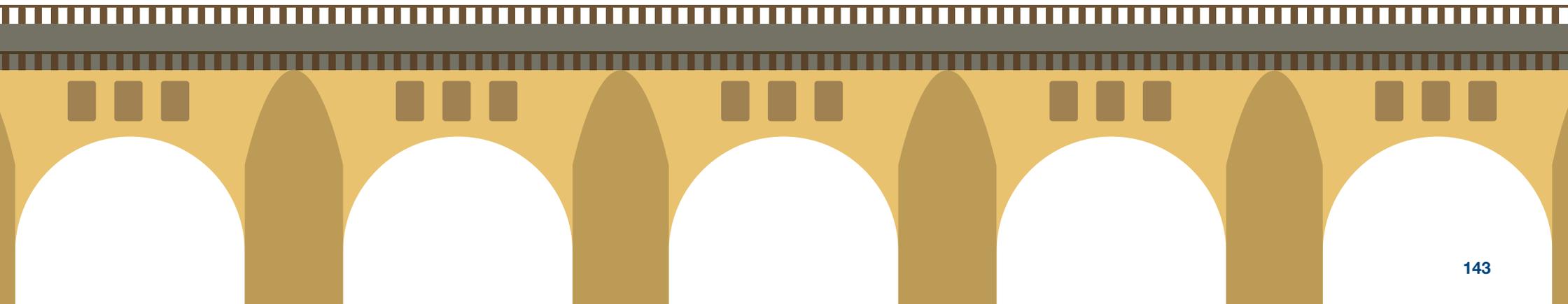


We carry out 40 diving inspections of bridges on the faster flowing rivers throughout the county on a rolling six year programme which gives us information on the state of the structure below the water line, about how the bed of the river is moving, and if scour action is occurring so that we can plan works to resist the action of scour. During times of flood we inspect the bridges using divers to ensure that they are still structurally sound and safe for use. It is our policy to keep bridges closed to all traffic and pedestrians when they have been flooded until we have checked them. It is very easy to underestimate the damage caused by floods. Storms in 2000 and 2005 caused £2.5 million and £3.6 million of damage to bridges over a very short period of time in one case less than six hours.

The authority has two maintenance programmes each year. One is Capital funded and the other is Revenue fund. Capital works are planned using a two year rolling programme of strengthening schemes, major maintenance or modifications such as widening. Revenue works are planned on an annual programme of small jobs which are safety related, wear and tear or minor repairs to a wall or bridge. Works which are safety related will always take priority over others within this limited budget so there will be structures that are not perfectly presented, that will have pointing missing and may look untidy but they are still safe to use. All projects are prioritised using the data collected from the bridge inspections; principal and general. The two year rolling programme of capital works is prioritised according to the available budget and the priority of the work.

## Ancient Monuments and Listed Structures

Road users use our structures on a daily basis and some of these are Ancient Monuments and Listed Structures. There are twenty five Ancient Monuments and seven hundred and eighty Listed Bridges in the bridge stock. In keeping with the required laws the maintenance of these structures is carried out using materials and techniques in keeping with the age of the structure. There are procedures which have to be followed to get consent to carry out repairs on either of these types of structure which can involve input from several agencies. We have in house and externally the expertise available to design schemes and supervise the works. The same inspection regime is used for these bridges the only difference between them and the rest of the bridge stock is that they are either priceless or a factor of two or three times the cost to replace a standard bridge if damaged.



## Retaining Walls

We have 250 kilometres of retaining wall which support the highway in multiple locations across the county. Many of these walls are made with local stone and are not pointed in the same way that a modern wall is. These walls are called mass or gravity retaining walls and they are, if built correctly, very good at supporting the land around them.

## Accident damage to Structures

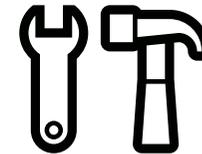
Vehicular damage to bridge and walls costs the County Council a great deal of money each year when the accident is not reported. All damage should be reported in the first instance to the County Council so we can check to see what action needs to be taken to make the structure safe.

## Weight Limits

In compliance with EU statutes the County Council has strengthened four hundred weak bridges during the period 1990 to 2014. We currently have twelve permanent weight limits that protect weak bridges which are exempt from the requirement to be strengthened due to listed status or the fact they were limited before the statute came into law. It is the Council's policy not to place a weight limit on a structure unless it is due to a strength issue on the bridge. There are thirteen other weight limits on bridges in the County owned and maintained by others. We do from time to time have temporary bridge weight limits on bridges when they are being maintained but these are normally removed when the project is completed.

## Key Commitments

We will:



maintain all the structures owned and maintained by the authority so that they are fit for purpose and safe to use



examine all structures in accordance with the Code of Practice for Highway Structures and BD63/07 Inspection of Highway Structures.



# Themes

## 3i - Street lighting





# 3i - Street lighting

Street lighting generally consists of roadway and footway lighting. Roadway lighting is provided by the County Council whilst footway lighting is most often provided by the district, town or parish council. In order to reduce public confusion, the County Council coordinates all communications (such as enquiries, comments etc.) on street lighting.

Roadway lighting is generally provided to improve road safety and personal security for transport users. It is also often a deterrent to property crime (car theft, burglary etc.) but this is not its main purpose. There are around 50,000 street lights operated by the County Council in North Yorkshire and it costs approximately £2.1m per year to power them.

Many street lighting columns are old and consequently there is an on-going programme of replacement based on routine testing and inspection. The Council has an on-going replacement programme for damaged or decrepit columns; since 2004 the County Council has replaced over 25,000 street lighting columns with equipment expected to last a minimum of 40 years.

## Legal Responsibilities

There is no legal or statutory obligation for North Yorkshire County Council to provide or maintain roadway lighting except where there are road humps present and the speed limit exceeds 20mph. In these circumstances there is a requirement to provide one light either side of the road hump.

All other roadway lighting within North Yorkshire is installed and maintained at the County Council's discretion.

It is the Council's practice to install new street lighting in the following circumstances:

- All roundabouts;
- Adjacent to road humps (where the speed limit exceeds 20mph);
- Traffic signal junctions that have a pedestrian phase;
- Pedestrian crossings;
- All new housing developments (unless the local Parish Council request a reduced standard scheme that they will maintain or where the rest of the village is unlit);

- As an accident reduction measure (subject to available finance);
- To prevent/minimise crime and antisocial behaviour (subject to available finance).

The street lighting service allows residents and visitors to access commercial, leisure and tourism activities outside of daylight hours, supporting the County Council's Social Inclusion Strategy. Street lighting also contributes to better community cohesion as it aims to reduce crime and the fear of crime.

Factors used to assess scheme benefits include; crime, fear of crime, proximity of services, hospitals, schools and sheltered accommodation. Priority is given to locations where children or older people are the primary stakeholders such as schools, routes to schools, and sheltered accommodation. In some cases gender and/or race are also considered where these groups are particularly at risk.

## Maintenance

North Yorkshire County Council endeavours to keep all street lighting fully operational by undertaking proactive maintenance to all equipment on a fixed maintenance cycle. Depending on the lantern type the maintenance cycle can be either one visit every four or six years.

During the maintenance visit, all equipment is cleaned, a new lamp installed, a visual inspection is undertaken of all components, an electrical test is carried out and the street light is tested for correct operation. This process has helped reduce the number of defects from 12,500 during the 2004/05 financial year to 3,600 in 2014/15.

Approximately 5% of all street lighting defects relate to power supply failures that can only be repaired by the local Electricity Company. Within North Yorkshire there are three electricity companies, Northern Powergrid (Northern), Northern Powergrid (Yorkshire) and Electricity North West. These companies have different service level agreements for attending to street lighting power supply failures; however, their average response time over the last 3 years has been 19 days.

The Council prioritises street lighting defects into emergencies, category 1 and category 2 defects.

## Emergencies – 3 hour response

A 3hr response is necessary in order to react to any defect that poses an immediate risk to public safety. This can include lighting columns that have been damaged during road traffic accidents, an installation where live wires may be exposed such as a lighting column with a door missing, lighting columns loose in the ground which may carry a risk of collapse, or a loose brackets/lanterns which may fall off.

## Category 1 Defect – 24 hour response

This constitutes a defect, other than an emergency, where it is deemed that a rapid response is required. This can include street lighting in critical locations such as pedestrian crossings, roundabouts or main road junctions, lighting adjacent to schools (in the Winter months) or where a section of consecutive street lights are defective.

## Category 2 Defect – 7 day response

This constitutes any defect that is not an emergency or a Category 1 defect.

Since 1st April 2012, more than 95% of all street lighting defects have been attended within the prescribed timescales.

The County Council has a new on-line service that includes a map of almost all street lights in North Yorkshire<sup>1</sup>. This allows customers to accurately select a specific street light and generate a fault report that will be passed instantly to the Council's street lighting team. In the event that the street light does not belong to the County Council the customer will be directed to the correct asset owner.



<sup>1</sup>[www.northyorks.gov.uk/article/25604/Report-a-street-light-fault](http://www.northyorks.gov.uk/article/25604/Report-a-street-light-fault)

## Energy Reduction

There are increasing pressures on local authorities to make savings in energy consumption and service costs.

The current budget position has forced us to look closely at how we make best use of our resources to maintain those services that the public value most. Street lighting provision is one service area in which many local authorities have made significant energy and cost savings. Our current energy costs for street lighting provision in North Yorkshire are around £2.1million per year and we produce over 10,500 tonnes of carbon emissions (CO<sub>2</sub>). The Council's energy reduction strategy aims to reduce street lighting energy consumption by approximately £400k per year with an associated reduction in carbon emissions of over 3000 tonne.

All street lights in North Yorkshire used to switch on between dusk and dawn. Since the implementation of the energy reduction programme approximately 55%-60% of the street lights will switch off between midnight and 5am, when road use is at a minimum.

The potential for switching off each individual lighting column is assessed using the following criteria:

- Main traffic routes and road junctions (dimming may be introduced if appropriate);
- Locations with a significant night-time road traffic accident record;
- Potential hazards in the highway such as traffic calming, speed humps and road crossings;
- Parts of town centres that have concentrated night-time activity or economy;
- Areas covered by Council or Police CCTV operations;
- Areas with 24hr operational emergency services, including hospitals;
- Lights outside sheltered housing and other residences accommodating vulnerable people;
- Areas with a significant record of relevant night-time crime or anti-social behaviour.

Any street light that does not meet one or more of the above criteria will be switched off between midnight and 5am<sup>2</sup>.

North Yorkshire County Council is committed to reducing crime and antisocial behaviour and will retain full night operation of any street lighting where North Yorkshire Police advise that street lighting would act as a deterrent.

We will continue to review other methods for reducing energy costs and carbon emissions including switching lights on later and off earlier but also using low energy technology such as LED lamps which can provide an equivalent level of illumination at a much lower wattage. The County Council may also remove street lighting that is now considered superfluous. This will only apply to a very limited number of street lighting columns.

<sup>2</sup>[www.northyorks.gov.uk/article/25645/Street-lighting-energy-reduction-programme](http://www.northyorks.gov.uk/article/25645/Street-lighting-energy-reduction-programme)

## LED Lighting

The Council has updated its street lighting equipment specification to stipulate the use of light emitting diodes (LED's) on all new and replacement lighting projects.

The use of LED technology on North Yorkshire County Council's street lighting and illuminated traffic signs brings a number of benefits:

- Reduced energy consumption therefore reduced energy costs. These can save up to 60% energy compared to a standard street light;
- Reduced carbon emissions;
- Longer life with low maintenance requirements. New LED units have up to 20 year guarantee with maintenance only required once every 6 years;
- Instant lighting: LEDs brighten up immediately when switched on whereas older lanterns can take up to 10 minutes to reach full brilliance;
- LED lights are free of toxic materials and are 100% recyclable.

