Local Transport Plan

2006 / 2007 Progress Report

July 2007

keep north yorkshire moving

A responsive County Council providing excellent and efficient local services
INDEX

EXECUTIVE SUMMARY 5

PART 1 – INTRODUCTION 7

1.0 Background 7
1.1 LTP 1 and the Delivery Report 7
1.2 LTP 2 8
1.3 Centre of Excellence 12

PART 2 – SCHEME IDENTIFICATION AND PRIORITISATION 13

2.0 Background 13
2.1 Service Centre Transportation Strategies 13
2.2 Accessibility 16
2.3 Road Safety 18
2.4 Congestion and Air Quality Action Plan 20
2.5 Cross Boundary Travel and Commuting 23
2.6 Passenger Transport 25
2.7 Transport and Sustainable Tourism 27
2.8 Travel Awareness and Smarter Choices 28
2.9 Integrated Transport Scheme Prioritisation 28
2.10 Highway and Bridge Maintenance 31
2.11 Financial Contributions by Other Bodies 33

PART 3 – DELIVERY 35

3.0 Background 35
3.1 Accessibility 35
3.2 Road Safety 42
3.3 Congestion and Air Quality 45
3.4 Other LTP 2 Objectives 47
3.5 Highway and Bridge Maintenance 48
3.6 Major Schemes 53

PART 4 – TARGETS AND INDICATORS 56

4.0 Background 56
4.1 Indicators 57

APPENDICES

A1 Capital Programmes
A2 Transport Asset Management Plan Progress Report
A3 Network Management Duty
A4 Citizens Panel Results
EXECUTIVE SUMMARY

Introduction
The second Local Transport Plan (LTP 2) for North Yorkshire was adopted by the County Council in March 2006 and came into effect from 1 April 2006.

Unlike the previous LTP the Government do not require transport authorities to produce Annual Progress Reports on LTP 2. However, in order to keep the public and stakeholders aware of how the County Council has progressed with the implementation of LTP 2 during the financial year 2006/07 we have produced a Progress Report.

During 2006/07 the County Council invested almost £8m improving transport provision and almost £40m maintaining the transport network. This report summarises how this money was used to meet the aims of LTP 2. Similar amounts will also be invested every year until the end of the LTP 2 period in 2011.

Scheme Identification
In LTP 2 the Council sets out a number of different methods by which transport related issues and initiatives to address the LTP 2 Aims and Objectives would be identified. For transport improvements the key means by which schemes and initiatives are identified is through a series of Service Centre Transportation Strategies (SCTS’s). LTP 2 includes a programme for the preparation of 28 SCTS’s which, when completed, will cover all the towns in North Yorkshire and their surrounding rural hinterlands. Through the SCTS’s we will engage with the local community to identify all local transport related problems in the area and propose local solutions. During 2006/07 we worked on 3 SCTS’s including a pilot for the Stokesley and Great Ayton area. These are expected to be completed during 2007/08 however some schemes and initiatives identified by the strategies are already underway. A further 6 SCTS’s will be started in 2007/08.

In addition to the SCTS’s the Council also identify problems and solutions through other means. These include a countywide assessment of problems people have gaining access to key services, investigation of clusters of road accidents, studies of the causes of pockets of traffic congestion, an investigation of cross boundary commuting patterns and consultation with local people on their desires and needs for local buses.

Scheme Prioritisation
To ensure best value for money from the limited budget available the County Council developed a prioritisation system to assess the relative contribution of all schemes to the full range of LTP 2 Objectives.
This system ensures that any positive, or negative, impact a scheme has on each of the Objectives is taken into account when deciding its priority for implementation. The programme of transport improvements for 2006/07 was based on information from the prioritisation system and includes a good spread of schemes both geographically across the county and across different types of transport (e.g. buses, walking, roads, cycling).

**Scheme Delivery**

In 2006/07 the County Council completed over 90 schemes and initiatives that contributed towards the key objectives of improving accessibility, improving road safety and reducing traffic congestion and transport related impacts on the environment.

These schemes included new footways and cycle tracks in towns and villages to allow people to walk and cycle to work, school and shopping and new pedestrian crossing facilities to allow people to cross busy roads safely and more easily. Traffic claming was put in place in towns and villages slowing traffic speeds to improve road safety and make the street more pleasant for pedestrians and cyclists. New and improved junctions were constructed at locations with a poor accident history and road safety education campaigns undertaken aimed both at children and adults. New facilities for bus passengers were provided and despite funding restrictions the County Council continued to support essential bus services that were not commercially viable.

**Highway and Bridge Maintenance**

In addition to improving transport services and infrastructure the County Council is responsible for maintaining the highway network (roads, footpaths cycle tracks etc). This includes over 9000km of roads and 2000 bridges. Maintenance of these is prioritised based on a balance between urgent need and ensuring that the network does not deteriorate further. In 2006/07 the County Council undertook, 272 carriageway maintenance schemes improving approximately 320 kilometres of road, 195 footway maintenance schemes improving approximately 85 kilometres of footway. In addition the County Council undertook 80 other maintenance schemes such as landslip remediation, highway drainage and cattle grids. The County Council also undertook bridge maintenance works on 38 bridges / structures.

**Indicators and Targets**

LTP 2 identified and adopted 19 indicators to help monitor how well we are progressing towards achieving our LTP Aims and Objectives. Currently for 13 of these indicators we have identified a target level we would like to reach by 2011. Of these 13 targets we are currently on track to achieve 9. The other 4 are slightly behind trajectory but it is still early in LTP 2 and through our performance management framework we will ensure that appropriate action is taken to get back on track.
PART 1 - INTRODUCTION

1.0 Background

1.0.1 This document summarises the progress made by North Yorkshire County Council and its partners towards delivering the second Local Transport Plan (LTP 2) during the financial year 2006 / 2007. This was the first year of delivery of LTP 2 which covers the five year period until March 2011.

1.0.2 Unlike the process for the first Local Transport Plan (LTP 1) the production of an Annual Progress Report for submission to the Department for Transport (DfT) is not a statutory requirement. North Yorkshire County Council however believe that in order to keep the DfT, stakeholders and the public informed of the implementation of LTP 2 it was useful to produce and publish this non-statutory 2006 / 2007 Progress Report.

1.0.3 The first LTP, Annual Progress Reports, the final LTP 1 Delivery report and LTP 2 are available to view or download on the County Councils website at www.northyorks.gov.uk.

1.1 LTP 1 and the Delivery Report

1.1.1 The first North Yorkshire Local Transport Plan was produced in 2000 and covered the period 2001 to 2006. This document set out the integrated transport strategy for the County to achieve a vision of:

\[
\text{a sustainable transport system which will not only meet the social and economic needs of local communities but also safeguard the environment.}
\]

1.1.2 The County Council together with its numerous partners worked to implement LTP 1 until March 2006. Details of the degree to which we achieved the LTP 1 Vision, Aims and Objectives are summarised in the LTP Delivery Report. This statutory document was submitted to the DfT in July 2006 for the Government to assess the successfulness of the delivery of LTP 1.
1.1.3 Based on the Delivery Report the Government rated the delivery of each of the 82 LTP's in England as Excellent, Very Good, Good or Satisfactory. North Yorkshire County Council was rated in the highest category of Excellent for its Delivery of LTP 1. As a result of this ranking the Government has indicated that they will award the County Council a 12.5% uplift on our Integrated Transport capital allocation. It is currently expected that in monetary terms this will give in excess of £0.75 million per year extra to invest in transport improvements in the county for the next four years.

1.2 LTP 2

1.2.1 The County Council were required by the Government to produce a second Local Transport Plan which covered the period 2006 to 2011. The provisional Plan was submitted to Government in July 2005 with the final Plan being submitted in March 2006. This plan builds on LTP 1 and moves forward the County Council’s Vision and Aims and Objectives for transport in North Yorkshire for the future.

