

# North Yorkshire Local Transport Plan 2016-2045

## Executive Summary



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**The shared Vision for the future of our County adopted in the North Yorkshire Community Plan by all the local authorities in North Yorkshire is:**

‘Our vision is that we want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit.’

The NYCC Council Plan further identifies five priorities where we can provide leadership and where intervention is needed to overcome some of the on-going issues that affect the lives of people within the county, one of which refers to transport links. The five key priorities guide all of the services that the County Council provide. This document, the fourth North Yorkshire Local Transport Plan (LTP4), sets out how the transport services and infrastructure provided by the County Council and partners aim to contribute towards our shared Vision and the five NYCC Council Plan priorities.

In 2012 legislation governing Local Transport Plans changed. It remains a statutory duty for the County Council to produce a Local Transport Plan, but it no longer has to be for a fixed five year timeframe. This Local Transport Plan will consider a thirty year time period until around 2045, in the short term (0 to 5 years), medium term (6 to 15 years), and long term (16 to 30 years).

LTP4 is a four tier document. The first part holds the Local Transport Strategy which sets out the context of the Local Transport Plan and our Vision, Objectives and Commitment for transport in North Yorkshire. The second part contains the Objectives, and sets out further details of the main challenges to be addressed for each Objective, along with the approach the County Council and partners will take to achieving them. The third part contains thematic sections which considers transport based on themes and modes, and sets out in more detail what we will do, will not do and what others can do to improve transport. The fourth part holds the Policies specifically adopted by the County Council. The modular nature of LTP4, allows individual themes or policies to be reviewed, refreshed and renewed as and when appropriate.



In preparing the Local Transport Plan the County Council have carried out consultation with the Public, our Stakeholders and partner organisations. This consultation shows that boosting the economy, safety, getting access to essential services and the impacts of transport on the environment remain important. Based on this evidence and other data collected the Objectives adopted for LTP4 are set out below.

- **Economic Growth** - Contributing to economic growth by delivering reliable and efficient transport networks and services
- **Road Safety** - Improving road and transport safety
- **Access to Services** - Improving equality of opportunity by facilitating access to services
- **Environment and Climate Change** - Managing the adverse impact of transport on the environment
- **Healthier Travel** - Promoting healthier travel opportunities

The consultation for LTP4 showed that people still think that keeping our current transport services and infrastructure in good condition is more important than providing new services and infrastructure. Therefore, we will readopt our hierarchical commitment for LTP4, to:

- Manage the transport network and services to make the best use of what we already have;
- Maintain transport networks and services to an appropriate and affordable standard;
- Improve transport networks and services to supplement what we already have.

LTP4 does not try to include everything that the County Council will do for transport. Instead it concentrates on the main things we will do, those that will have the biggest impact on achieving our objectives.



## Why is Economic Growth one of our Objectives?

Transport is essential to the health of our economy. Almost every aspect of business and the economy relies on transport. We therefore need to make sure that our transport networks and services are as reliable and efficient as possible to both support the existing economy and to help facilitate future economic growth. As well as promoting economic growth we also need to ensure that the detrimental impacts of economic and housing growth on the transport networks are managed both by ensuring growth is located in a way that facilitates sustainable transport and by ensuring necessary new infrastructure is provided.

The County Council will consider all transport related constraints on economic growth but has prioritised the issues of highway maintenance, traffic congestion and peripherality.

As the highway is the main network for travel in North Yorkshire and since it affects everyone, maintaining our highway network is the County Councils highest transport priority. Despite recent increases in the funding available for highway maintenance from the Government there is still a significant funding gap between what is available and what we need. To make sure that we get the best possible highway maintenance outcomes for our limited money we have adopted an approach to how and when we maintain our roads called Highway Infrastructure Asset Management.

In North Yorkshire the majority of traffic congestion occurs in our main towns. Traffic congestion, as well as causing environmental problems, leads to long and unreliable journey times, resulting in lost, unproductive time sitting in traffic queues as well as unpredictable arrival times for deliveries and workers.

The County Council has identified 6 main towns as the priority, though not exclusive, areas to tackle congestion:

- Harrogate and Knaresborough;
- Scarborough;
- Northallerton;
- Malton / Norton;
- Selby;
- Ripon.

To tackle traffic congestion the County Council has adopted a combination of measures to both reduce traffic demand and to provide more highway capacity. Demand management measures will include both encouraging people to make fewer or shorter journeys and encouraging mode shift. We will provide improved capacity on the highway network through localised improvements such as minor junction improvements, traffic management and improved traffic signals and parking management as well as through major highway improvements such as bypasses.