The Council has commenced a replacement programme designed to remove the older most inefficient lighting and replace it with new energy efficient LED lighting.

## Design – New Housing Developments and Highway Improvements

North Yorkshire County Council's Electrical Engineering Team will undertake any street lighting design and any electrical design associated with the installation of illuminated traffic signs, bollards, beacon poles or feeder pillars. A quotation for Design, or Design and Build, can be obtained from the Electrical Engineering Team on request.

Alternatively, an Institution of Lighting Professionals (ILP) approved Consultant may be used<sup>3</sup>. A list of approved consultants may be obtained from the County Council's Electrical Engineering Team.

Any street lighting design undertaken within North Yorkshire will constitute "Road Lighting" as defined by section 270 of The Highways Act 1980. The design will also fully comply with the requirements of BS5489 "Code of Practice for the Design of Road Lighting" and BS EN 13201-2 "Road Lighting – Part 2: Performance Requirements".

Where an alternative design is provided by an ILP Approved Consultant the proposals for street lighting must be submitted for the approval of North Yorkshire County Council's Road Lighting Engineer prior to works commencing.

## Decorative (Heritage) Street Lighting

When a location is designated a Conservation Area or Area of Outstanding Natural Beauty it is important to note that there is no prerequisite for decorative or heritage style street lighting. Quite often the installation of overly ornate street lighting can actually detract from whatever the Conservation Order is set up to protect.

In addition, decorative lighting is less effective at illuminating the highway and often requires additional lighting columns or higher wattage lamps to achieve the required design standards. This has long term financial implications to the County Council that include increased maintenance costs, higher energy costs and potential fines from Central Government for failing to achieve the required Carbon savings imposed on all local authorities.

Notwithstanding this, North Yorkshire County Council is prepared to install decorative street lighting where appropriate however the increase in cost, over and above that for standard street lighting, must be met by a third party such as the Parish, Town or District Council. Members of the public may also contribute to the installation of decorative lighting although this must be as part of a larger lighting scheme and not for single street light outside a resident's property.

Where decorative lighting is installed as part of a new housing development, the County Council requires the developer to pay a commuted sum for the increase in maintenance and energy costs.

<sup>3</sup>[www.theilp.org.uk/home/](http://www.theilp.org.uk/home/)

## Adoption of Footway Lighting from Parish or Town Councils

Under Section 270 of the Highways Act (1980), a Parish Council can insert new lighting columns into an existing footway lighting system so that it ceases to be footway lighting and becomes roadway lighting. The Parish Council can then request that ownership of the new roadway lighting network be transferred to the County Council.

North Yorkshire County Council will not adopt street lighting columns of concrete construction nor lanterns attached to wooden poles. Any such columns shall be removed and replaced with suitable steel or aluminium columns prior to adoption.

Alternatively, the County Council may request that any footway lighting networks that are improved to roadway lighting standard be subjected to a condition survey and structural test appropriate to those carried out by the County Council on its own columns. Any defective columns identified by the structural test must be repaired or replaced prior to adoption.

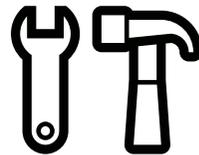
The structural survey and any subsequent column replacements should be carried out by the Parish or Town Council at its own expense. In accordance with Section 270 (4) of the Highways Act (1980) liability for any costs incurred do not transfer to the County Council.

## Key Commitments

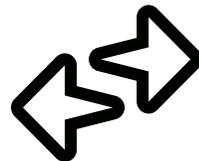
We will:



endeavour to keep all street lighting fully operational by undertaking proactive maintenance to all equipment on a fixed maintenance cycle;



rectify street lighting defects on a prioritised basis;



continue to implement a replacement programme to remove the older most inefficient lighting and replace it with new energy efficient LED lighting;



continue the Council's energy reduction strategy which aims to reduce street lighting energy consumption by approximately £400k per year with an associated reduction in carbon emissions of over 3000 tonnes;



install new street lighting in line with Council policy, for example, at new housing developments, and all roundabouts.



# Themes

## 3j - Walking and Cycling





# 3j – Walking and Cycling

## Background

Over 40% of the population of North Yorkshire live in communities with a population of over 10,000 people. Almost 25% of the population of North Yorkshire live in our two largest urban areas of Harrogate / Knaresborough and Scarborough alone. Towns of this size tend to provide many of the everyday services that their populations require. As a result of this many trips in these towns are relatively short and walking and cycling is a very viable mode of transport for many people for these local trips.

Walking and cycling are the cheapest, healthiest and least polluting forms of travel. Most journeys involve some element of walking, whether it is a walk from home to work, walking to the bus stop or even walking from the car park to the shops. Good walking and cycling links to public transport facilities can integrate different transport modes and further encourage sustainable travel and ultimately reduce car use.

For many people cycling is also a healthy and environmentally friendly mode of travel. Compared to walking, the extra speed of cycling makes longer trips feasible and can offer a suitable means of travel for those who cannot or choose not to drive (e.g. children and those on low incomes). Providing for and encouraging more walking and cycling as an alternative to driving can also make a significant contribution to boosting social inclusion and to reducing congestion and its environmental and economic impacts.

The County Council is therefore committed to continuing to provide for and promote walking and cycling as a mode of travel for ‘utility’ trips to access local services. In recent years the growth of leisure cycling in the County has been significant. Following on from the Yorkshire Tour de France Grand Depart in 2014 and the on-going Tour de Yorkshire leisure cycling continues to grow. Building on these sporting events and on long distance National Cycle Network routes (such as the Way of the Roses) cycle tourism now makes a significant contribution to the tourist economy of North Yorkshire, to improved public health and in many cases to people taking up utility cycling as an alternative to driving.

The County Council will therefore continue to work with partners (such as Welcome to Yorkshire, the National Park Authorities, Sustrans and other voluntary groups) to seek further growth in leisure cycling.

It must however be recognised that much of the County is sparsely populated with many people living in small towns and villages. The distance between these communities means that people have to travel greater mileage in order to go about their daily lives. Additionally the topography of much of the County, winter weather conditions and short hours of daylight from autumn to spring are a significant constraint on walking and cycling that make it much less feasible for many people.

Recognising that the health, environmental and congestion reducing benefits of increased walking and cycling, as well as the greatest scope for mode shift, is in our main urban areas we will concentrate our efforts to provide for and promote utility cycling in the main towns especially Harrogate / Knaresborough and Scarborough.

## Walking

Walking (and other pedestrian travel such as wheelchair use, mobility scooters and prams/ pushchairs) is available to most of the population of North Yorkshire and forms part of most journeys. The County Council manage over 4,400km of footway (pavements), over 200 signal controlled pedestrian crossings and over 70 traffic signal controlled junctions with pedestrian facilities. Most of these are situated in our main towns and villages and are a vital part of the County's transport infrastructure allowing people to go about their everyday lives and allowing local economies to flourish.

The coverage of the current footway network is very good and in recent years the County Council have carried out a comprehensive programme of installing dropped kerbs to assist wheelchair / mobility scooter / pram users on the most used footways. As such there is very little demand for new footways (though some localised widening may be beneficial) or new dropped crossings. However, the County Council consider all requests for new or improved footways and where appropriate allocate budgets for improvements (including budgets specifically aimed at assisting individuals' with mobility problems).

Pedestrian crossings are provided to assist people with crossing busy roads for either safety reasons and / or improved convenience. The County Council will always consider requests for new pedestrian crossing facilities as well as pro-actively considering improved crossing facilities especially in town centres as funding allows.

Facilities within and to new developments (e.g. new housing estates and industrial areas) are usually provided by the developer. The ultimate decision on the level of facilities provided by the developer is taken by the relevant Local Planning Authority (District Council or National Park Authority); however the County Council as the Highway Authority are a consultee on any planning application and always seek the highest quality of provision for pedestrians. It must however be recognised that a balance often needs to be achieved between the needs of different road users.

Annually we spend in excess of £2m per year (based on 15/16 allocations) on maintaining pedestrian facilities. As a result of this investment only about 4% (or 7km) of our most heavily used footways (those in the main town and village centres) require maintenance. This is reflected in a low level of claims for trips and falls on footways. We will continue to invest in maintaining our pedestrian facilities to ensure that we continue to provide a high quality network for pedestrians.



## Cycling (utility)

We know that 40% of residents travel 30-60 minutes by car to get to work<sup>1</sup>. Transferring many of these journeys from car to bicycle is feasible especially as a seasonal choice (i.e. it will be more cycle-able during spring and summer but less so in winter when there is poor weather and commuting hours would be in the hours of darkness).

It is recognised that whilst there are many positive benefits to cycling such as:

- Providing exercise as part of daily living leading to better personal health;
- Reducing pollution from vehicles to contribute towards improved air quality for all;
- Reducing delays associated with urban traffic congestion;
- Cheaper than public transport or owning and running a car;
- In congested urban areas cycling is often quicker (especially taking into account the search for a parking space).

There are also a number of disincentives including:

- Distance and length of journeys, weather and hours of daylight impact on people's assessment of whether a journey is practical and acceptable to them to walk or cycle;
- Terrain – steep hills or long inclines can be off putting to many especially if they are just returning to walking or cycling;
- Lack of confidence in one's own abilities, physical stamina and confidence in traffic to return to cycling or to walk longer distances;
- Concerns about safety as a cyclist – either for oneself or as a parent for one's children;
- Taking the easy option is all too easy when a car is sitting on the driveway and we are already in the habit of using it;
- Lack of safe and user friendly cycle storage and changing facilities at destinations (school/work/shops).

To achieve the positive benefits of increased cycling we must address the actual (or in many cases perceived) disincentives. In 2016 we will develop a cycling policy which will set out the County Council's plans for cycling in the short to medium term in more detail including trying to address some of these disincentives. Cycling has not been the norm for an entire generation, and whilst we recognise it will not be easy to reverse this trend,

we will work with partners to try to encourage healthier travel habits. Young people, particularly in rural areas, are accustomed to travelling in cars and on buses, and relatively few regularly cycle any distance or to school. Much of the action to achieve the culture shift that will normalise cycling needs to be undertaken at a national level but we must also play our part locally. This will be achieved through both education (promotion of cycling) and engineering (provision for cycling).

Education is primarily about accentuating the positive benefits of cycling and de-bunking some of the negative myths about cycling. In order to expand our role in educating people about cycling the County Council are currently (2015) investigating a number of funding opportunities so that we can appoint a Sustainable Travel Officer to provide expertise and information about how developers, employers and communities can plan and coordinate healthier and sustainable travel (including cycling) needs and opportunities within new developments and existing communities. With the County Council's new Public Health role, and recognising that active travel including cycling can play a significant role in improving public health, the linkages between the transport and the public health teams are being improved and a number of joint initiatives are currently being developed.

<sup>1</sup>See Part 2c – Access to Services for more information

Whilst in recent years much of the public focus on cycle facilities has been on the provision of dedicated off road routes it must be recognised that much of the 9000km of road network in North Yorkshire is eminently suitable for most cyclists. Many of our rural roads and even many roads in our urban areas have very low traffic levels and are suitable for most cyclists. The most economically viable way to provide for increased cycling is to ensure that these roads remain as safe and convenient for cyclists as possible and to provide suitable facilities for cyclists to negotiate short sections or crossing of busier and / or high speed roads.

Whilst until recently the County Council successfully installed millions of pounds worth of facilities for cyclists (especially in our largest urban area of Harrogate / Knaresborough) unfortunately the current financial climate and competing demands on the network mean that we are no longer in a position to plan and install hundreds of miles of off road cycleways neither is it always necessary or appropriate to do so. A new off road cycleway costs between £150k and £250k per kilometre (possibly more depending on what utilities are encountered).