1.2.2 In line with national transport policy LTP 2 follows the philosophy that transport is primarily a means of people accessing the services they require and that most of these services can be provided in local communities. LTP 2 therefore adopted the Vision, Aims and Objectives shown overleaf. Objectives 1 to 4 also reflect the Governments and Local Governments Shared Priorities for Transport and as such are of national and local importance.
# LTP 2 Vision, Aims and Objectives

## Vision
Better access and sustainable communities for all.

## Aims
To make North Yorkshire a better place by:
- Providing equality of opportunity for all
- Protecting and enhancing the environment
- Improving the safety and health of residents and visitors
- Increasing economic prosperity
- Building sustainable communities
- Reducing the need and demand for travel

## Objectives

**Objective 1 (Accessibility)** - To ensure good access to key services (Education, Health, Food, Employment and Recreation) for everyone.

**Objective 2 (Safety)** - To improve safety for all highway users

**Objective 3 (Environment)** - To enhance the natural and built environment through the appropriate provision of services and transport and where necessary protect it from the impacts of these provisions.

**Objective 4 (Congestion)** - To ensure that traffic congestion, and its adverse environmental and social effects, is minimised in both rural and urban areas.

**Objective 5 (Quality of Life)** - To ensure that transport provision contributes towards the promotion of healthy and sustainable communities.

**Objective 6 (Economy)** - To provide and maintain an efficient transport network contributing towards increased economic prosperity for everyone.

**Objective 7 (Efficiency)** - To ensure that the management and maintenance of the transport infrastructure contributes towards the efficient use of resources.
1.2.3 The second Local Transport Plan sets out the strategies the County Council and its partners will adopt in order to achieve the Vision, Aims and Objectives. A summary of the process adopted for the implementation of improvement schemes and initiatives is shown in Figure 1.1 below.

Figure 1.1 – LTP 2 Approach to Integrated Transport Schemes and Initiatives

1.2.4 Details of how transport related problems and issues will be identified, how appropriate schemes and initiatives to address them will be
formulated and how these will be prioritised for future implementation are set out in **Part 2 - Scheme Identification and Prioritisation.**

1.2.5 Schemes and initiatives identified through the processes have also been implemented in the last year. Examples of these together with a brief description of how they contribute towards achieving the LTP 2 Objectives (and Shared Priorities) are set out in **Part 3 – Delivery.**

1.2.6 The LTP also sets out a number of Indicators and Targets to demonstrate progress towards achieving the Objectives. Details of progress to date on these indicators and whether we are on track to achieve our targets by 2011 are included in **Part 4 – Targets and Indicators.**

1.2.7 Similar to the delivery of LTP 1 the Government has rated all second LTP’s as Excellent, Good, Fair or Weak. The North Yorkshire LTP 2 was rated as Excellent which resulted in the award of a further 12.5% uplift on our Integrated Transport capital allocation. It is therefore currently expected that, taking into account the uplift for the Delivery Report, in total the County Council will receive 25% uplift equating to in excess of £1.5 million extra per year for the next four years to invest in transport improvements. However, as the Delivery Report and final LTP 2 were not assessed until December of 2006 the North Yorkshire integrated transport capital allocation for 2006 / 2007 did not include this 25% uplift. Table 1.1 below shows details of the County Councils integrated transport and maintenance capital allocations. These are actual allocations for 2006 / 2007 and 2007 / 2008 but are indicative only for other years. Maintenance allocations for 2008/09 to 2010/11 will be announced by the DfT in December 2007.

<table>
<thead>
<tr>
<th>Year</th>
<th>Maintenance</th>
<th>Integrated Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006 / 2007</td>
<td>£21.627m</td>
<td>£7.317m</td>
</tr>
<tr>
<td>2007 / 2008</td>
<td>£17.218m</td>
<td>£9.025m</td>
</tr>
<tr>
<td>2008 / 2009*</td>
<td>£17.500m</td>
<td>£8.792m</td>
</tr>
<tr>
<td>2009 / 2010*</td>
<td>£17.500m</td>
<td>£8.650m</td>
</tr>
<tr>
<td>2010 / 2011*</td>
<td>£17.500m</td>
<td>£8.471m</td>
</tr>
</tbody>
</table>

* - indicative only estimate of £17.5 million

**Table 1.1 – LTP 2 Capital Allocation**
1.3 Centre of Excellence

1.3.1 The County Council was the only transport authority in the Yorkshire and Humber Region to achieve Excellent in its Delivery of LTP 1 and Excellent for the quality of planning in LTP 2. As a result of this performance we were invited by Government in February 2007 to become a Centre of Excellence for Transport Delivery. This will involve the County Council sharing its experience and best practice with other transport authorities for the next four years. Clearly in the period until the end of March 2007 the Council did not have time to start any Centre of Excellence initiatives. It is intended that details of future initiatives will be included in future Progress Reports.
PART 2 - SCHEME IDENTIFICATION AND PRIORITISATION

2.0 Background

2.0.1 LTP 2 sets out a number of means by which schemes and initiatives to address transport related problems and issues in North Yorkshire are identified. These include the Service Centre Transportation Strategies together with strategies or action plans related to road safety, accessibility, congestion, passenger transport and maintenance.

2.0.2 The following sections give details of how these various means of scheme identification have been progressed in 2006/07 together with examples of the issues and solutions identified.

2.1 Service Centre Transportation Strategies

2.1.1 The main method of scheme identification proposed in LTP 2 is through the preparation of a series of Service Centre Transportation Strategies (SCTS). These adopt the principle that a local town provides many of the vital services for both it’s residents and the residents of a surrounding rural hinterland. Over the period of LTP 2 the County Council intends to produce 28 SCTS’s which will ultimately cover the entire geographical area of North Yorkshire. This method of scheme identification is additional and complementary to other methods of scheme identification described in the following sections of this report and does not replace or override them.

2.1.2 The key element of these strategies is that through engagement with the local community and stakeholders the SCTS will identify local transport related issues and appropriate local solutions. This process is intended to consider all of the transport issues in the area across the whole range of the Shared Priorities and other LTP 2 Objectives. The strategies include revenue funded initiatives (such as improved public transport services) as well as schemes for implementation from capital budgets.

2.1.3 Whilst it is likely that some of the schemes and initiatives identified may not be deliverable during the current LTP period it is important that they are included in the Strategy to identify longer term needs and aspirations. However, in order to ensure public support for the process, a guaranteed minimum expenditure on initiatives arising from each SCTS has been set for 2 years after adoption. This is based on the size and population of the area and enables the early implementation of a number of schemes and initiatives which, whilst they contribute towards LTP 2 Objectives, may not normally have been prioritised for a number of years.
2.1.4 Full details of the Service Centre Transportation Strategy approach are included in Chapter 4 of LTP 2.

2.1.5 During 2005/06 the County Council commenced preparation of a ‘pilot’ SCTS for the Stokesley and Great Ayton area of the County. The approximate geographical extent of the strategy area is shown in Figure 2.1.

![Figure 2.1 – Approximate Extent of Stokesley and Great Ayton SCTS](image)

2.1.6 In late 2005 local stakeholders were invited to attend a workshop held in Stokesley Town Hall to give their views on the issues within the area. This was facilitated by staff from both NYCC and their consultant partners. Following the workshop, a survey questionnaire was sent to a random stratified sample of addresses within the area seeking the views of the public. In order to guide respondents the questions suggested topics such as pedestrian routes, cycle routes, bus issues, junction improvements, traffic signing, car parking, traffic speeds and congestion and asked that if any of these were an issue for them within the area and they were asked to give locations and details.

2.1.7 Issues identified at the workshop and from the survey included speeding traffic, inadequacy of the bus services, accessibility and the need to improve pedestrian access. The County Council then developed a number of initiatives to address the issues identified.
These were discussed at a second stakeholder workshop prior to prioritisation using the County Councils objective based system (see section 2.9). Schemes and initiatives which contribute towards the LTP 2 objectives and address the identified local issues will then be subject to public consultation prior to implementation.

2.1.8 Examples of schemes identified through the Stokesley and Great Ayton SCTS include:
- A roundabout at the junction of the A172 and B1292 at Tree Bridge Farm where there have been 9 injury accidents (including 1 fatality) in the past 5 years
- Traffic Calming in Hutton Rudby
- A pedestrian crossing of the A173 in Great Ayton
- Junction improvements Thirsk Road /A172, Stokesley
- Parking restrictions in Great Broughton

2.1.9 The Tree Bridge roundabout scheme is a high priority scheme and is now programmed for implementation during 2007/08. Other schemes are likely to be delivered from the ‘quick win’ allocation which for Stokesley and Great Ayton SCTS amounts to £248k for the next 2 years (2007/08 and 2008/09).