Peripherality, the distance (or travel time) of areas from each other or from the main transport networks, has a significant impact on local economic performance. Transport improvements can reduce the impact of this peripherality by providing links between economic areas. The County Council are committed to working with Transport for the North (TfN) to both contribute to and share in the benefits of The Northern Powerhouse. North Yorkshire sits adjacent to two City Regions. Improving road and rail connections into these City Regions remains an important element of our strategy to encourage economic growth in North Yorkshire.

The County Council has also identified a number of priority east–west routes for potential improvement including the A64 between York and Scarborough and the A59 between the A1(M), Skipton and onwards to East Lancashire, including at Kex Gill where road closures have been required, and further highway improvements will be required to maintain east-west connectivity and to build resilience into the highway network.

We are also prioritising a number of rail related improvements such as double tracking and electrification of the York – Harrogate – Leeds railway and improved access to conventional and future High Speed rail stations.

## Why is road and transport safety one of our Objectives?

This objective aims to make transport within the County a safer and more secure activity, whether it be for work, leisure, school or shopping, for all types of transport and for all types of transport and for all road users such as walkers, cyclists, drivers or passengers. Roads are essential to our everyday lives. Road crashes and casualties are costly in terms of human suffering, lost productivity and damage. Safety on our roads is a high priority for the County Council.

The County Council has a statutory duty to investigate the causes of road collisions and casualties and to take appropriate action to prevent future collisions. We will target our resources to address specific safety concerns, whether they are particular groups of road users, especially vulnerable users, or at particular locations in the county where there are clusters of crashes.

Vulnerable road users such as motorcyclists, pedal cyclists and pedestrians represent 53% of the killed and seriously injured casualties on our roads in 2014. The number of cyclists killed or seriously injured on our roads has been increasing since 2005, reaching 67 in 2014, which represents nearly 16% of all road users suffering significant injuries. Improving safety for cyclists will help to promote and enable healthier travel in the county. Motorcycles form approximately 1% of the traffic but approximately 27% of killed and seriously injured casualties on North Yorkshire's roads.

The principles of education, engagement, enforcement and engineering will continue to be used to address road safety issues and are closely integrated with Public Health work to prevent casualties and to promote healthier, active travel choices for all ages.

We will:

- actively coordinate the work of numerous agencies to reduce the number of casualties on our roads through our local Road Safety Partnership, 95 Alive.
- seek to reduce the occurrence of road collisions where road maintenance or condition is a factor.
- seek any improvements that can be addressed through the development planning process.
- seek to access transport grants that become available to benefit and improve our roads.



## Why is Access to Services one of our Objectives?

The importance of transport and good access to services is specifically identified in the Council Plan as a major contributor to achieving our Priorities of ‘Opportunities for young people’ and addressing ‘Loneliness and social isolation’. For most of us, accessing services is the main reason for us needing to travel. NYCC recognises that by working with others, including service providers who have a responsibility to ensure that their services can be adequately accessed by their intended service users/ customers, we can facilitate opportunities for everybody to access the services they require.

Our consultation confirms that the majority of people in the County consider their access to services to be good, and whilst this is encouraging it does mean that difficulties with access are generally small scale and often localised. Addressing these can often be more difficult.

The main issues in North Yorkshire with access to services resulting from where people live are concerned with living in a remote or rural area. In most cases, whether living in a rural or urban area, those with access to a car have good access to services. Since our towns are generally well served by commercially operated public transport to access services, the County Council must therefore concentrate its resources on facilitating access to services for those living in very rural areas that do not have access to a car.

Adequate and timely highway maintenance of the roads and footpaths (including winter snow clearance) can have the biggest impact on accessing essential and non-essential services. The Highway Infrastructure Asset Management Plan outlines the strategic approach for managing the whole of the highway network and details how the Council will deliver our highway maintenance policies.

It is recognised that the bus network is relied upon for connecting those without a car to travel to places of work, education etc. Helping to maintain core daytime bus services enables those without access to a car to reach essential and non-essential services for work, health, retail, leisure and socialising.

We will continue to provide home to school transport for those children who qualify under criteria set out in current legislation. Assistance with transport will be provided to students aged 16 to 18 years old who meet the eligibility criteria.

Reduced access to facilities and services within towns and villages can be caused by severance. Maintaining our existing crossing facilities to ensure they are in good condition, are functional, and are fit for purpose reduces severance in towns and villages.

Economic deprivation can be an issue for travel as the cost of owning a car increases. It is therefore important that our public transport network provides a daytime service to support travel to and from the main employment areas in the County.