Given that the County Council receives an annual Government allocation for all new transport improvements (not just cycling) of only £3m per year for the whole of the County the amount of new cycle facilities that we can afford to deliver are severely limited. In recent years the funding constraints on delivering new cycle infrastructure have severely restricted the County Councils ability to plan and deliver new infrastructure. Nevertheless, we have taken every possible opportunity to seek additional funding for cycle facilities and have in the recent past had some success for example with the Governments Local Sustainable Transport Fund providing £1.653m in 2012 for sustainable transport (including on and off road cycle routes, cyclist crossing facilities and public cycle parking) in Harrogate.

The County Council will continue to seek such additional funding. A major opportunity for additional funding for cycling initiatives is through the Governments recently announced Access fund<sup>2</sup>. This was announced in the 2015 Comprehensive Spending Review and it is expected will provide funding for the Governments Cycling and Walking Investment Strategy which is to be published in summer 2016. In order to prepare for potential funding opportunities arising from this strategy the County Council has recently commenced scoping a potential DfT / Local Authority Cycling and Walking partnership<sup>3</sup>.

In addition to which the County Council will increase our current involvement with the Borough Council led Cycling Forums in Harrogate and Scarborough with a view to supporting potential localised Cycling and Walking Partnerships with the DfT. As an essential part of this increased involvement in promoting and providing for cycling an elected member will act as a Champion and advocate for the needs and potential of walking and cycling across council activity in policy and in service planning and delivery.

In general terms the County Council will continue with our current approach of pro-actively planning and developing cycling infrastructure where there is a realistic chance of funding being available to deliver the improvements however in common with all transport schemes will not commit time and funding to develop aspirational cycle plans where there is no realistic chance of funding in the near future.

As with facilities for pedestrians, cycling provision within and to new developments (e.g. new cycle routes and cycle parking facilities) is usually provided by the developer. The County Council will always seek an appropriate quality of provision for cycling and cyclists. It must however be recognised that a balance often needs to be achieved between the needs of different road users.

<sup>2</sup>See Part 3b – Funding for more information

<sup>3</sup><https://www.gov.uk/government/consultations/cycling-delivery-plan-informal-consultation>

## Cycling (leisure)

Leisure cycling can both bring public health benefits and is increasingly contributing towards the important tourist economy in North Yorkshire. Whilst the remit of the Local Transport Plan is primarily about transport it is recognised that leisure cycling can contribute towards the aims and objectives of the LTP. As the highway authority for North Yorkshire the focus of our activities to promote leisure cycling will be aimed at on road (or cycle track) cycling rather than off road cycling (mountain biking).

Whilst there are clear similarities between the aims, outcomes and constraints on both utility and leisure cycling there are also significant differences in both their geographical emphasis and in the approach to increasing levels of participation.

In recent years the County Council have worked closely with partners (especially Sustrans) to deliver a number of long distance primarily leisure focussed cycle routes in the County. As with utility cycling we will continue with the approach of planning and developing proposals where there is a realistic chance of funding in the near future.

The County Council have also invested significant time and funding to play a crucial role in bringing the 2014 Tour de France and the Tour de Yorkshire to North Yorkshire. This has significantly contributed to the economy on the County both directly through spectators, indirectly through increased cycle tourism and through promotion of North Yorkshire as a tourist destination.

## Cyclist safety

As set out in part 2b, unfortunately as cycling levels in North Yorkshire have increased so have the number of cycling casualties reaching 67 killed or seriously injured in 2014. Whilst the increase in cycling levels is welcomed the County Council needs to take measures to address this increase in casualties. Road safety and reducing road casualties regardless of mode of travel remain a very high priority for the County Council and despite the financial pressures capital budgets for road safety related engineering works and revenue budgets for road safety education have been retained. Cyclists are classed as vulnerable road users and as such are identified as a Key Priority for Road safety<sup>4</sup>.



<sup>4</sup>See Part 3e – Road Safety for further information

## Highway maintenance

As set out elsewhere in this LTP the majority of the County Council transport spending will be on the management and maintenance of the highway network. As most of the cycle network is relatively new the need for maintenance is limited and so the budgets allocated specifically to maintenance of cycle tracks is relatively small. As cycle tracks become older there will be an increasing need for maintenance and so in accordance with the principles of asset management<sup>5</sup> specific budgets for cycle track maintenance are likely to be increased in future.

Spending on road maintenance is often, and wrongly, perceived to be only for the benefit of motorists however the reality is that the majority of cycling in North Yorkshire is and will remain on the County Councils roads so better highway maintenance is a significant benefit to cyclists. Poorly maintained roads are a much greater issue for cyclists than motorists and often the main maintenance problems on our roads occur exactly where cyclists want to ride (near (kerb) side vehicle wheel track on urban roads and edge damage on rural roads). Addressing the County Council's highway maintenance problems to improve the quality of roads for all users therefore remains a high priority for the County Council.

## Incorporating cycling into other transport schemes

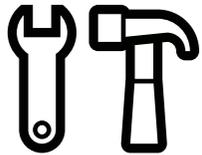
As a result of the financial pressures and the need to focus on maintaining the highway network there are very few new transport schemes (regardless of mode of transport) being delivered by the County Council. However, where new improvement schemes are being developed the County Council will ensure that the needs of cyclists (and pedestrians) are fully considered and appropriately catered for. The County Council consult widely on all our proposed new transport schemes and this includes statutory bodies such as the Local Access Forum as well as local cycling groups and the views of these groups are considered in decision making.



<sup>5</sup>See Part 3c – Highway Maintenance for further information

## Key Commitments

We will:



Continue to prioritise the maintenance of our existing infrastructure for walking and cycling (including footways, roads, and cycle tracks) over the provision of new facilities;



Seek appropriate high quality provision for walking and cycling within and linking to all new developments;



Continue to consider requests and where appropriate and affordable provide alterations to the pedestrian network to enable improved access for individuals with mobility difficulties;



Work with public or voluntary sector partners to further develop any ideas for new cycling infrastructure where there is a specifically identified source of funding;



Work with public and voluntary sector partners (including the Borough Council led Harrogate and Scarborough Cycling Forums) to develop Department for Transport / Local Authority Walking and Cycling Partnerships with a view to attracting investment in walking and cycling from the Governments Cycling and Walking Investment Strategy;



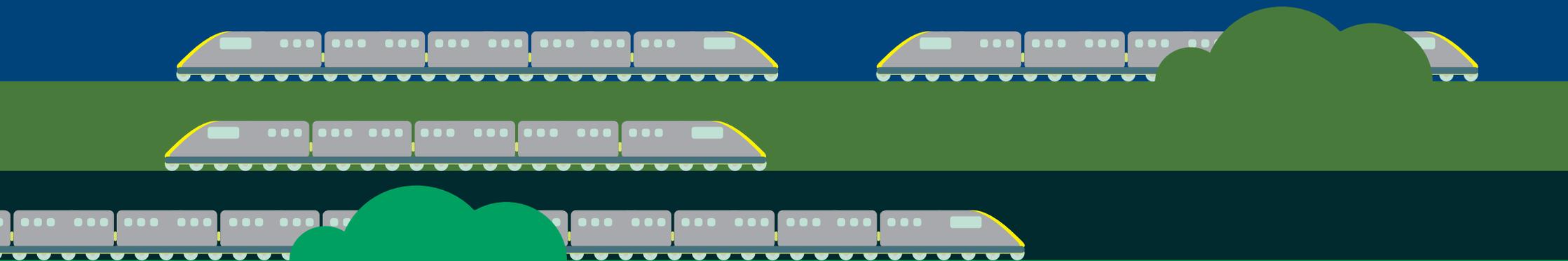
Appoint an elected member who will act as Walking and Cycling Champion.





# Themes

3k - Rail





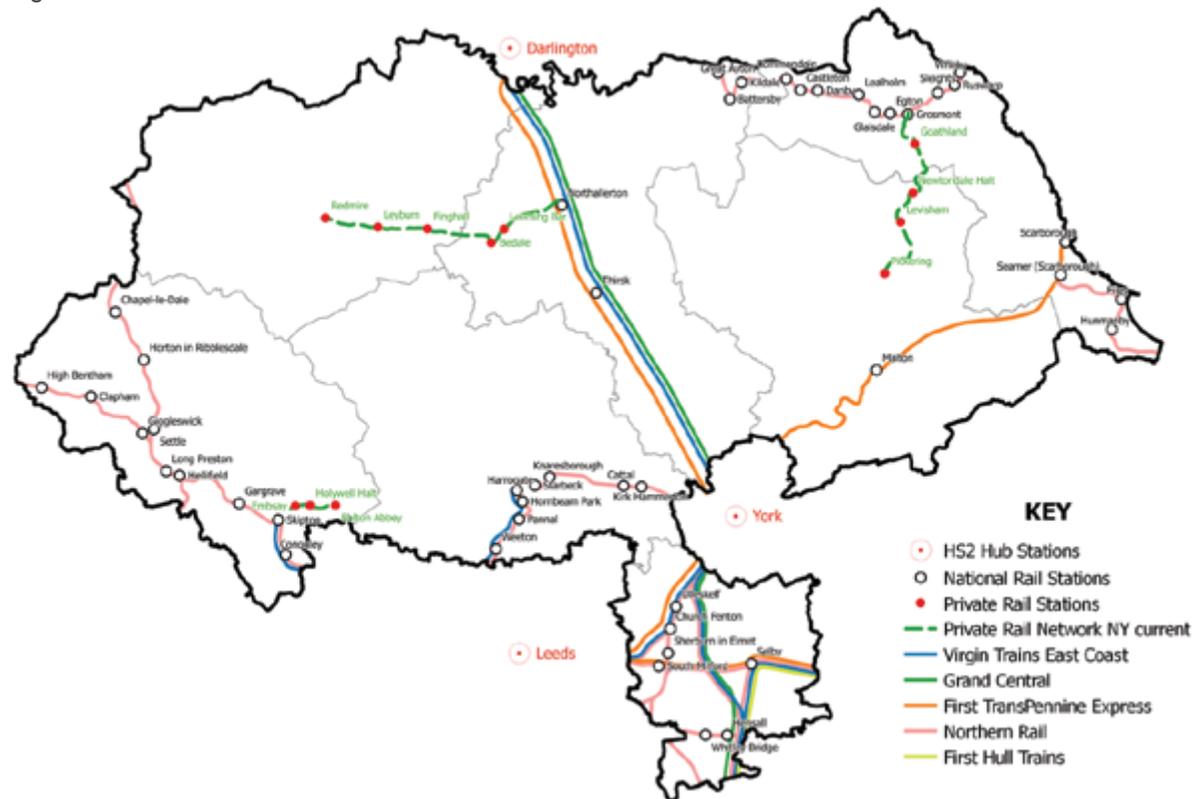
# 3k - Rail

Railways are a driver and facilitator of sustainable economic growth and social wellbeing connecting cities, towns and communities across the UK, the North and within North Yorkshire.

Some 7.77 million rail journeys are made annually to and from the 46 stations within North Yorkshire. Two stations record over 1 million users a year (Harrogate at 1.58m, and Skipton 1.1m), a further three stations over half a million (Scarborough 927k, Northallerton 671k, Selby, 549k), Knaresborough 353k and 5 others, (Hornbeam Park, Malton, Thirsk, Starbeck and Cononley) record usage over 170,000 passengers a year. Over the last ten years rail patronage in North Yorkshire has grown by over 2.1 million extra journeys, a 39% increase, and in the year 2014-15 it had grown by 6% delivering over 450,000 extra journeys.

Overall there are 260 miles (418km) of rail routes in North Yorkshire.

Figure 3k-1 Rail network in North Yorkshire



The above map highlights the rail network in North Yorkshire where national franchised operations, local franchised operations and open access operators provide the following principle rail services:

- Inter City East Coast franchise to and from London and Scotland serving Skipton, Harrogate, Selby, and Northallerton;
- TransPennine Express: North East and East Coast Via York and Leeds to Manchester and Liverpool, serving Northallerton, Thirsk, Scarborough, Seamer, Malton and Selby;
- Northern Rail: Local Franchise services to York and Leeds serving Harrogate, the Dales, Skipton, Esk Valley & Selby;
- Grand Central: Open Access to London serving Northallerton & Thirsk;
- Hull Trains: Open Access to London serving Selby.