2.1.10 As stated above the Stokesley and Great Ayton SCTS was a pilot to test the process prior to a full roll out. It was initially envisaged that this SCTS would be completed in 2006. This however has been delayed until later this year due to teething problems in setting up the processes for preparing an SCTS. The public engagement process has been particularly difficult especially explaining some of the concepts behind the Shared Priorities and getting stakeholder and the public to think more strategically rather than concentrating on current issues.

2.1.11 The lessons learned from the pilot SCTS have now been incorporated into the process for future SCTS’s. The SCTS’s for South Craven and Ripon are underway and with 6 further SCTS’s to start in 2007/08. Figure 2.2 overleaf shows the geographical distribution and approximate coverage of the 9 SCTS’s which will soon be underway and begins to provide an indication of how by the end of the LTP 2 period the whole of the County will have been considered through the preparation of SCTS’s.
2.2 Accessibility

2.2.1 Schemes and initiatives to improve accessibility, defined as the ability of people to gain access to the essential services they require (Employment, Education, Healthcare and Food Shopping), are identified at two levels. As described in section 2.1 above, identifying local accessibility issues and solutions forms an integral part of the Service Centre Transportation Strategies. Additionally, as part of LTP 2 the County Council adopted an Accessibility Strategy (see LTP 2 Annex B). The Council have adopted a two pronged approach to addressing accessibility issues. This approach is either through the provision of transport services or infrastructure or through encouraging changes in the way essential services are delivered. The schemes and initiatives identified through both the SCTS’s and the Accessibility Strategy reflect this approach.

2.2.2 Additionally, accessibility problems are identified as part of the bus service area reviews and reviews of local community transport services.
(see section 2.6). Where appropriate and possible, bus services that are not provided commercially are commissioned by the County Council and/or community transport solutions sought.

2.2.3 Preparation of each SCTS identifies where the essential services are provided, where the population live and transport provision between them. Through this process areas of poor accessibility are identified. This information is supplemented through the stakeholder and public engagement where local residents identify local accessibility issues many of which may not be obvious through data analysis. As described above three SCTS’s were underway or commenced in 2006/07. The pilot carried out for the Stokesley and Great Ayton areas identified a number of accessibility issues and potential solutions. Examples range from improvements to public and community transport to Stokesley to access local services provided in the town, improvements to pedestrian and cycle facilities between the two communities to improve access for non drivers and the provision of a short section of footway in Hutton Rudby to allow residents of 22 properties safe pedestrian access to the village centre and shops.

2.2.4 All of the accessibility schemes and initiatives suggested as part of the SCTS are considered and prioritised for potential funding from capital or revenue budgets as set out in section 2.9.

2.2.5 To supplement the identification of accessibility issues through the SCTS the Accessibility Strategy investigates issues at a more strategic level. Through the analysis of geographic, transport and census data the Strategy identified areas of the County where access to one or more of the key services was difficult for significant sectors of the population. These difficulties may arise from social or personal conditions (e.g. lack of money to afford transport or mobility impairment), geographical isolation (e.g. distance from service providers), lack of service provision (e.g. no local employment opportunities) or a combination of any or all of the above.

2.2.6 The Accessibility Strategy identified that a main priority for 2006/07 would be access to healthcare at Scarborough General Hospital and included an Action Plan for addressing these issues. The action plan includes initiatives in the rural areas around Scarborough and the urban areas within the town itself. These initiatives require close working with both health and transport providers to achieve improvements. A copy of the Action Plan and details of progress towards achieving its aims are set out in section 3.1 of this report.
2.3 Road Safety

2.3.1 Based on consultation carried out for the preparation of LTP 2 improving road safety remains a high priority Objective for the County Council. In 2004 the County Council was a lead partner in setting up the York and North Yorkshire Road Safety Partnership which brought together all the relevant bodies involved in improving road safety in York and North Yorkshire. This partnership jointly produced the Road Safety Strategy for York and North Yorkshire 2005 to 2010 also known as ‘95 Alive’ in recognition of its headline vision to save 95 lives by the end of 2010. Details of the Strategy which was adopted by all partners can be found in Annex C of LTP 2.

2.3.2 Whilst following the traditional approach of Education, Enforcement and Engineering the Strategy adopted a more targeted approach to road casualty reduction and included an Action Plan 2005 – 2010 (see Figure 2.3). This identified 9 key actions for implementing the Strategy.

2.3.3 During 2006/07 the County Council and its partners have made good progress on these actions including the development of a communications strategy which incorporates circulation of a monthly casualty bulletin to all partners, the selective use of Government Think campaigns and work on developing a Model for Interventions has commenced.

2.3.6 The accident analysis carried out in preparing the Strategy identified a number of high risk groups. These include people who drive in connection with their work (occupational road risk), motorcycle riders/pillion passengers on motorcycles greater than 125cc, children, mature car occupants and young car occupants aged 16 to 24. Action, analysis and research continue to further enable understanding of these high risk groups and to allow education, engineering and enforcement measures undertaken to be correctly targeted in order to reduce the incidents of casualties. Further details are included in section 3.2 of this report.
The York & North Yorkshire Road Safety Strategy

‘95 ALIVE’ Action Plan 2005 to 2010

Terms of Reference

The partners will work together to ensure integration of the whole strategy. We will use the evidence base wherever available but our own judgement and existing intelligence when data is not available to ensure schemes and initiatives are data led wherever possible. All partners will support the actions contained in this plan.

<table>
<thead>
<tr>
<th>Action</th>
<th>Indicator</th>
<th>Term</th>
<th>Action</th>
<th>Indicator</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Design a model for interventions that requires systematic assessment and the following elements as appropriate, Enforcement, Speed management, Engineering, Education Training &amp; Publicity, Evaluation, and Maintenance.</td>
<td></td>
<td>S,M,L</td>
<td>6. Fatal collisions: improve data recording and distribution (data sharing agreement)</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>2. Create a package of measures to combat occupational road risk</td>
<td></td>
<td>S,M,L</td>
<td>7. Communications Strategy</td>
<td>S,M,L</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>a. Provide consistent media messages, dispel misperception and highlight our successes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Target specific road user groups identified through dynamic accident analysis, currently these are:</td>
<td></td>
<td>S,M,L</td>
<td>b. A coordinated strategy to disseminate information and raise awareness</td>
<td>S,M,L</td>
<td></td>
</tr>
<tr>
<td>• Car occupants: Seat belt awareness and enforcement</td>
<td></td>
<td></td>
<td>c. Consider extreme publicity campaigns e.g. Collision Free Days</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Drivers: Child car seat training and enforcement</td>
<td></td>
<td></td>
<td>d. Obtain a community perspective through the Citizens Panel, etc</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Powered two wheeler riders: Continue campaigns and investigate problems with 125cc or less</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Socially deprived areas: (Investigation work required)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Continue with existing offender rehabilitation education programmes, consider expansion to cover speed awareness</td>
<td></td>
<td>M,L</td>
<td>8. Study the response of the Emergency Services to all injury collisions.</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>5. Selective use of Government Think! Campaigns, focus on one per month agreed regionally</td>
<td></td>
<td>S,M,L</td>
<td>9. Continue with existing Cyclist and Pedestrian training – provide evaluation</td>
<td>S,M,L</td>
<td></td>
</tr>
</tbody>
</table>

**KEY:**
- High priority actions
- Medium priority actions
- Low priority actions
- S (Short term actions) = 1 to 2 Years
- M (Medium term actions) = 3 to 4 Years
- L (Long term actions) = 5 Years plus
2.3.7 Alongside the actions identified in the ‘95 ALIVE’ strategy the Council has continued with it accident investigation activities. Statistical analysis of the STATS 19 personal injury accident data has enabled the Council to identify high risk accident locations and routes. Detailed analysis of the causes of each of the accidents at these locations on these routes allows the identification of appropriate remedial engineering solutions. During 2006 / 2007 the County Council carried out detailed investigations at 5 high risk accident locations including studies on the A59 at Beamsley Hill and Saltergate and on the A6055 between Knaresborough and Boroughbridge.