## Why is Environment and Climate Change one of our Objectives?

Protecting the environment and preventing climate change is ever present on the agenda for transport management. Our consultation showed us that the environment and climate change remains of high importance to our residents. We cannot directly influence the majority of travel choices for those in the County, however where appropriate we will promote sustainable travel. We will encourage staff to travel to work using sustainable modes like buses and trains, walking and cycling, and will promote car sharing and combining trips.

We have a commitment to sustainable development and design. As outlined in the County Council's Highway Maintenance Plan 2006 we will apply the principles of sustainable development via the increased use recycled materials and by the adoption of a whole life costing strategy for treatment identification and selection. We will also consider the need to safeguard the biodiversity and geodiversity of the County's environment in the maintenance and improvement of the highway network through the use of environmental scoping assessments and where appropriate full Environmental Impact Assessments (EIA).

It is recognised that increased congestion and traffic levels can lead to an increase in noise and pollution. The seven district councils have a statutory duty under the Environment Act 1995 to carry out air quality monitoring for a number of pollutants listed in the national air quality objectives, and to take action when air quality problems are identified. The County Council has a duty to work with the district councils to try to improve air quality where it is related to traffic on the County Council's roads. There are four designated traffic related Air Quality Management Areas in North Yorkshire: Knaresborough; Ripon; Malton; and Selby (declared in 2016), and further sites at Richmond, Bedale, Northallerton, Scarborough, Harrogate, and Tadcaster which have exceeded or are predicted to exceed air quality limits. We will work with District Councils and other partners to help reduce transport related pollution across the whole highway network, especially at AQMA sites and for new highway schemes.





## Why is promoting healthier travel one of our objectives?

This objective aims to address the health aspects linked to transport, by encouraging healthier travel such as walking and cycling, and by reducing some of the negative effects of transport, such as air pollution.

Transport affects the health of everyone. We spend a good proportion of our time each day travelling. This may be to the local shops, the doctors, to work or to school. Both the Joint Strategic Needs Assessment for North Yorkshire and various other health studies have highlighted the importance of regular exercise in achieving and maintaining a healthy lifestyle, and one of the best ways of achieving this is to incorporate it into our regular routines, such as our travel methods. It is recognised that the best and easiest opportunity for incorporating regular exercise into everyone's daily routine is through 'active travel'. By incorporating healthier travel options into our journeys, we can help meet both transport and health objectives as well as reducing carbon emissions and making air quality improvements.



We will continue to encourage people to choose active travel by communicating the health, financial and environmental benefits. We will also aim to reduce the real and perceived risks of road accidents and fears about personal security that are often associated with active travel modes.

Where possible, appropriate and affordable we will maintain and provide the infrastructure (footways, crossings, cycle routes etc.) that will allow people to make the switch to walking and cycling. We will seek improvements through any transport grants that become available such as the Local Sustainable Transport Fund. We will also seek to ensure that within any new development provision of suitable facilities to encourage healthier travel choices is made.



**Our key commitments relating to each of the themed areas or modes are:**

**Strategic Transport**

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.

**Network Management**

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.

**Highway Maintenance**

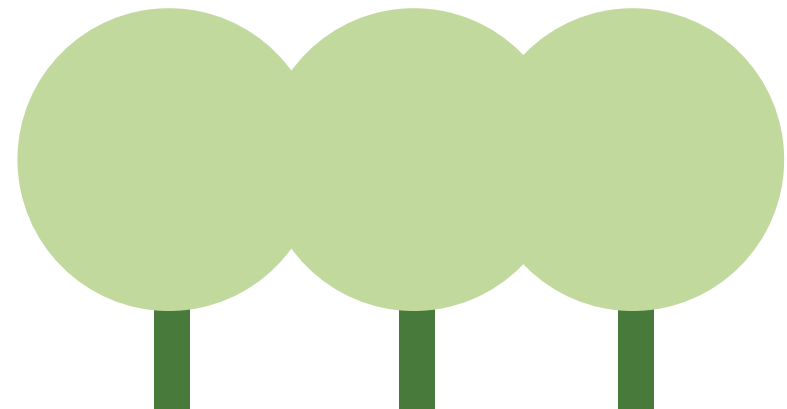
We will:

- 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.

**Bridges and Structures**

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.



### **Planning and New Developments**

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.

### **Walking and Cycling**

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.

### **Rights of Way**

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.

### **Traffic Engineering**

We will:

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

### **Funding**

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.

### **Air Quality and Noise**

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.

### **Street Lighting**

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.

### **Road Safety**

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;
- seek further improvements through any transport grants that become available.

### Buses and Community Transport

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.

### Rail

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;
- 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.