There are three Heritage Rail operators in North Yorkshire that are not part of the National Rail Network. They are North Yorkshire Moors Railway, Wensleydale Railway Company, and Embsay & Bolton Abbey Steam Railway.

Rail freight is important and increasingly so within the County. The extraction of timber from the Yorkshire Dales using Ribblesdale sidings, the reconnection of Arcow quarry in Horton-in-Ribblesdale to the rail network for aggregates together with aspirations for increasing volumes through the east coast ports, provides benefits in reducing HCV traffic, but offers challenges for capacity and with the interface of road and rail for example at level crossings.



## Our responsibilities and influence

The County Council does not have direct responsibility for the management of the rail network. The majority of the rail network infrastructure is managed by Network Rail on behalf of the Government and regulated by the Office of Rail and Road. Rail services are provided by private Train Operating Companies as a franchisee under contract to Secretary of State for Transport or open access (i.e. commercial operation).

This arrangement is however changing with greater powers being devolved from central government for the specification and management of local franchised services; for North Yorkshire this means greater influence over TransPennine and Northern rail services. To accommodate and deliver additional devolved powers a North of England Association of Local Councils and incorporated body have been established. North Yorkshire County Council (NYCC) together with the other 28 Local Transport Authorities across the North of England are part of the formal structures that create the Association of Rail North Partner Authorities and as one of 11 regional representatives sit on the board of the incorporated Rail North Ltd. Together these bodies oversee the work of Rail North to manage the TransPennine and Northern franchises and implement the Rail North Long Term Rail Strategy<sup>1</sup>.

In the short term, Rail North is working with the Department for Transport (DfT) under a formal Partnership Agreement. The declared ambition and purpose of the Partnership is to move Rail North to a position of full devolution when sufficient maturity and competence can be demonstrated.

Alongside more direct involvement through Rail North, we continue to work with and influence the Department for Transport for longer-term planning and funding opportunities; Network Rail who are responsible for rail infrastructure, investment and safety of the railway; High Speed 2 in development of and connectivity with future high speed networks; Train Operating Companies for timetable and service improvements and Local Authorities to develop our plans and achieve the best outcomes for residents and transport users in North Yorkshire.

## Strategic Context

In March 2015 the then coalition government, together with the key northern cities published the Northern Powerhouse: One Agenda, One Economy, One North<sup>2</sup>. This sets out an ambitious programme of transport investments to achieve transformational change and rebalance the economy of the North. The Northern Powerhouse has been endorsed by the current Government and in the summer budget of 2015 announced £30m to create a statutory body, Transport for the North, and to progress this work.

Central to the direction of the northern powerhouse is greater devolution of powers and freedoms to determine local priorities and spending at the devolved level. Progress on transport devolution has been made in relation to rail devolution with the creation of Rail North as mentioned above.

Transport for the North (TfN) is continuing to develop a strategic vision for the North, and will publish a final version of The Northern Powerhouse by March 2016. Alongside this NYCC produced a Strategic Transport Prospectus identifying its strategic transport priorities.

When considering strategic transport at north of England level NYCC has identified its aspiration, ‘to ensure that that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse’. In this context our Strategic Transport Priorities are:

- Improving east – west connectivity (including Trans Pennine links);
- Improving access to High Speed and conventional rail;
- Improving long distance connectivity to the north and south.

To address these priorities we have identified a series of desired rail improvements. These include:

- Transformational change of the Leeds-Harrogate-York Railway Line delivering improved journey times, increased frequency, modern high quality rolling stock and customer service and ultimately electrification;
- Access to High Speed rail where 85% of North Yorkshires population can get to an HS2 hub (York, Leeds, Darlington) within 40 minutes;
- 75% of the population to access a conventional railway station within 20 minutes;
- New rail infrastructure to enable Leeds–Newcastle in 60 minutes with phase one allowing Leeds–Harrogate in 15 minutes;
- Journey time reductions and increased frequency on Scarborough–York line.

We will work with all partners to identify short, medium and long-term deliverables through the relevant organisations and processes including Network Rail’s Long Term Planning Process (to 2043), Yorkshire Rail Network Study, North East Rail Network Study, North of England Route Study and East Coast Route Study (to 2023/ 24) and The Rail North Long Term Rail Strategy and the emerging work of Transport for the North.

<sup>2</sup>[www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/427339/the-northern-powerhouse-tagged.pdf](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/427339/the-northern-powerhouse-tagged.pdf)

## Stations

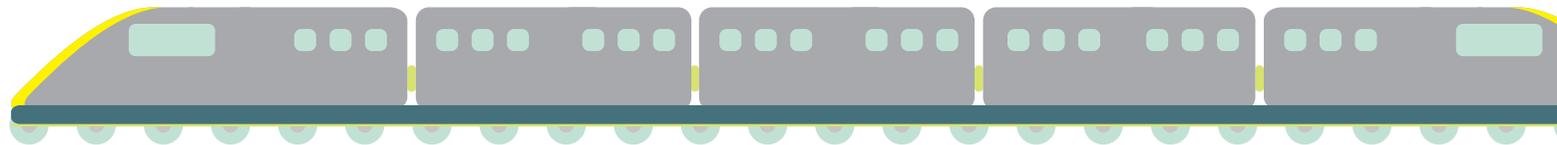
Stations are gateways to the communities that they serve and can act as a catalyst for housing and economic growth. The new Northern Franchise (from April 2016) includes a commitment of at least £30m for investment at some of the North's smaller stations. We will review the facilities at each railway station and work with Rail North, Train Operating Companies and local communities to help deliver an agreed standard for our stations.

The work on stations will include developing Station Facilities Audits for each station, where access to the station, facilities at the station, car parking, interchange with other transport modes and signage will be assessed. These audits will be published in 2016 and will identify where stations fall short of agreed standards and station facilities.

Station infrastructure often doesn't keep pace with changes in demand and to accommodate recent significant growth in rail usage, future new housing and commercial developments and to support economic growth of local areas NYCC will identify opportunities for improvements to current stations and identify potential sites for new railway stations in North Yorkshire. Taking account of the service improvements proposed by the rail industry, including improved frequency, reduced journey times and better connectivity together with developer led investment, we will maintain a prioritised list of North Yorkshire station improvement aspirations.

Harrogate as the busiest station in North Yorkshire is highest on the list of priorities; Thirsk has been identified as offering potential significant benefits to the East Coast Main Line as well addressing current access issues; Crosshills has been identified in recent work as a potential strong case for a new station and Seamer has grown significantly in the last ten years with large housing growth close by.

We will carry out initial outline business case feasibility studies to quantify the value of any station improvements / new stations and where the work provides a satisfactory Benefit Cost Ratio, we will continue to develop proposals to "ready state" to implement when funding is available.



## Community Rail Partnerships (CRPs)

The Government has a programme of support for Community Rail Partnerships based on its 2004 and 2007 Community Rail Development Strategies. The current strategy aims are:

- Increasing ridership and revenue;
- Managing costs down;
- Greater involvement of the local community;
- Enabling local rail to play a larger role in economic and social regeneration.

There are four Community Rail Organisations operating in North Yorkshire:

- Esk Valley Railway Development Company – Whitby – Middlesbrough;
- Leeds – Lancaster – Morecambe CRP;
- Yorkshire Coast CRP – Scarborough – Hull;
- Settle & Carlisle Development Company / Friends of Settle & Carlisle.

The new Northern franchise demonstrates a much stronger commitment to CRPs and the new franchisee have committed to provide £0.5m pa of funding for the North’s 18 CRP organisations.

Alongside the Rail North management of the Northern franchise including CRPs, NYCC will continue to support and work with the Boards of the CRPs. We will facilitate work on increased frequency, improved journey times, encouraging community engagement, wider marketing and improving the passenger / community experience.

## Rail Line Re-openings

The County Council supports, in principle, proposals for rail reopening in the County, on identified routes such as Skipton to Colne and Harrogate to Ripon / Northallerton.

In the past many of the line re-openings were considered to be “local schemes” and therefore required local funding. The Council will only actively support opportunities for line re-openings where these are demonstrated as of National or pan North of England importance. National or pan North strategic importance will be assessed on the basis of the contribution to network resilience, improved strategic connectivity, the delivery of greater capacity or improved rail freight opportunities.

In all cases North Yorkshire County Council will only work with railway industry and local stakeholders where there is common agreement to develop a proposal.

## Future of Rail

On the East Coast Main Line, over £240m is being spent by Network Rail on infrastructure, increasing capacity, reducing journey times and improving reliability. With investment in new InterCity Express trains and the franchise holder’s commitment to further investment, including a new timetable with 6 direct services between Harrogate and London, the route is set to be transformed by 2020.

The re-franchising for both the Northern and TransPennine services has produced franchise commitments that are transformational. In North Yorkshire this will result in many routes having increased frequencies, additional Sunday services, new or modernised trains and better customer focus. With greater local input into the management and development of the franchises through Rail North it is felt that we can achieve the rail services that are needed for the North.

High Speed connectivity with proposals for HS2 network linking London –Midlands–Sheffield–Leeds–York and the North East in the early 2030s and the work of Transport for the North on HS3, providing fast frequent and reliable links between Northern Cities provides opportunities now for the Council to develop its plans for good connectivity for North Yorkshire to and within these networks.

Private investment such as the Potash Mine near Whitby (improvements planned for the rail service on the Esk Valley) along with other planned housing and economic growth in North Yorkshire all combine to facilitate growth in rail.

The County Council remains committed to ensuring North Yorkshire benefits from the growth and investment in our railways and will continue to influence decisions to achieve the best outcome for the County.



## Key Commitments

We will:



Continue to work with Rail North, the Association of Rail North Partner Authorities and other sub national bodies to influence and manage the TransPennine and Northern franchises



Continue to work with and influence the Department for Transport, Transport for the North, Network Rail and Train Operating Companies to seek to achieve the best conventional and High Speed rail services for residents and transport users in North Yorkshire



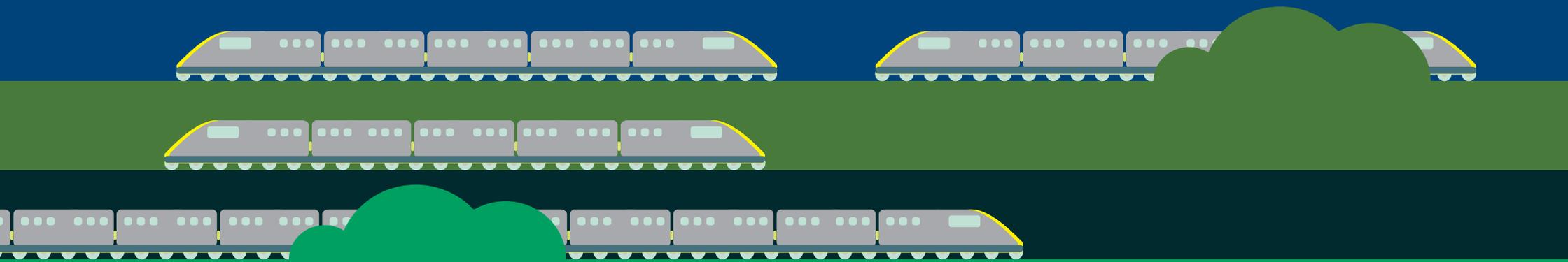
We will review the facilities at each railway station in North Yorkshire and work with stakeholders to help deliver an agreed standard for our stations, and identify further opportunities for improvement or potential sites for new railway stations.



Continue to work with and support the Community Rail Partnerships in North Yorkshire and help to implement agreed business plans.