2.3.8 High risk accident sites are also used to identify requirements for route action studies which consider the route as a whole as well as looking at the individual sites. The main benefit of carrying out this type of study is that a consistent approach can be adopted along the whole route which will ensure that those unfamiliar with the route understand what is expected of them as they approach bends and junctions, and travel through the many villages and settlements along the route. This consistent approach increases driver’s awareness of the hazards ahead, by increasing the predictability of the road environment.

2.3.9 Investigations carried out in 2006/07 resulted in the identification of 9 schemes including improvements at Beamsley Hill, on the A6055 between Ferrensby and Knaresborough Golf Club and at the A59 Rowden lane junction. In addition to the identification of engineering schemes the studies also made recommendations where targeted education or enforcement could assist with the reduction of accidents and casualties.

2.3.10 Safety Studies are also undertaken with the assistance of North Yorkshire Police at all locations of fatal road traffic collisions. The aim of the study is to identify road safety engineering measures that will help to reduce collisions occurring at the location. 41 studies were undertaken during 2006/07 year which resulted in recommendations for improvement at 26 sites. Studies included the A170 in the vicinity of Spaunton Quarry where, in the five previous years, seven personal injury collisions had been recorded including four killed and seriously injured collisions. Recommendations at this location included improvements to visibility by the removal of trees and bushes, the surface profile, the surface skid resistance and the signing.

2.4 Congestion and Air Quality Action Plan

2.4.1 Although congestion and transport related air quality is not a major issue in North Yorkshire compared to adjacent larger urban areas such as Leeds, York and Teesside, peak hour traffic congestion does occur in some of the larger towns in the County such as Harrogate, Scarborough and Northallerton and there are also a number of areas of tourism related congestion.
2.4.2 In order to address these issues, and to ensure that congestion does not increase LTP 2 included a Congestion and Air Quality Action Plan as Annex M. This identified the main areas of congestion and air quality concern in the County and summarised the actions the County Council would take to address these issues. The Action Plan identified the following seven urban areas and five tourism related congestion hot spots. These are shown on figure 2.4 below.

![Figure 2.4 – Congestion Areas](image)

2.4.3 Implementation of measures to address congestion in Harrogate and Scarborough has commenced through schemes and initiatives identified as part of the Harrogate and Knaresborough Integrated Transport Strategy (HAKITS) and Scarborough Integrated Transport Strategy (SITS) major road improvement and park and ride scheme.
2.4.4 HAKITS was commenced during LTP 1 and formally adopted in February 2006. Peak hour and some off peak congestion occurs on the main routes in and around the town centre. The approach to addressing congestion adopted in HAKITS is to encourage modal shift to walking, cycling and public transport through ‘smarter choices’ type travel awareness campaigns and the provision of improved infrastructure and services supplemented by necessary engineering measures to improve the efficiency of the transport networks. Key initiatives undertaken in 2006/07 include extensions to platforms on the York – Harrogate – Leeds railway which facilitates longer trains allowing increased capacity on this busy commuter line, the formation of the Harrogate Punctuality Improvement partnership and the expansion of the cycle route network. Further details of these initiatives are included section 3 of this report.

2.4.5 Traffic congestion in Scarborough mainly occurs within the town centre and during the summer holiday season on the southern approaches to the town. The Scarborough Integrated Transport Strategy aims to address congestion issues through the provision of a new road to divert the A165 southern approach to the town, new park and ride sites and services on the A165 and A64 approaches to the town and the upgrading and expansion of the existing Urban Traffic Control systems. These, together with the introduction of bus priority measures will improve the reliability and efficiency of scheduled and Park and Ride bus services. Much of the infrastructure for SITS is being funded by Government as
a £30.5m major scheme however elements of the bus priority measures and the operation of the park and ride services are being funded by the County Council from capital and revenue budgets. Further details of progress in 2006/07 are included in section 3 of this report.

2.4.6 In addition to these two major initiatives, during 2006/07 the Council started studies into the congestion and air quality issues in Northallerton and Malton. Working with Hambleton District Council, the local planning authority, we commissioned a traffic model of Northallerton to investigate the potential transport impact of proposed Local Development Framework (LDF) housing and employment land allocations and to model potential solutions to congestion arising from the roundabouts and level crossing at the north end of the town. It is anticipated that the Northallerton study will be completed during 2007/08 with schemes potentially being delivered from 2009 onwards. Similarly in Malton the County Council have jointly commissioned a traffic model with Ryedale District Council to investigate LDF allocations and congestion issues at Butcher Corner. Much of the problem at Butcher corner results from the limited manoeuvre interchange of the B1248 and A64 to the east of Norton at Brambling Fields. Although this junction is the responsibility of the Highways Agency the county and District Council are proposing to upgrade it to allow all manoeuvres hence removing the need for traffic from Norton to travel through Butcher Corner to access the A64 to York. We have therefore agreed with Ryedale a mechanism whereby developer contributions to the funding of this scheme can be secure based on their traffic contribution to the congested part of the network.

2.4.7 As described in section 2.1 the SCTS’s for both Ripon and South Craven have now commenced and are expected to be completed during 2007/08. Congestion issues in Ripon city centre and at the Kildwick Level Crossing in South Craven will be considered as part of these strategies. Additionally, within Ripon the County Council, Harrogate Borough Council and a developer are currently cooperating on the construction of a new link road which will provide access to enable the redevelopment of a brown field site to the west of the Market Place and help address congestion issues in these areas. It is anticipated that this scheme will be completed in early 2009.

2.5 Cross Boundary Travel and Commuting

2.5.1 The 2001 national census indicated that over 40 000 people commute to work daily between North Yorkshire and West Yorkshire, over 17000 between North Yorkshire and York and almost 15 000 between North Yorkshire and Teesside. The scale of this issue is significant with around 66% of the daily work trips from Selby District and 38% from Harrogate District leaving the County to access employment in adjacent areas. Of these trips less than 10% are made by public
transport. The volume of traffic generated by this cross boundary commuting contributes to congestion both in North Yorkshire and in the destination town, especially Leeds. In recognition of this problem LTP 2 included, as Annex N, a Cross Boundary and Commuting Action Plan which aims to address the problem by reducing commuting and encouraging greater use of public transport.

2.5.2 We have adopted a targeted approach to improvements in public transport to encourage greater patronage. The greatest volumes of cross boundary commuting trips are between Harrogate and Leeds and Selby and Leeds with in excess of 9500 and 6000 commuters per day respectively. Initiatives undertaken in 2006/07 have therefore targeted these corridors. These have included measures such as improved infrastructure (shelters etc) on the main bus routes and increased bus frequency on the Selby to York route from April 2007. Working through the Harrogate Line Partnership Officer Group a long term patronage growth trend on the York-Harrogate – Leeds rail line was identified which was putting pressure on the service with overcrowding (see Figure 2.5). The partnership have therefore undertaken initiatives to accommodate and encourage this growth including £8.5m investment in rolling stock and lengthened platforms to accommodate these longer trains. Further details of these initiatives are included in Part 3 of this report.

![Patronage growth on cross boundary bus and rail routes](image)

**Figure 2.5 – Public Transport growth between Harrogate and Leeds**
2.5.3 The programme of cross boundary travel initiatives will continue to focus on trips to West Yorkshire and will include further measures to improve punctuality on Ripon –Harrogate – Leeds bus corridor. Issues and associated measures to address commuting from Craven District to Bradford will be explored through the South Craven SCTS and Craven Area Public Transport Review which will be carried out in 2007.

2.6 Passenger Transport

2.6.1 Increased availability and use of passenger transport (e.g. buses, trains and community transport) can make a significant contribution to improving accessibility and through modal shift from cars reduce congestion and pollution. LTP 2 therefore included strategies and measures to improve bus, rail and community transport.

2.6.2 The Councils Bus and Bus Information Strategies form Annexes E and F of LTP 2. Building on the bus infrastructure work already undertaken in LTP 1 the County Council identified a series of bus corridors and individual stops for improvement over the life of LTP2.

When selecting the work priorities the following criteria, as set out in the Bus Strategy, was used

- Priority 1 - Local services in major towns and key inter-urban links
- Priority 2 - Local Services in market towns and those services not included in priority 1 where the daytime frequency is at least hourly.
- Priority 3 - Other services where the frequency is at least 2 hourly.

2.6.3 Based on the Bus Strategy priorities, and working closely with operators, improvements to infrastructure, information, buses and services are identified and considered for inclusion in the integrated transport programme. The main routes addressed in 2006/07 were Tadcaster to Pontefract, Selby to Leeds, and Harrogate and Knaresborough towns. Measures identified and implemented include route branding, new vehicles, real time information using text messaging and engineering measures in Harrogate to improve punctuality. Full details are included in Part 3.

2.6.4 A priority action plan for capital investment for the next two years has also been identified and is included in Table 2.1 below.
2.6.5 In 2004, the Council commissioned a Community Transport Strategy for North Yorkshire. This strategy was prepared in partnership with District Councils, Health Authorities, Rural Transport Partnerships and most importantly community transport providers. Working closely with Harrogate District Community Transport, Bentham Community Transport and RYECAT Ltd, we were successful in securing £1.1m investment from Futurebuilders England. This funding has built capacity in the community transport sector and has enabled operators to take on commercially tendered contract work. The outcomes of this are better efficiency both for the County Council and operators, which are ultimately providing high quality, affordable services for passengers.

2.6.6 2006/07 has been a transition year for many in the community transport sector, following the demise of the Countryside Agency and its programmes and the expansion of Yorkshire Forward’s role. However, with the Futurebuilders England investment, implementation of the community transport strategy can begin in earnest and measures to build capacity in community transport are underway.
2.6.6 In the autumn of 2006 we co-hosted a national conference on sustainable community transport to showcase the successful Futurebuilders England investment for community transport and share best practice. With presentations from ourselves, Harrogate District Community Transport, Futurebuilders England and Richard Armitage Transport Consultants, the conference attracted over 100 delegates from across England, from Local Authorities, larger community transport groups, consultants and others.

Feedback from the conference confirmed that it was a success and has resulted in exchange visits with other local authorities and operators around the country.

2.7 Transport and Sustainable Tourism

2.7.1 During the preparation of LTP 2 the County Council held a conference launching a Transport and Sustainable Tourism initiative (see Annex J of LTP 2). The aim of this is to promote tourism in North Yorkshire whilst minimising the adverse effects of the associated traffic. It was intended that this initiative require a partnership approach with the County Council leading on some initiatives and other partners on other initiatives.

2.7.2 Initially three projects were identified to be taken forward by three task groups. These were to develop a North Yorkshire and York Cycle Tourism Strategy, Integrated Transport Ticketing for Tourism and Transport and Tourism Information. The Cycle Tourism Strategy Task Group, lead by the Yorkshire Dales National Park and with funding from Yorkshire Forward, have now published ‘Getting into Gear – the cycle tourism strategy for North Yorkshire and the York sub region’. The County
Council and National Park are now working together seeking funding for implementation of the strategy.

2.8 Travel Awareness and Smarter Choices

2.8.1 In addition to the schemes identified that contribute to the Shared Priorities the County Council has continued with Travel Awareness and other Smarter Choices initiatives.

2.8.2 We have continued with our successful programme to help Schools deliver their own School Travel Plan. All schools are being targeted, including those in the independent sector. We have given priority to those schools where modal shift is most likely but also have coordinated with the priority schools identified in the Healthy Schools Scheme. In order to maximise take-up by schools and to help achieve the other corporate objective of Growing Up Prepared for the Future, we integrate our activities with the priorities of the schools. We therefore evolve our approach in line with the changes in schools to accommodate new priority areas for them. As an example we are incorporating a promotion of cycling with a lesson in Primary Modern Foreign Languages, identified by schools as being a learning area they most need help with. The school travel plan has a section devoted to safety improvements and aims to reduce car use thus reducing congestion and improving air quality. We allocated time to helping schools apply for additional funding to support walking initiatives and walking buses. As a result of our efforts, North Yorkshire schools obtained more grants than any other area in the UK.

2.8.3 We also incorporate travel awareness as an integral part of the Service Centre Transportation Strategies. As well as identifying potential local travel awareness issues for future action we are taking the opportunity of the raised interest in travel brought about by the preparation of the SCTS to target schools, businesses and other sectors. We are also increasingly incorporating travel awareness activities into LTP2 schemes. For example targeting cycling promotion in areas where new facilities are about to be or have recently been provided. On a larger scale we have recently started developing a strategy for travel awareness raising and advance promotion of the Scarborough Park & Ride services in order to minimise the build up time to full patronage.

2.9 Integrated Transport Scheme Prioritisation

2.9.1 In order to ensure that we make the best use of the capital allocation to achieve our LTP 2 Aims and Objectives we prioritise all competing schemes. Currently over 1000 existing schemes and up to 100 new schemes per year are prioritised based on their overall contribution to the delivery of the LTP 2 Objectives.
The LTP 2 objectives are:

- Accessibility
- Safety
- Environment
- Congestion
- Quality of Life
- Economy
- Efficiency

Of these Accessibility and Safety are the highest priority (based on public consultation).

2.9.2 The DfT Integrated Transport funding is provided specifically to make progress against these objectives. The funding is allocated to the Council using a formula which concentrates on the Government's 4 shared priorities for transport (which are effectively our first 4 objectives).

2.9.3 We have therefore developed a prioritisation system to ensure that each pound spent on transport improvements makes the largest possible contribution to achieving our aims, objectives and targets. All schemes and initiatives identified using the means described above are prioritised using this system and a two year rolling delivery programme produced with year 2 of the programme being regarded as provisional. The programme for 2007/08 and 2008/09 is included in Appendix 1 to this report.

2.9.4 The prioritisation system is a bespoke NYCC designed system to assess the contribution of all Integrated Transport schemes and initiatives to all seven LTP Objectives. The system takes into account negative effects (dis-benefits) on objectives as well as positive effects (benefits). The system generates a comparative score (compared to all the other schemes assessed) for each scheme or initiative. Table 2.2 below shows the main factors taken into account in determining a schemes relative priority.

2.9.5 At an early stage of development of the new system concerns were expressed that it may introduce an urban bias to the schemes delivered as it was felt that it was in the urban areas where the transport issues were experienced by most people. In practice, having now programmed three years of schemes (the 2006/07 programme which has now been delivered, the current 2007/08 programme and a draft 2008/09 programme), this has not been the case. The urban / rural split of schemes has not changed dramatically and despite annual fluctuations the longer term geographical spread of schemes across the County remains fairly even. This balance is probably maintained as the prioritisation system takes account of the severity of the problems.
as well as the number of people affected. For example whilst access to healthcare in the Scarborough urban area may affect a large number of people the severity of the problem is relatively small and may only be related to bus timetables. However, access to healthcare from the remote rural areas of Scarborough district may only affect a small number of people but the scale of the problem may be such that it is not possible to get access without the use of a private car.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Prioritisation Criteria</th>
<th>Main Factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Accessibility</td>
<td>An assessment of the schemes contribution to improved access to education, employment, health and food. Takes into account an estimate of the number of people benefiting and the scale of the problem addressed.</td>
</tr>
<tr>
<td>Safety</td>
<td>Safety</td>
<td>An assessment of the number of road accidents in the last 5 years and ranked by severity/ child accidents/ deprivation.</td>
</tr>
<tr>
<td>Environment</td>
<td>Environment</td>
<td>An assessment of the impact of the scheme on Noise, Air Quality, Landscape, Biodiversity and Heritage.</td>
</tr>
<tr>
<td>Congestion</td>
<td>Congestion</td>
<td>An assessment of Improved flow of traffic, hindrance to flow of traffic (negative effect) or promotion of non car modes to reduce traffic volumes.</td>
</tr>
<tr>
<td>Quality of Life</td>
<td>Added Value</td>
<td>An assessment of the impact of the scheme on the local Economy, transport Efficiency, Life Quality and an Added Value score for other benefits of the scheme.</td>
</tr>
<tr>
<td>Economy Efficiency</td>
<td>Cost</td>
<td>The Whole Life Costs of the scheme which includes the cost of construction and the future maintenance liability.</td>
</tr>
</tbody>
</table>

Table 2.2 – Scheme Prioritisation Criteria

2.9.6 An important element of the prioritisation system is the ability to adjust the weightings given to each of the Criteria shown above. Through analysis of our performance against the LTP Indicators (see Part 4) we will be able to identify if we are failing to meet any targets. Feedback of this information into the prioritisation weightings will allow us to get back on track by increasing the score of schemes contributing towards that target or amending the target if appropriate. Monitoring of performance against targets is ongoing and it is intended to incorporate
any necessary feedback into the prioritisation system as part of a midterm review of LTP 2 delivery next year.