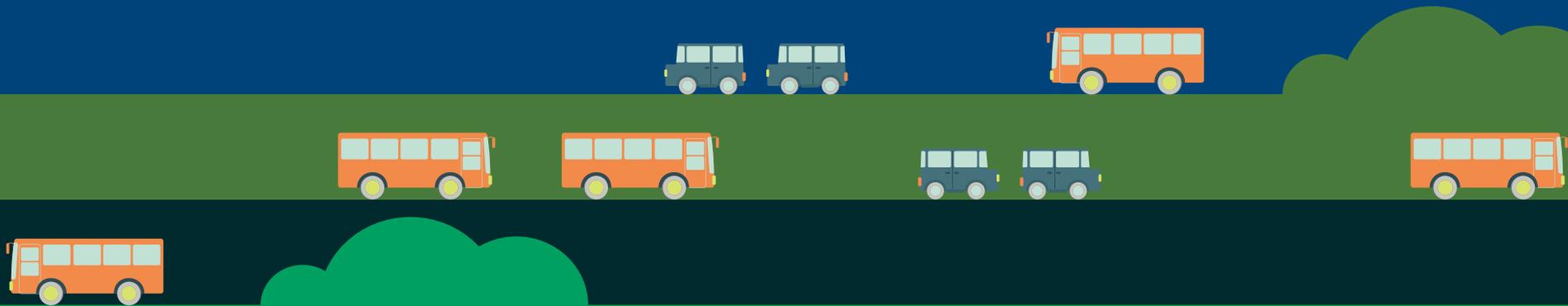


Actively support opportunities for line re-openings but only where these are demonstrated as of National or pan North of England importance.



# Themes

## 31 - Buses and Community Transport





Whitby  
Park & Ride  
171



# 31 - Buses and Community Transport

Our Bus and Community Transport Strategy will support the County Council's Vision and the Local Transport Plan objectives by supporting an environment for commercial local bus services to grow and remain sustainable and delivering core passenger transport services that meet access needs of residents, through our support for bus services and community transport.

## National Context

There has been significant change in the passenger transport industry in the last 5 years from changes in funding for the sector with Bus Service Operators Grant being reduced by 20% and a proportion of the payment being transferred to the Local Authority for services that are tendered; changes to concessionary travel with the free national scheme being introduced and administration of the scheme being transferred to upper tier authorities; changes to the legislative framework for elements of the local bus sector, through the 2000 and 2008 transport acts.

Recent administrations have also changed local transport policy thinking with an emphasis on the whole journey through the Door to Door Strategy<sup>1</sup>; recognition that transport across all modes is an essential requirement for delivering economic growth and more sustainable communities, with the publication of Transport an Engine for Growth<sup>2</sup> and an acknowledgement of the impact Passenger Transport has on public health, social welfare and wellbeing, with the publication of a number of studies in this area, including Valuing the Social Impacts of Public Transport<sup>3</sup>.

In 2015, further important changes were evident, with a proposition for further devolution of powers from Westminster being submitted by York North Yorkshire and East Riding Council's to government in September, government support for the concept of Total Transport with the announcement of funding for local authorities to bid for pilot initiatives, and the introduction, in the Queen's Speech, of a Buses Bill which is anticipated will pave the way for legislative reform to allow bus franchising and encourage simplified and smart ticketing.

It is not possible to discuss recent changes in national public sector context without referring to austerity and the impact of reducing local authority budgets. Budget reductions for NYCC has meant the County Council has had to reduce its revenue expenditure overall by 1/3, a saving of £166m per year by April 2016. This change will continue, with austerity lasting for many years to come, and further budget reductions likely. The effect of reduced budgets is felt across all County Council services and public transport expenditure will see support for local bus service budget reduce from £6m to £1.5m pa by April 2016.

Inevitably this will impact on our ability to provide subsidy for conventional scheduled local bus services and as funding is reduced we will need to look at innovative ways of enabling people to access services they need and remain active and independent in their communities.

<sup>1</sup>Door to Door: A strategy for improving sustainable transport integration: DfT March 2013

<sup>2</sup>Transport: An engine for growth; DfT August 2013

<sup>3</sup>Valuing the Social Impacts of Transport; DfT March 2013

## Current Passenger Transport services

Over the past 10 years, we have seen bus patronage in North Yorkshire grow from 14.7m in 2005/6 to a peak of 17.5m in 2009/10 with the past 5 years seeing a steady reduction in passenger journeys to an estimated 15.5m in 2014/15.

There are a number of factors that have contributed to this trend, with growth factors in the latter part of last decade coming from the introduction of free national concessionary travel and the impact of increased local authority spend; the decline seen in the early part of this decade attributable to the general economic downturn and a reduction of local authority funding available to procure tendered bus services.

In Table 3I-1 we can see that proportionally there is a much higher decline in patronage on subsidised bus services, and this is as expected given the reduction in spending of 66%+ with a further reduction to bring spending down 75% from the levels at the turn of the decade. This table shows that the commercial sector has remained largely stable for the past 5 years with some signs of growth in the most recent years, and the proportion of passengers carried on the commercial network growing from 75% to 85% as the tendered network reduced.

Table 3I-1 Bus Passengers 2010/11 – 2014/15 (millions of passengers)

	2010/11	2011/12	2012/13	2013/14	2014/15
Concessionary passengers	8.5	8.0	7.0	7.2	7.0
Total Bus passengers	17.3	17.3	16.4	15.8	15.5
Commercial Bus Passengers	12.9	13.2	13.1	12.6	13.3
Tendered Service Bus Passengers	4.4	4.1	3.3	3.2	2.2
Proportion of bus patronage that is commercial	75%	76%	80%	80%	85%

## Achieving reliable and effective passenger transport services

### Commercial sector

As seen above the commercial sector provides the vast majority of local bus services, accounting for 85% of passenger journeys. It is therefore clear that assisting the commercial sector is a crucial element in our strategy to help facilitate access to services across North Yorkshire.

The commercial bus sector has maintained fairly stable patronage levels over recent years. In certain areas we have seen good growth and this is noticeable where the operator provides the right product, which is attractive to users, is reliable and is priced and promoted for the available market.

We have good working relationships with our commercial bus operators and our overall approach to this sector is to support and work in partnership to grow the market, expanding the provision of public transport that is provided commercially and to deliver measures that enable public transport to operate reliably and sustainably throughout the county. Reliability is particularly an issue in the main urban areas where volume of traffic and congestion can have the biggest negative impact; we will seek a joint approach to develop measures to mitigate these impacts for bus services.

We have noted above that a major policy change in Government is the drive for further devolution and in passenger transport this is seen as potentially the introduction of bus franchising.

We believe generally that in North Yorkshire the market provides well for the provision of passenger transport. This is particularly true in the urban areas and between urban centres where the volumes of potential bus passengers is higher and the opportunity to attract these to bus services is greater. It is evident however, that competition amongst bus companies for these commercial passengers is not strong, with only limited commercial competition on a few routes. In addition, in the ‘marginal commercial’ areas, there is little risk taking amongst bus operators to grow the market to achieve a profitable route, relying instead for the local authority to step in and provide subsidy.

This situation is not sustainable, and it is no longer possible for local authorities to provide subsidies and tender for services not provided by the commercial sector.

In some regards, this supports the argument for franchising, where the overall revenues from the public purse, together with that from fare paying passengers, (estimated c£80m from fares per annum across York, North Yorkshire and East Riding) can be shared across the whole network, providing a suitable level of service with an adequate level of operating profit.

Whilst we acknowledge this approach is an option, our preferred approach is to work with our commercial operators to encourage them to take more ‘supported’ risk to grow marginal routes and deliver a larger sustainable commercial local bus sector overall. We will support this approach with limited capital pump priming funding and joint marketing/promotion of services.



### Tendered Service Sector

As part of its role the County Council has to consider its duties under transport and equalities legislation (Transport Act 1985 as amended 2000 and 2008; Equalities Act 2010) and to decide whether the commercial network caters sufficiently for the needs of the community. In doing this it must have regard to the transport needs of members of the public who are elderly or disabled. The County Council will consider whether there is a need to procure additional services and what funding is available to deliver these. Our main priority is to provide services which meet the day-to-day transport needs of local communities, where core daytime services are retained and lower priority evening, Sunday or tourist services may be reduced or withdrawn.

Taking the need to reduce expenditure and with regard to national and local policy priorities the County Council has consulted on an overall strategy and for a range of specific measures to reduce local bus service expenditure to £1.5m.

Our overall strategy for public transport is to:-

- ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently;
- support the local economy where possible, by maintaining access to the National Rail network and providing public transport links between towns and villages;
- ensure that the services we subsidise give value for money.

In allocating funding from the supporting bus services budget we will first consider the following criteria:

- we are able to continue to support the development of Community Transport Services;
- we are able to work with operators to develop additional commercial services and ensure the continued viability of existing commercial services.

and taking account of the types of service we will support, we will examine:

- the cost of providing a contract service which will be benchmarked against the cost of a similar service provided by our in-house fleet;
- the availability of alternative services, including other bus services, rail services and demand responsive services;
- the frequency and days of operation of a service.

We will not support or specify the following types of services:

- a service frequency which operates more than one journey every two hours;
- those operating primarily for the purposes of leisure or tourism;
- services which operate on Sundays;
- services which operate weekday or Saturday evenings;
- services which we regard as “Town Services”;
- services which operate primarily for the benefit of children attending a preferred school;
- services which don’t meet value for money and performance criteria.



## Community Transport Sector

North Yorkshire County Council has a long history of productive working relationship with the community transport sector. We have over the past 5 years provided over £500k funding in capital one off grants including contributing to the purchase of 18 minibuses and 45 Wheels to Work mopeds. In the past three years we have provided on-going revenue support jointly with the health sector of £350k for 13 community transport volunteer car schemes delivering 45k, 49k and 58k passenger journeys for health and social welfare purposes respectively in the 3 years 2012/13 – 2014/15.

We support community transport through our small grants scheme where organisations can apply for funding up to £2,500 for small projects and in the past this has provided for accessibility adaptations for vehicles, marketing materials, website development, and pump-priming funding for innovative new community solutions.

## Current Community Transport Partners

In working with communities to support local voluntary transport, we see the greatest success where organisations are close to their constituent community and the community is actively involved in the design and delivery of the service. These services are most sustainable where there is strong commitment to support and encourage volunteers in the delivery of the service and good partnership working between the County Council and the community exist.

### Little White Bus (Richmondshire Dales)

In 2015, as part of our contract renewal process, we had undertaken a consultation on the proposed introduction of community transport services in Wensleydale and Swaledale to be operated by Upper Wensleydale Community Partnership (Little White Bus).

The County Council provides low floor vehicles to be used on the services and Little White Bus operate with a mix of volunteer and paid drivers and staff, providing a combination of a scheduled bus service with additional pre-book demand responsive journeys. Services were introduced in May 2015 and this arrangement has proved popular with passenger numbers increasing month by month.

## Nidderdale Plus Community Car

In this example, the community felt that a minibus wasn't always the best solution as the passenger numbers would be quite low. With agreement, the County Council provided a community car (Peugeot diesel estate car) for Nidderdale Plus and they provide local transport for the Nidderdale community.

The service is entirely delivered by volunteers and is well used and valued locally. On the occasions where a larger vehicle is needed e.g. for the weekly market day trip to Ripon the local school minibus is borrowed.

## Scarborough and District Dial-A-Ride (SDAR)

In this example, SDAR is a long running established organisation that has strong links with the community in Scarborough. It operates 12 mini buses and with a combination of paid drivers and volunteers delivers community transport services in the area.

The County Council has contributed to capital costs for vehicles and premises and revenue funding to reimburse concessionary fares offered, and with a small enthusiastic management team, the organisation is sustainable without on-going grant funding and provides for over 50,000 passenger journeys pa.