2.10 Highway and Bridge Maintenance

2.10.1 The highway network (roads, bridges, footways, cycle tracks, bus shelters, public rights of way etc.) is the transport network for most travel in the County. The highway network allows trips by car, bus, lorries, community transport, cycles and pedestrians. Even for other forms of transport (e.g. rail and air) the journey to the station or airport is always undertaken on the highway network. The County Council currently has responsibility for a vast highway network consisting of over 9000km of road, almost 2000 bridges, over 10,000km of public rights of way and an, as yet, uncalculated length of footway. Every year the County Councils highway network is used by vehicles to travel more than 4500 million kilometres including over 20 million km of bus travel. A well maintained highway network is therefore essential to all travel in the county.

2.10.2 Budgets for highway maintenance are allocated by Road Class (A, B, C or Unclassified) and Footway Category based on use and location. These reflect the DfT Network Condition monitoring categories. Budget allocations currently cover:
- Carriageway Surface Treatments (e.g. surface dressing and high friction surfacing)
- Carriageway Resurfacing and Reconstruction (R and R) schemes (e.g. full depth resurfacing or reconstruction)
- Footway Surface Treatments (e.g. slurry and targeted minor repairs)
- Footway Resurfacing and Reconstruction (R and R) schemes (e.g. full depth resurfacing of tarmac or flag / block paving replacement or reconstruction)
- Special Engineering Schemes (e.g. landslips, drainage, cobbles, back streets, highway steps / yards, cattle grids etc)

2.10.3 Prior to submitting LTP2, DfT identified indicative budget allocations for highway maintenance for the 5 year LTP2 period. Based on these and to identify the potential improvement achievable in North Yorkshire, we developed indicative costs for improving each of the Road Class or Footway Categories per 1% improvement. For example, the cost of improving the highest category footways by 1% is approx £120,000 whilst the cost of improving Principal (A) Roads by 1% is approx £3,200,000.

2.10.4 A network model was developed and used to identify continual performance improvements across all elements of the network throughout the LTP2 period based upon the proposed funding allocations. The use of such a network model enables various options for the allocation of funding to different categories of highway and
footway to be explored and their relative impact on the condition of each to be assessed. For example achieving the accelerated improvement in the highest category (1, 1a and 2) footways by 4% in 2006/07 required the allocation of an additional £500K. Although this had an impact on the improvement achieved on other classes of highway or categories of footway that impact was minor compared to the use and risk of highest strategy footways.

2.10.5 The need for maintenance on a particular stretch of carriageway or footway is identified using a number of different types of Network Condition Monitoring Surveys for different classes of road or footway. These are:

- **UKPMS (United Kingdom Pavement Management System) SCANNER Survey** - A relatively new vehicle based condition assessment technique using lasers, cameras and computers to record rutting, cracking, profile, surface texture and edge defects of roads at normal traffic speed. Generally used to monitor condition of classified roads for the Governments Best Value Performance Indicators (BVPI) we have also successfully used the data to secure an extra £1.468 million for 2007/08 for the maintenance of newly de-trunked roads.

- **UKPMS CVI (Corse Visual Inspection) - A driven visual condition survey used on Un-classified roads. Approximately 25 % (or 1100km) of the network is surveyed each year.

- **UKPMS DVI (Detailed Visual Inspection) - A walked visual condition survey of the highest category footways. Approximately 50 % (or 100km) of the network is surveyed each year.

- **SCIRM** - A machine based survey that measures the skid resistance of a road to help identify the need to erect 'slippery road' signs and the possible need for maintenance treatments. Carried out each year on over 2000km of road.

- **Modified DVI** - A Detailed Visual Inspection survey method developed by NYCC for monitoring the condition of unsurfaced Unclassified Roads of which the County Council has approximately 520 Km.

2.10.6 The routine condition monitoring surveys cover approximately 29% of the carriageway network and 2% of the footway network on an annual basis. In order to better identify works and allocate funding the County Council undertake additional condition monitoring surveys (CVI and DVI) which results in approximately 60% of carriageways and 3% of all footways being surveyed per annum. This is supplemented by local knowledge of sections of carriageway and footway that may need maintenance and are therefore submitted for condition assessment.
The UKPMS condition data is analysed by Road Class or Footway Category to identify ‘defective’ lengths of carriageway or footway. This results in two prioritised lists, one of schemes, the other of isolated locations suitable for localised repairs. Estimated costs are prepared for each scheme location based upon ‘indicative’ treatment costs and this is used in conjunction with the model described in 2.10.4 above to identify a programme of works. Using these methods of assessment the County Council identified approximately 500 Km of carriageway schemes, 120 Km of footway schemes and 120 Special Engineering Schemes for 2006/07.

2.10.7 Maintenance requirements for bridges and other structures (e.g. retaining walls) are assessed using a risk-based method to prioritise schemes. Risk management is a key tool within the broad scope of asset management and is used to assist with option appraisal and the assessment of:
- The comparative risks of providing different levels of service.
- The comparative risks of funding works on different assets.
- The comparative risk of funding improvement works to the network rather than maintenance works.

2.10.8 Currently the procedure for all structure strengthening and major structure maintenance works is based on a risk assessment to prioritise a list of required works from which a programme to fit the available budgets is developed. Minor works and maintenance work is manually assessed and prioritised currently against a fixed revenue budget. The criteria chosen for assessing the prioritisation of works on structures are:
- The traffic sensitivity of the route
- The health and safety aspects
- The maintenance requirements of the structure

These categories cover the impact failure has on cost, reputation, service delivery/function and health and safety.

2.11 Financial Contributions by Other Bodies

2.11.1 Each year about 5,000 planning applications which could impact on the highways of North Yorkshire are considered. Some of these proposals result in developer funded works which contribute towards the LTP2’s Aims and Objectives. The majority of these contributions come from a large number of smaller schemes located throughout the County but when taken together represent a significant additional funding source in achieving LTP2 Aims and Objectives.

2.11.2 In 2006/07 works included:
- Residential zones with 20mph design speeds
- Junction improvements
- Additions to the footway network
- Additional cycle facilities
- Signal controlled crossings on pedestrian and cycle routes
- Improved safety at schools
- Improvements to signing and lining
- Additional public transport infrastructure
- Traffic calming schemes
- Gateway Features
- Travel plans

2.11.3 We have also worked with developers and District Council planners to secure substantial funding contributions to two large schemes. These are the Brambling Fields interchange in Malton / Norton described in 2.4.6 above and new access road to a supermarket and other developments west of Ripon Market Place discussed in 2.4.7 above.
PART 3 – DELIVERY

3.0 BACKGROUND

3.0.1 During 2006/07 the County Council completed over 90 schemes and initiatives to improve local transport infrastructure and services and over 550 highway and bridge maintenance schemes.

3.0.2 An important difference between improvements delivered through LTP 2 compared to LTP 1 is that many more schemes and initiatives are multi-functional. That is they contribute towards more than one LTP 2 objective (e.g. safety and accessibility). This is an intentional change brought about by the adoption of the new objective based scheme prioritisation system and is intended to ensure best value for money. Whilst this does not necessarily mean that there are no longer any single function schemes (e.g. schemes solely aimed at addressing a problem at a high risk accident location) the proportion of these has reduced and / or the type of scheme developed to address the problem has changed to consider possible contributions to other LTP 2 objectives. As more schemes are identified through the processes described in section 2 above it is envisaged that there will be a continued growth in the proportion of multi-functional schemes. It is also intended that, wherever possible, improvement schemes (providing new infrastructure) will be progressively combined with maintenance schemes (maintaining existing infrastructure) at the same location. This will again ensure best value for money and minimise disruption to highway users from road works.

3.0.3 It is not possible to provide in a summary report such as this details of all schemes and initiatives delivered in 2006/07. A full list of these is however included in Appendix A1 to this report. The following section provides details of examples of schemes and initiatives completed in 2006/07 that are typical of all the schemes delivered. These examples are grouped based on which LTP 2 Objective they are primarily intended to achieve. However, as stated above, most also make a contribution to other objectives.

3.1 Accessibility

3.1.1 Accessibility problems may be either very localised, such as the lack of a safe walking route to the village shop, or on a larger scale, such as there being no bus service from a village to get to a hospital appointment. The types of scheme or initiative to address these very different problems are also therefore very different. This section includes examples of schemes to address both types of accessibility issue as well as examples of where innovative local service delivery has been achieved rather than the provision of transport.
3.1.2 In many cases the best means of ensuring rural accessibility remains conventional bus based public transport. The County Council’s Bus Strategy recognises this and despite significantly increased tender prices from operators and increasing pressures on limited revenue budgets during 2006/07 the County Council invested over £5m supporting necessary local bus services that were not commercially viable. Overall this financial commitment in 2006/07 provided access from rural areas to services in local centres and onwards to larger urban areas, delivering approximately 3.3 million passenger journeys, or around 1/5 of all bus passenger journeys recorded in the county. In many cases these services also contribute towards reducing congestion by providing an alternative to car travel.

Our Bus Strategy also recognises that this commercial and contracted network is now quite extensive but further work should be done to make these services more accessible through improving the quality of vehicles and infrastructure. In April 2007, following an extensive area review process, we introduced contracted services in Harrogate, Hambleton and Richmondshire. The planning process identified areas where we could specify better quality low floor easy access vehicles and these were then introduced on the Ripon – Boroughbridge – York service from April 07. In preparation for this change we targeted LTP capital funding to improve the infrastructure on this corridor. The infrastructure works were completed in advance of the new vehicles arriving to take full advantage of the improved service.

3.1.3 There are many examples of how intervention and partnership investment deliver improved accessibility and choice for people. In reports like this we generally focus on the initiatives with the larger operators because these often produce large and visible outcomes. However in a rural county such as North Yorkshire, many less populated areas have smaller bus operators, providing valuable, much needed and reliable services. In 2005/6 we supported one such operator through our successful kickstart bid for enhancement on the number 40 Easingwold – York service.
The project commenced on 3 April 2006 and saw the enhancement of the rural bus service operated by Reliance Motors between Easingwold and York through the villages of Huby, Stillington and Sutton on Forest. The new timetable provides a 60 minute frequency during the day and a 30 minute frequency at peak times on a Monday to Friday. Extra early morning and later evening journeys were introduced and a Sunday timetable started. Reliance had been investing in new low floor accessible buses and the new timetable makes more intensive and effective use of those vehicles.

The enhanced service is clearly valued with passenger numbers for the year increasing from 93,000 to 135,500. This 45% increase in passengers exceeded the predicted growth for year 1, indeed the growth achieved is close to the figure projected for the end of year 2 of the project.

During the first year the Kickstart funding of £89,000 has been used to support the operating costs for the improved timetable and for an initial marketing promotion. Further spending on capital items has been programmed for the second and third year of the project.

The council has taken the opportunity provided by this bus operator and Government kickstart funding to target our LTP funds to improvements to on-street infrastructure including marking bus stops, improving accessibility with raised kerbs and providing information at
all stops and shelters at key locations. This work was carried out prior to the introduction of the enhanced service.

3.1.4 Improving accessibility is not just about providing local bus services and community transport. It is often about providing information to let people know what is actually out there. Following the priorities outlined in our Bus Information Strategy, we have invested in systems to provide information electronically, over a mobile phone, via SMS and WAP or from the internet.

Throughout 2006 we worked with West Yorkshire and South Yorkshire PTE’s to ‘buy into’ and extend their real time and SMS bus information system into North Yorkshire. In the Autumn of 2006 we launched BUSTRACKER in Selby together with Arriva Bus Company. Large IT projects are often complicated and costly to deliver. Working with our neighbouring authorities, taking advantage of their systems and experience gained has proved to be an efficient way of extending these benefits into North Yorkshire.

BUSTRACKER provides either real time information about how long before the bus will actually turn up, or scheduled information about the times of the next four departures, to a mobile phone, simply by texting the bus stop number to 64422. From the launch in November usage has increased steadily, with around 900 texts during February.

3.1.5 Through Futurebuilders England funding we have been able to purchase a number of new vehicles. This has allowed improved utilisation of vehicles and new services. One community transport operator, RYECAT Ltd, has used one of the County Council’s low floor minibuses to introduce a new Wolds Ring and Ride service. This
combines services around the market towns of Malton and Norton and the rural hinterland where conventional local bus provision is recognised to be difficult. This initiative has helped improve access from rural areas to local centres for people without access to a private car. It is a partnership initiative between the voluntary CT provider, the County Council and Ryedale District Council (RDC), with the District Council providing funding to reimburse concessionary fares for pass holders. This service in not an ‘eligible service’ under the provisions of the Transport Act 2000, however it is entirely equitable to extend the concession to eligible people using this type of service and we welcome RDC’s contribution in this way.

3.1.6 Wheels to Work is a community transport scheme where a moped, safety equipment and training is provided to young people in rural areas without access to other transport to enable them to gain access to employment and in some cases education opportunities in local towns. The County Council has contributed towards two Wheels to Work schemes operating across Hambleton, Richmondshire, Ryedale, Scarborough and Selby. The Wheels 2 Work scheme is now, with the help of county council funding of £50k, moving towards a countywide scheme, with common standards and reporting systems.

3.1.7 Thornton-le-Dale is a community of almost 2000 people that lies on the southern edge of the North York Moors National Park. Although there are a number of local shops and other services in the village many of the essential services and employment is provided in the nearby market town of Pickering which lies approximately 4km away. The most direct route to Pickering is along the busy A170. Whilst there was a narrow under utilised footway adjacent to the road there were no suitable safe facilities for cyclists. Four km along this fairly flat route is a suitable distance for cycling. At a cost of approximately £150k the County Council upgraded the existing footway to a shared footway / cycle route. The route has improved accessibility for people without access to a motor vehicle for goods and services in the local area and, as it runs past the Thornton Road industrial estate in Pickering has the added benefit of improving access from the town centre and residential areas to a main employment area.

Going Home from School
3.1.8 The A64 on the southern edge of the Scarborough urban area provides the main route from Scarborough town centre to the large housing area of Eastfield, the Eastfield Industrial Estate and Scarborough Business Park and the residential village of Seamer. The A64 carries almost 30,000 vehicles a day at times of peak flow in high tourist season and cyclists previously had to share this busy road space. Building on existing cycling facilities in Scarborough an off road shared cycle / pedestrian facility running from Eastfield to Musham Bank Roundabout then alongside the A64 to Queen Margaret’s Road was provided. The route includes a Toucan Crossing facility at the new B&Q signals and new off road route around the very busy Musham Bank Roundabout. As part of the Scarborough Integrated Transport Strategy a new junction is to be installed at Queen Margaret’s Road further enhancing cycle facilities and allowing a continuous off road route over 2.4km in length. These new facilities will allow existing and new commuter cyclists much improved and safer access to the industrial areas at Eastfield and the Town Centre.

3.1.9 Public Service Agreements (PSAs) provide a framework through which the government articulates and drives forward delivery of their highest priorities for public services. In December 2005 we were approached by Yorkshire Forward with a view to helping them deliver the wider rural remit they were to inherit from the Countryside Agency. Recognising the linkage between the DfT’s policy and aspirations for accessibility and DEFRA’s PSA4 target to reduce the gap in productivity between the least and best performing rural areas in England and improve the accessibility of services for people in rural areas we were pleased to take the lead and become accountable body for the delivery of Yorkshire Forward’s responsibility for PSA4 in York and North Yorkshire.