### Community Transport Issues and Perception

From various consultation exercises, public meeting and discussions with community transport providers it has been found that the potential for community transport and the role it can play is not fully appreciated or understood by the public. There are concerns about the availability and safety of using volunteers, the cost of some longer distance journeys and the ease and suitability of booking demand responsive journeys. We have found that awareness is generally low, however where people do use community transport services they are very complimentary and positive about the service provided.

### Fares, Ticketing and Information

Under the current regulatory arrangements, the county council doesn't have any responsibility or control over the fares and ticketing policies of commercial bus operators; they are able to set fares and offer daily, weekly, or other discounted products as they wish. Similarly, providing information or promoting available bus services is also a responsibility of bus operators. In this last regard, the council is able to establish a bus information strategy, and require operators to meet established minimum enforceable standards.

We are keen to see modern channels for providing information and selling tickets to be exploited and will work with operators to ensure information is clear, accurate and suitable for people's needs, when they need it. This will include timetable information for journey planning in advance, operational information to give passengers live real time information on their actual or planned journey, and printed material where people can read or take away timetable information for services they use.

We are keen too to see smart ticket products becoming widely available across the county and across different modes of travel. We will work with operators to ensure these advances are introduced and available for North Yorkshire residents and visitors, and will support the work of Transport for the North in their development of a North of England smart ticketing platform, delivering 'Oyster' style ticketing throughout the north.

### Future Developments

Despite challenging times the County Council is committed to ensure public and community transport is available and sufficient for people in North Yorkshire.

We will work with our commercial operators to encourage them to take more 'supported' risk to grow marginal routes and deliver a larger sustainable commercial local bus sector overall. We will support this approach with limited capital pump priming funding and joint marketing/promotion of services.

We will specify a service for tender with regard to our criteria for any supported bus services, having first assessed the cost and feasibility of providing the service through our own fleet.

We will support the community transport sector to contribute to our overall objectives and accommodate growth where needed by addressing public concerns and providing financial support within approved available budgets

## Key Commitments

We will:



look at innovative ways of enabling people to access services they need and remain active and independent in their communities.



assist the commercial sector to help facilitate access to services across North Yorkshire.



consider our duties under transport and equalities legislation to decide whether the commercial network caters sufficiently for the needs of the community having regard to the transport needs of members of the public who are elderly or disabled. We will consider whether there is a need to procure additional services and what funding is available to deliver these.



prioritise the provision of services which meet the day-to-day transport needs of local communities, where core daytime services are retained and lower priority evening, Sunday or tourist services may be reduced or withdrawn.



support community transport to contribute to our overall objectives, providing financial support within approved available budgets.



# Themes

## 3m - Public Rights of Way





YORKSHIRE DALES  
National Park Authority

Please close the gate  
Thank you



# 3m - Public Rights of Way

There are over 10,000km of Public Rights of Way in North Yorkshire. A third of them lie within two designated National Parks. The Public Rights of Way do not sit independently to the rest of the County’s footways and cycleways, rather they are linked together to create a network of access, where people may use a quiet road or street, a footway, a bridle path and a public footpath to complete their walk or leisure activity. The integration of Public Rights of Way into holistic transport planning allows the whole network to be more effectively developed and managed in a way which can cater for all users, help increase choice, and encourage a switch to more sustainable forms of transport in the future.

Public Rights of Way include all of the following:

-  Footpaths – over which the right of way is on foot only
-  Bridleways – available for pedestrians, horse riders, and pedal cyclists
-  Restricted byways – for all traffic except mechanically propelled vehicles i.e. except for motor vehicles or motorbikes
-  Byways open to all traffic – carriageways over which the right of way is on foot, on horseback and for vehicular traffic, but which are used mainly for walking, riding and cycling
-  Cycle tracks – a way over which there is a right of way on pedal cycle and possibly also on foot. (Cycle tracks arise as a result of conversion from footpath to ‘cycle track’ under the Cycle Tracks Act 1984 or a construction under the Highways Act 1980).

It is acknowledged that there are many unrecorded rights which may still exist. The Department of Environment Food and Rural Affairs (Defra) has urged all highway authorities to ensure that any unrecorded footpath, bridleway and restricted byway rights are recorded on the Definitive Map and the Statement by 2026, even if they are already included in the List of Streets as highways maintainable at public expense. This could therefore include alleys, cuts and ginnels in older residential areas, footpaths in new residential developments, and other well used routes in urban and rural locations which are not recorded on the Definitive Map and Statement, and may not be covered by exceptions issued by the Secretary of State. Public Rights of Way remaining unrecorded on the definitive map by 2026 are likely to be protected by transitional arrangements for a period of time after 2026, proposed to be covered in new regulations currently being developed by Defra. However after that period any outstanding unrecorded routes which would rely on historical evidence alone, are likely to be extinguished. NYCC are striving to record all known alleged Public Rights of Way on the Definitive Map before the ‘cut-off’ date.

## Other public access

Routes that are not designated as Public Rights of Way, but are open for public access might include:

- Open space such as parks and green spaces around communities;
- Access provided on their own land by public bodies such as the Forestry Commission, Yorkshire Water and British Waterways;
- Access provided by trusts and charities, such as the National Trust and the Yorkshire Wildlife Trust;
- Access provided by private estates, for example country houses open to the public.



## Open Access routes

Areas of Open Access are defined as mountain, moors, heath and down, as well as registered common land.

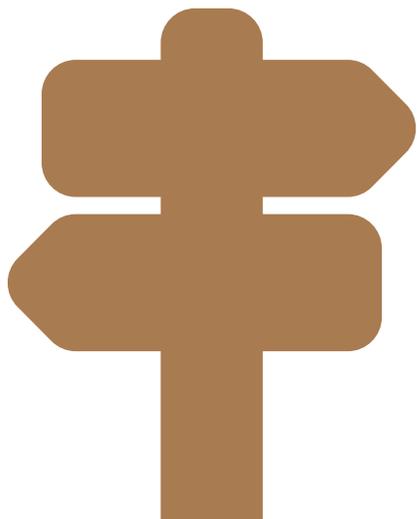
These areas are identified and mapped by Natural England and provide a right of access on foot only. In North Yorkshire the total area of open access land is 181,158ha. The largest concentration is found in the Yorkshire Dales National Park with 95,387ha, the North York Moors National Park with 48,851ha, and in Nidderdale Area of Outstanding Natural Beauty (AONB), as well as small pockets of access throughout the rest of North Yorkshire.

Open Access has provided a much larger area for the public to explore, and the Park rangers are able to help landowners and the public to improve the opportunities for this. For example, they may be able to help by installing stiles or gates to prevent walls that have been damaged by people climbing over them. They may also be able to install additional signage or information points, or perhaps install new access routes to an area of accessible land.

## Manage, Maintain, Improve

Landowners, the County Council, and the public each have responsibilities for Public Rights of Way. Among the County Council's responsibilities are protecting the accessibility of the Public Rights of Way network, working with landowners to ensure that paths are free from obstructions and that the furniture is easy to use and in good condition. Landowners have a responsibility for ensuring the network is accessible, usable and in good condition. The public can do their part by following the Countryside Code, closing gates, protecting plants and animals and taking litter home.

In 2007 NYCC adopted a Rights of Way Improvement Plan covering the period 2007-2011, which set out NYCC's approach to managing, maintaining and improving the network. The 2007-11 document was developed before the period of economic austerity and subsequent reductions in public funding. To help meet NYCC corporate savings requirements, in 2014/15 the County Council made significant savings from its PRow management and maintenance budgets. During 2015/16 NYCC is reviewing all of its policies and working procedures.



The County Council is committed to engaging with all its stakeholders to develop a new policy framework and set of working approaches and procedures that will:

- place greater emphasis on prioritising our approach to managing, maintaining and improving the network;
- increase the County Council's understanding of the value placed on different parts of the network;
- continue engaging with the public and user groups;
- place greater emphasis on ensuring that landowners meet their responsibilities;
- seek to harness greater support from community volunteers.

Following the service review, the County Council's Rights of Way Improvement Plan will be updated before the end of March 2017.

The County Council is responsible for the maintenance of the majority of the County's Public Rights of Way as the Highway Authority. However, responsibility for maintenance of Public Rights of Way within the National Parks has been delegated to the National Park Authorities. The County Council retains responsibility for the definitive map across the whole of North Yorkshire, including the National Park areas.

The role of the National Parks is set out in more detail below. Outside the National Parks, the duty to maintain Public Rights of Way is undertaken by County Council Countryside Access Service staff with additional support being provided by a team of countryside volunteers. Some of the work our team will do is to:

- Check obstructions and survey paths;
- Liaise with landowners to resolve problems;
- Ensure the repair of broken stiles and gates;
- Ensure that signposts and waymarkers are correct and in good condition;
- Survey and maintain long-distance and promoted routes;
- Supervise volunteers and contractors.

Most local Public Rights of Way are unsealed (i.e. unmetalled or unsurfaced). They may be surfaced with loose gravel while others are entirely unsurfaced or use a natural surface, like natural bed rock. This means that where the relationship between supply and demand is out of balance and the route is heavily used relative to its surface, the route may become degraded. This relationship clearly needs careful management in order to ensure that all unsurfaced Public Rights of Way are available for future generations of users to enjoy.

## Local Transport Plan funding for Public Rights of Way

Although they are part of the wider highway network, the Government formula that allocates LTP funding for improvements to and maintenance of the highway network, does not take direct account of the Public Rights of Way network. As such, at a time when LTP funding for the surfaced highway (roads, footways, structures etc.) is already insufficient, there is very limited scope for funding the maintenance or improvement of Public Rights of Way from the LTP.

However, as a general working practice, the County Council will consider funding works on Public Rights of Way from LTP money when those works make a significant contribution to the LTP objectives. In practice this means that improvements to or maintenance of Public Rights of Way that provide access to services (e.g. a good route to schools, shops, doctors' surgeries etc.), are much more likely to receive LTP funding than purely recreational Public Rights of Way (such as moorland or mountain top footpaths).

This notwithstanding, any LTP funding for Public Rights of Way will have to compete on an equal basis with the rest of the highway network for funding.

## Diversions

Landowners can apply to NYCC to divert an existing Public Right of Way under the Highways Act 1980, where it is their interest to do so. For example, moving a footpath out of a busy farmyard, or moving a cross-field path to a route around the edge of the field, but ensuring that the new route is not substantially less convenient for users. Public consultation is part of this process, and therefore objections can be made to a proposed diversion. Landowners usually have to pay the cost of processing and advertising a Diversion Order, and the costs associate with the provision of the new route, including any new gates and surfacing etc. Promoting Diversion Orders follow a statutory process and cannot always be completed swiftly. Due to the large number of applications awaiting investigation, there is currently a waiting list in operation.

## Definitive Map

The definitive map showing Public Rights of Way in North Yorkshire is in fact a series of definitive maps issued by the former Ridings of Yorkshire, North Yorkshire County Council and the North York Moors National Park Authority. The maps are held ay County Hall in Northallerton and can be viewed by appointment by members of the public. Work is currently being undertaken to consolidate these maps in order to produce a new definitive map for the whole of North Yorkshire including the National Parks.

The Public Rights of way network can also be viewed on maps on the County Council's website at [http://maps.northyorks.gov.uk/connect/?mapcfg=roads\\_footpaths](http://maps.northyorks.gov.uk/connect/?mapcfg=roads_footpaths)

## Local Access Forums

There is a North Yorkshire Local Access Forum (LAF) which performs a statutory function as an advisory body under the Countryside Rights of Way Act 2000. Members are appointed to the Forum for the purpose of advising the Council on the improvement of public access to land in their area for the purposes of open-air recreation, and the enjoyment of the area. The Forum must consider the needs of both the users of those Public Rights of Way and other access to the countryside, and land owners or occupiers over which public access exists. There are also Local Access Forums advising each of the National Parks.



Reflecting the directives given to Forums by government, the North Yorkshire LAF operates under a set of principles which underpins their work and advice including:

- Work to see Public Rights of Way developed to redress the fragmentation of the network, connect communities and improve links to places of demand;
- Any new access should be at the highest rights practicable;
- All Public Rights of Way should be maintained to the standard required and where appropriate upgraded physically and legally to a higher standard;
- Develop more access opportunities to include the widest possible range of users;
- Raise awareness of how different users can enjoy responsible sharing of routes where appropriate, whilst supporting challenges to illegal use;
- Recognise the challenges of establishing new initiatives, such as coastal access, access to water, access to woodland, and dedication of land for public access;
- Whilst the creation of all access is welcome, it is noted that temporary access does not give the same public benefit of definitive (permanent) access.

### Yorkshire Dales National Park, and North York Moors National Park

The Yorkshire Dales National Park has 1869km of Public Rights of Way. The North York Moors National Park has around 2200km of Public Rights of Way.

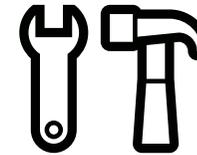
The two National Park authorities have taken responsibility for maintaining the Public Rights of Way within their boundaries under a delegation agreement. The National Parks should be the first port of call for any enquiries about Public Rights of Way in the National Park areas.

More information about how the National Parks approach to the Public Rights of Way can be found in the following documents:

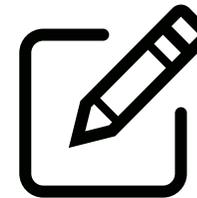
- Yorkshire Dales National Park Authority ‘Public Rights of Way Maintenance Plan’, 2012-2017<sup>1</sup>;
- North York Moors National Park ‘Management Plan’, 2012<sup>2</sup>

### Key Commitments

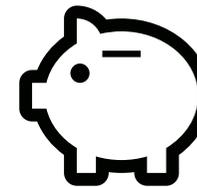
We will:



Ensure maintenance of Rights of Way outside the National Parks is taken care of by our countryside access officers, area rangers and a team of countryside volunteers;



record all identified Rights of Way on the Definitive Map together with the Yorkshire Dales and North York Moors National Park Authorities;



consider funding works on Rights of Way from LTP money when those works make a significant contribution to the LTP objectives;

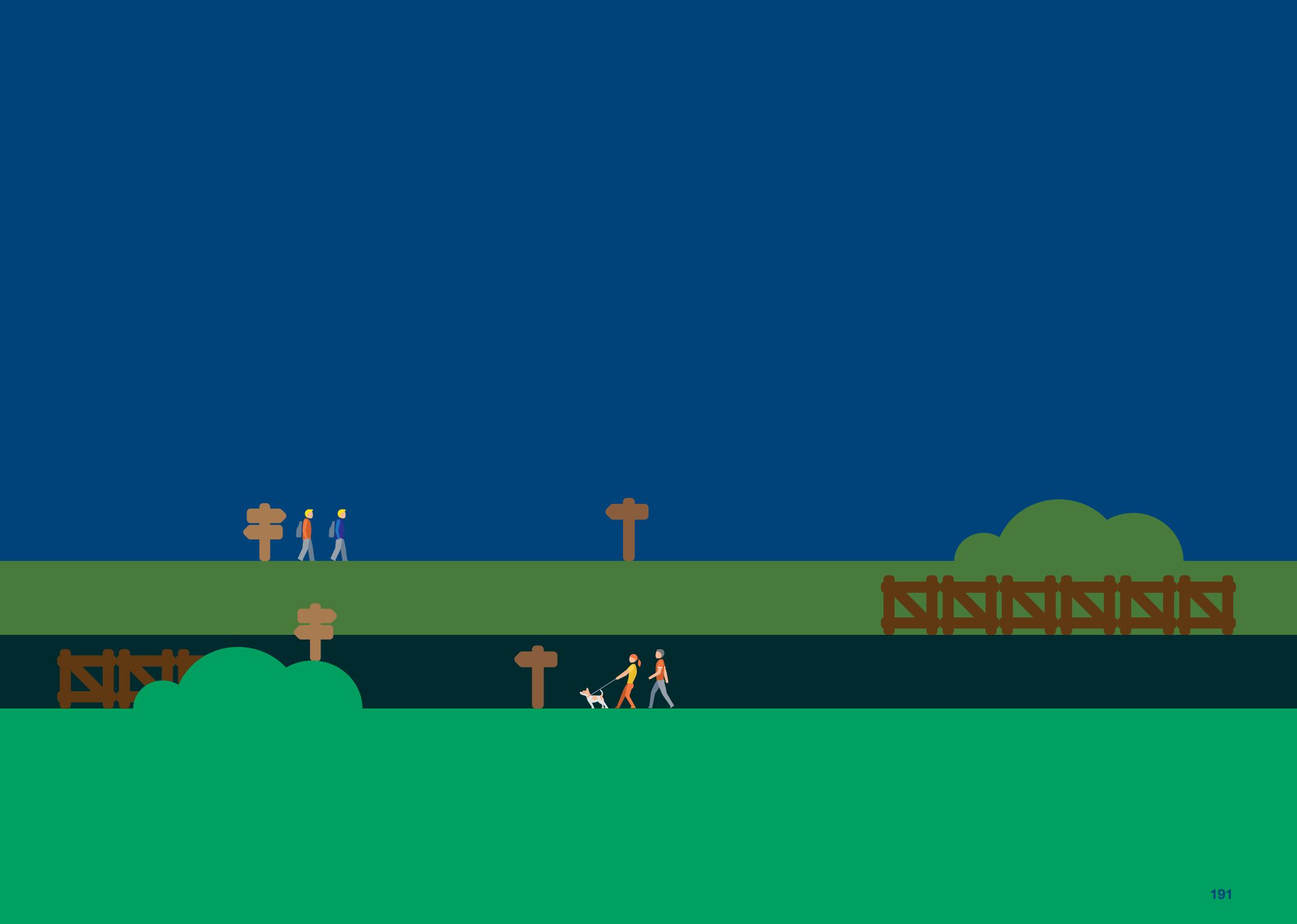


work with the Local Access Forum to improve public access to land for the purposes of open-air recreation, and the enjoyment of the area, whilst considering the needs of both the users of those Rights of Way, and land owners or occupiers over which a right of way exists.

<sup>1</sup>Yorkshire Dales National Park Rights of Way Maintenance Plan 2012-17

[www.yorkshiredales.org.uk/\\_data/assets/pdf\\_file/0005/473441/ydnp-rights-of-way-maintenance-plan-2012-17.pdf](http://www.yorkshiredales.org.uk/_data/assets/pdf_file/0005/473441/ydnp-rights-of-way-maintenance-plan-2012-17.pdf)

<sup>2</sup>North York Moors National Park Management Plan 2012 [www.northyorkmoors.org.uk/about-us/how-the-authority-works/management-plan](http://www.northyorkmoors.org.uk/about-us/how-the-authority-works/management-plan)



# Themes

## 3n - Air Quality and Noise





# 3n – Air Quality and Noise

North Yorkshire is a special place for everyone to live, work and visit, and maintaining the local environment helps it to remain this way. The County has large areas of outstanding and unspoilt natural environment, however, it is recognised that transport can impact on the environment in terms of both air quality and noise levels.

Both road traffic noise and traffic related air pollution can harm our health and wellbeing. The government estimates that air pollution is expected to reduce the life expectancy of everyone in the UK by 6 months on average at a cost of approximately £16 billion per year.<sup>1</sup> Furthermore, there is growing evidence that transport related air quality problems cause more deaths every year in England than road accidents. Poor air quality can also have economic impacts, for example reduction in crop yields, and also contributes to climate change. The government estimates that the annual social cost of urban road noise is up to £10 billion<sup>2</sup>. This is significantly greater than the impact of climate change (£1 to 4 billion).

The protection of the environment is an important consideration for the County Council when managing existing transport infrastructure and networks as well as planning for future transport schemes. Environmental impacts, including air quality and noise, are outlined in the LTP Objectives<sup>3</sup>. What we will do to manage air quality and noise transport related issues over the LTP4 period is detailed in this section.

We recognise that nationally a reduction in air and noise pollution can be achieved through improvements in car technology including the application of new technologies such as the addition of stop-start functions, reduced nitrogen and carbon emissions, electric vehicles, and further reductions in tyre noise limits. In general terms we can actively promote economic growth and new developments that are sensitive to the environment. We will also seek proactive solutions which ease congestion and consequently the air and noise pollution that can blight areas of congestion.



<sup>1</sup>Air Quality: Economic Analysis <https://www.gov.uk/guidance/air-quality-economic-analysis>  
<sup>2</sup>Noise Pollution: Economic Analysis <https://www.gov.uk/guidance/noise-pollution-economic-analysis>  
<sup>3</sup>See Part 2d – Environment and Climate change for more information

### Air Quality

Transport is one of the major contributors to poor air quality. Air pollution is likely to occur at locations with high volumes of traffic, especially where there is congestion and queuing vehicles and where there are buildings close to the road, which can result in pollutants being trapped in a ‘canyon’ effect.

### Carbon Emissions

Carbon dioxide is a component of greenhouse gases and transport is a source of around 20% of CO<sub>2</sub> emissions in the UK with road transport making up over 90% of this<sup>4</sup>.

As indicated in Part 2d<sup>5</sup>, carbon emissions in North Yorkshire are particularly high on the main highly trafficked road networks, including the A1(M) (red line on Figure 3n-1) and in urban areas. Whilst carbon emissions are not monitored on a local basis we have an aspiration to reduce these emissions from transport. We will encourage people to travel by sustainable modes of transport where they can be considered an appropriate alternative to the private motor vehicle, particularly in urban areas. We also recognise that ultra-low emission vehicles can also help to reduce greenhouse gas emissions and we are currently reviewing the County Council’s policy with regard to Ultra Low Emission Vehicles (ULEVs).

Figure 3n-1 Carbon produced by the highway network



As a County Council our rolling fleet renewal helps to make sure our vehicles meet the latest environmental standards and the highest possible miles per gallon. As a recent example the combined CO<sub>2</sub> emission savings over three years compared with the previous pool car vehicles prior to 2013 is estimated at 14.24 tonnes. We are also currently trialling several electric vehicles for our pool cars.

<sup>4</sup>Making the Connection, Office for Low Emission Vehicles, June 2011 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3986/plug-in-vehicle-infrastructure-strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3986/plug-in-vehicle-infrastructure-strategy.pdf)

<sup>5</sup>See Part 2d – Environment and Climate change for more information

## Local Air Quality Management

The Environment Act 1995 sets out the statutory duty for local authorities to review and assess air quality in their area against national standards and objectives. In North Yorkshire local air quality management is the responsibility of the district councils. The seven district councils monitor air quality in their area and must take action where problems are identified. As the highway authority for North Yorkshire, we have a statutory duty to cooperate with district councils where any air quality issues are identified to be from the use of local roads.

The review and assessment of air quality is the first stage of local air quality management. The district councils monitor and assess whether air quality for a number of pollutants exceeds, or is likely to exceed, the objectives set out in the Air Quality Regulations (as prescribed by the EU). These include pollutants that may be caused by vehicle emissions, including nitrogen dioxide and particulate matter. Particulate matter describes condensed phase (solid or liquid) particles suspended in the atmosphere. In relation to PM10 (particles with a diameter less than 10µm) district councils have to carry out a review and assessment of whether air quality standards are being achieved or are likely to be achieved in the relevant period.

There is no current obligation on local authorities to measure PM2.5 concentrations (particles less than 2.5µm in diameter). However, as the EU does require the UK to monitor PM2.5 the government meets this requirement using data from national monitoring networks. The government anticipates future reductions in total PM emissions due to a reduction in exhaust emissions from diesel vehicles; however the non-exhaust traffic sources including tyre wear, brake wear and road surface abrasion will still be a source of particulate matter.

Air quality is considered a problem if it could impact on human health, and consequently part of the local air quality assessment carried out by the district councils considers if residential dwellings are in close proximity to the road. If at the detailed assessment stage one or more of the air quality objectives are not met then an Air Quality Management Area (AQMA) should be declared.

In North Yorkshire there are several AQMAs due to nitrogen dioxide relating to road transport emissions. An AQMA is declared if current or projected levels of nitrogen dioxide (NO2) breach, or are likely to breach, the (annual mean) objective of 40 micrograms per cubic metre (40 µg/m3) as prescribed by the Air Quality Regulations. Where an AQMA is declared the local authority must produce an Air Quality Action Plan to try to introduce remedial measures to improve air quality and therefore meet the air quality objectives.

We will work closely with the district councils to address any air quality issues arising from the use of the County Council's road network, especially where an action plan has been developed.

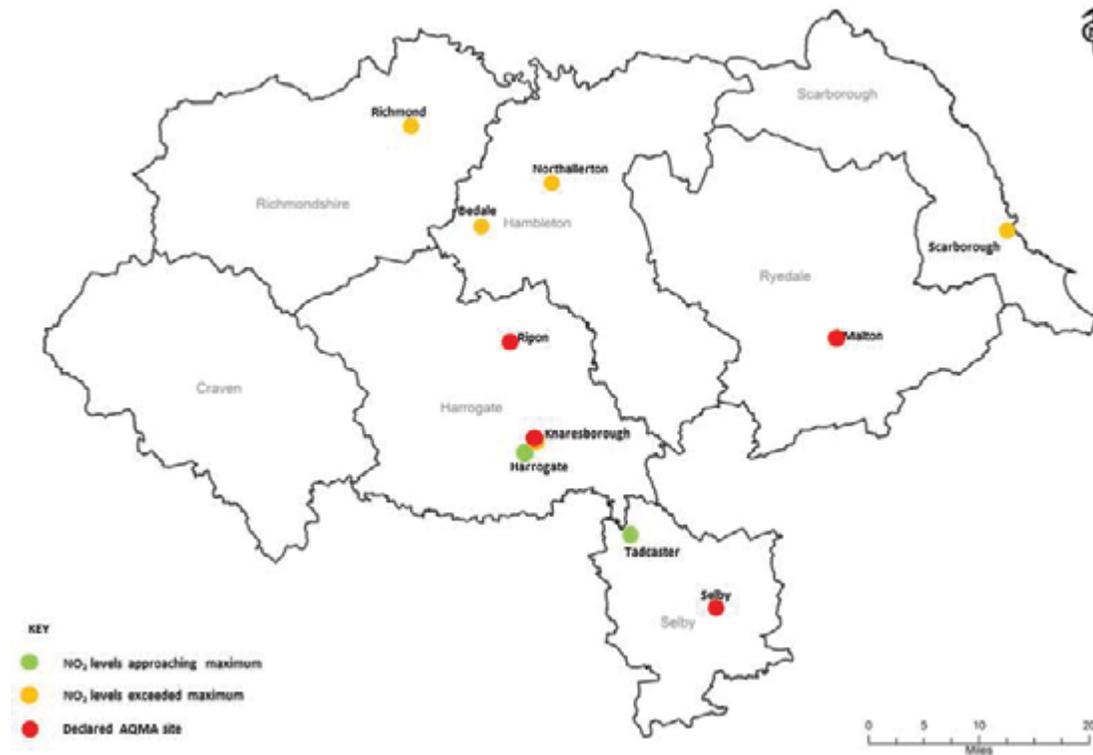
### Areas of concern

The air quality in the majority of the County is of a good standard; however there are a few locations where transport has contributed to localised air quality issues within built up areas. There are several transport related AQMA sites in North Yorkshire:

- Bond End, Knaresborough;
- Butcher Corner, Malton;
- Low and High Skellgate, Ripon;
- New Street, Selby (declared in 2016).

Further information on the air quality, including the monitoring process, is available from individual district council websites. There are several other sites in North Yorkshire which have already, are predicted to, or are close to exceeding the (annual mean) objective of 40 micrograms per cubic metre (40 µg/m3) and are therefore monitored regularly. The aim is to try to prevent these sites from exceeding the objective and make sure an AQMA does not need to be declared.

Figure 3n-2 AQMA sites by District



## Funding

In terms of funding for mitigating the impact of air pollution we will support district councils in seeking air quality grant funding available from the Department of Environment, Food and Rural Affairs (Defra). Harrogate Borough Council, in partnership with Transdev, were successful obtaining funding from the Department for Transport’s Clean Bus Technology Fund 2015 to upgrade buses travelling through the Bond End AQMA in Knaresborough with the aim of reducing nitrogen oxide emissions.

We will also identify any potential measures that could be funded from developments that have a direct impact on an AQMA. As and when necessary we will investigate capital funding opportunities to deliver infrastructure measures to address air quality problems.

Where opportunities for securing external funding arise we will use this to good effect to promote sustainable modes of travel. A recent example is the Local Sustainable Transport Fund where use of public transport, walking and cycling was promoted to encourage people to use less polluting modes.

## Related policies

Before the end of 2016 we will review and update the County Council's transport related air quality policy. We are also currently developing a policy on ULEVs and provision of suitable infrastructure in the County. At the appropriate time these will be made available within Part 4 Policies of the LTP4.

## What we will do regarding Air Quality

As the local highway authority we will continue to work with district councils to try to mitigate the impact of transport on air quality, especially where an AQMA is already, or likely to be, declared.

### Greener modes of transport

We will encourage the use of more environmentally friendly modes of transport such as walking and cycling<sup>6</sup> and the use of public transport, particularly within urban areas<sup>7</sup>.

We will also encourage bus operators to run more fuel efficient and, where appropriate, LPG or electric buses on urban routes. We may also identify minor road schemes that could improve bus journey times thereby making the bus more appealing. Where appropriate we will work with the rail operator to improve rail services and increase rail passenger numbers.

Whilst we have no direct control over the majority of travel choices for those in the County, we will aim to lead by example in terms of sustainable travel. County Council staff will be encouraged to travel to work using sustainable modes like buses and trains, walking and cycling. Car sharing and combining trips will be promoted both in terms of travelling to work and travelling for work, for example meetings. In addition consideration will be given to avoiding unnecessary travel where possible, such as using teleconferencing.

## New development

Each local planning authority is responsible for identifying potential developments that could introduce new receptors (residential dwellings) at sites at risk of air pollution or new developments where generated traffic will make local air quality worse elsewhere in the locality. We will support the planning authorities in this role to encourage measures to promote environmentally friendly forms of transport including provision for Ultra Low Emission Vehicles (ULEVs), and travel planning to consider alternatives to reduce reliance on the private car particularly in urban areas, for example car sharing or walking and cycling.

### Technology and improved traffic flow

We will implement measures that reduce congestion and have a resulting positive impact on air quality. These measures may include improving the efficiency of traffic signals.

We will identify and use new technology to deliver air quality benefits through improved and steady traffic flow, and priority for cyclists, pedestrians and public transport. The potential of dynamic pollution responsive traffic management systems will also be considered.



<sup>6</sup>See Part 3j - Walking and Cycling for more information

<sup>7</sup>See Part 3l - Buses and Community Transport, and Part 3k - Rail for more information

### Other transport schemes

We have already worked successfully in partnership with district councils to implement new transport infrastructure which has a positive impact on air quality. In Malton and Norton the County Council and Ryedale District Council worked with Highways England to deliver the A64 Brambling Fields junction improvement which has removed traffic from Butcher Corner which is a declared AQMA.

The Bedale Aiskew and Leeming Bar Bypass is currently under construction and due for completion in Autumn 2016. It is anticipated that this will remove some of the traffic from Bridge Street, Bedale which is currently experiencing exceedences in the nitrogen objective.

We are currently reviewing the Harrogate traffic model to help consider potential options for a long term relief road. If this scheme is considered viable this is likely to reduce congestion in Harrogate town centre and route traffic away from locations with poorer air quality.

### Noise

The levels of noise within North Yorkshire are generally low, with significant parts of the County (particularly in the National Parks) considered tranquil. Whilst some noise is to be expected, particularly in urban areas, excessive noise can impact on health and wellbeing. Noise pollution can be unpleasant and can lead to health impacts including disturbed sleep and longer term adverse health effects such as cardio-vascular problems. The World Health Organisation estimates that over 40 per cent of the UK population are affected by traffic noise.

Environmental noise comes mainly from transport sources including road, rail and aviation. The European Commission requires member states to seek to reduce the impact of noise on their population. As a result the government has introduced the 2006 Environmental Noise (England) Regulations which relate to the assessment and management of environmental noise.

Road transport noise can come from a variety of sources including engine noise, tyre noise and braking by larger vehicles. The County Council are unable to control noise from individual vehicles, however the government seeks to control this noise through mandatory noise emission standards for new road vehicles and noise limits for tyres.

### Noise mapping and action plans

The European Commission requires the government to create noise maps indicating the public's exposure to environmental noise and adopt action plans based on the noise mapping results. These are to be updated on a 5 year cycle, with the latest update to the noise mapping anticipated in 2017. The action plans are expected to investigate and if necessary manage noise issues including identifying appropriate noise reduction measures.

The Department of Environment, Food and Rural Affairs (Defra) has produced noise maps based on the results of computer modelling. These maps indicate sites with high levels of environmental noise, including from roads. Defra has listed a number of Important Areas where the top 1% of worst affected people are located. It is anticipated that these Important Areas will be prioritised by the relevant authority for investigation through the noise planning process to determine if noise from these roads is excessive as indicated by the modelling. Where appropriate and where funding permits measures could be implemented to control the impact of noise from road traffic alongside the relevant planning authority. These measures would vary greatly from location to location.

## Funding

In terms of funding for mitigating the impact of transport related noise nuisance as and when necessary we will investigate capital funding opportunities to deliver infrastructure measures to address noise issues. We will seek contribution from new significant development towards mitigation of noise impact on roads identified in Defra Noise Action Planning process.

## Related policies

Before the end of 2016 we have plans to review and update the County Council’s transport related noise policy. At the appropriate time this will be made available within Part 4 Policies of the LTP4.

## What we will do regarding Noise

We will, as highway authority, work with Defra and any other relevant authority on Noise Action Planning where possible and within our available financial resources.

In North Yorkshire Defra has identified noise hotspots located on main roads, particularly where there are higher traffic volumes and with properties close to the roadside. We will liaise with Defra and undertake a review of the Important Areas where the noise source is from a County Council managed road. This review will include a consideration of the levels of noise at each location and an investigation of potential mitigation measures to reduce the impact of the road noise. Although a review of the important areas will be conducted before 2017 it is anticipated that this work will be on going as the Defra noise mapping progresses.

Where possible, we will seek to reduce the impact of traffic noise from new highways schemes on residential areas, for example, by re-routing of traffic away from sensitive receptors or if appropriate, the use of low noise surfacing. We will also continue to seek to reduce the impact of transport related noise from the existing network where this is feasible and increase the take up of sustainable travel modes.

## Key Commitments

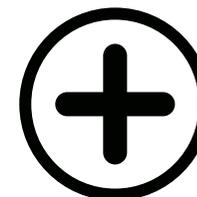
We will:



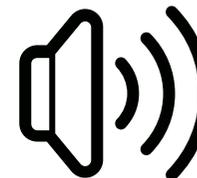
cooperate with district councils to try to mitigate the impact of transport on air quality, especially where an AQMA is already, or likely to be, declared;



encourage the use of more environmentally friendly modes of transport such as walking and cycling and the use of public transport, particularly within urban areas;



work with Defra and any other relevant authority on Noise Action Planning where possible and within our available financial resources;



continue to seek to reduce the impact of transport related noise from the existing network where this is feasible and increase the take up of sustainable travel modes.