3.1.10 We have now jointly established a strategic partnership which includes a wide range of local service delivery and commissioning agencies and have developed a framework for delivering a strategic program to improve accessibility in the county. The partnership principally combines funding from DEFRA (£2.1m) and ourselves, together with Rural Social Community Programme from GOYH and some district and health authority funding to deliver the programme.

The key objectives of this partnership are to:-

- Provide and improve the quality and quantity of essential services to rural communities, particularly those identified as most isolated and disadvantaged.
- Provide and improve transport infrastructure where it would help rural regeneration and improves accessibility to services.
- Ensure services are delivered close to the customer, in appropriate and innovative ways.
- Reduce the need to travel where possible
To help to deliver the programme, 2 Rural Transport and Access Development Officers and 3 Rural Services Development Officers have been jointly funded and appointed. These officers work as key networkers within their areas. They work with community groups, public sector and private sector organisations to deliver projects such as local transport solutions e.g. taxi-voucher schemes, dial-a-ride services. They also develop initiatives to share resources with other transport providers, training, expanding the range of services provision through purchasing equipment (i.e. retail equipment, IT etc). Additionally they sponsor work by partners (e.g. Job Centre Plus to assist carers back into work and library services to improve mobile IT access). This initiative is in its early stages but has already contributed toward the purchase of a ‘Skills Mobile’ by the County Council education directorate which will be used for Community Education especially in the remote rural areas.

3.1.11 As discussed earlier a key accessibility issue in the county is access to healthcare in Scarborough. In order to deliver improvements in partnership with other bodies the County Council has initiated the Scarborough Access to Health Action Group. This group brings together the users and suppliers of healthcare and transport. To date initiatives implemented include:

- Transport Direct software installed on General Practitioners Reception computers so that receptionists can give advice on travel arrangements to patients referred to Scarborough General Hospital.
- One Stop Shop for Travel Information at Scarborough Hospital able to give advice on travel arrangements to and from the Hospital
- The adoption and implementation of an agreed Hospital Symbol for travel to Scarborough Hospital. This is being placed on Bus stops and shelters where people can catch services which go to the hospital.
- A bespoke travel information leaflet advising on how to reach the hospital by sustainable modes of transport.
- Provision of a new bus stop opposite the hospital entrance
3.2 Road Safety

3.2.1 Through the implementation of the ‘95 ALIVE’ road safety strategy the County Council has continued to take a lead role in reducing road casualties in North Yorkshire through education engineering and enforcement measures in 2006/07.

3.2.2 Building on information from the ‘95 ALIVE’ data analysis in 2006 we ran a number of targeted public courses aimed at addressing various road safety issues, namely The Mature Driver, Lone Driver, and Winter Driving.

3.2.3 The Mature Driver course was particularly aimed at persons 55 and over and designed to refresh and update driving skills and to discuss issues that can arise with advancing years (eye sight, medication etc.) We ran five courses ourselves and arranged twenty three courses in connection with the Driving Standards Agency and Women’s Institute. In total over 1000 people attended these courses which have clearly proved very popular.

3.2.4 At the suggestion of people attending the courses, particularly females on our Mature Driving Course, who drive alone in connection with their work we developed the Lone Driver Course. This dealt with such issues as persons travelling alone at night and or in secluded locations, dealing with road rage and general safety while travelling. This course was delivered with the assistance of North Yorkshire Police. Five courses were held during the year in Northallerton, Scarborough, Ripon and Thirsk. Over 300 people attended at the various locations. A course was also held at RAF Leeming where 80 persons attended, this course was for service personnel and their families.

3.2.5 We also ran seven Winter Driving Courses across the region including two at RAF Leeming with a total number of 350 people attending. The Winter Driving Course was designed to help people prepare both themselves and their vehicles for the forthcoming winter driving conditions, dealing with rain, fog, ice and snow and advice on avoiding skidding and other winter hazards.

3.2.6 In addition to these courses we continued with our traditional road safety awareness training with schools. Our seven area road safety officers made over 500 scheduled visits to schools in the county. During these visits they perform presentations and hold workshops suited to the age group and interest of the audience. They also work closely with governors, parish councils, the military and other interested agencies in their areas. Cycle training has also continued within the primary schools in North Yorkshire and has continued to experience a very high take-up rate. Additionally Road Safety Officers have proved very effective in re-active road safety education in schools. In one example a child was very seriously injured when he ran out in front of a lorry whilst playing. At the request of the Head Teacher, and with the
agreement of the child’s parents, whilst the issue was still at the forefront of his peer’s minds the local road safety officer visited the school to highlight the very real dangers of road accidents.

3.2.7 Furthermore in 2006 two theatre in education plays namely Thrills, Pills and Automobiles and Legal Weapon were taken into 22 secondary schools in North Yorkshire. Work has continued on providing in car child safety initiatives. Our child car seat checking services have continued to be run for individuals requesting a check and through running drop in sessions at supermarkets, clinics and events around the county in partnership with colleagues from the Fire and Rescue Service.

3.2.8 Using the additional funding made available to the County Council following changes to the mechanisms for allocating safety camera money (see Table 3.1) it is intended to substantially expand these types of initiative in 2007/08 onwards.

<table>
<thead>
<tr>
<th></th>
<th>£m</th>
<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
<th>2010/11 indicative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>£m</td>
<td>452,353</td>
<td>441,890</td>
<td>435,330</td>
<td>428,540</td>
</tr>
<tr>
<td>Revenue</td>
<td>£m</td>
<td>2,011,098</td>
<td>1,986,075</td>
<td>1,956,589</td>
<td>1,926,071</td>
</tr>
<tr>
<td>Total Grant</td>
<td>£m</td>
<td>2,485,451</td>
<td>2,427,965</td>
<td>2,391,919</td>
<td>2,354,611</td>
</tr>
</tbody>
</table>

Table 3.1 – Safety Camera Funding Allocation

3.2.9 In response to the occupational road risk issue identified in '95 ALIVE' the County Council project “Your Driving Your Business” continues to progress with the first seminar “Managing Occupational Road Risk & Corporate Manslaughter Seminar” being held in May 2007. Businesses across North Yorkshire, both large and small, are also being invited to a seminar organised by the County Council on the new corporate manslaughter legislation and managing occupational road risk.

3.2.10 In 2006/07 the County Council completed 39 engineering schemes at a cost of just over £1million that contributed to addressing road safety and accident problems. An example of this in a market town is the Darlington Road, Richmond traffic calming scheme which cost £60k and was completed in September 2006. To reduce vehicle speeds the scheme involved narrowing the carriageway to reduce existing traffic lane widths together with the extension of the existing 30mph speed limit and the introduction of transverse bar markings and ‘Gateway’ features. In order to help reduce congestion on the approach to and improve the safety of the school crossing patrol site outside the Richmond Methodist Primary School ‘No waiting at any time’
restrictions have been introduced. The scheme will improve road safety for all highway users, especially school children, travelling to and from the four schools on Darlington Road. During the three year period prior to the introduction of this scheme there had been eight collisions resulting in thirteen casualties of which eight had been children. This scheme will therefore contribute towards achieving the County Councils casualty reduction targets particularly those relating to children and contribute to reducing traffic congestion on Darlington Road and the associated environmental and social effects.

3.2.11 A typical example of engineering actions in a rural area is the A170 East Ayton to Scarborough Local Safety Scheme. This is the first scheme identified through the A170 Helmsley to Scarborough Route Action Study to be implemented. The cost of this scheme was £59K and it was completed in October 2006. The works included the replacement and enhancement of existing direction and warning signs and carriageway markings including highlighting the presence of right turn lanes by the use of red textured surfacing. Additionally opposing flows of traffic on bends were separated and speeds reduced by the provision of centre hatched markings and where necessary visibility from side road junctions was improved. This scheme will improve road safety for all highway users on this section of the A170 where there has been twelve collisions resulting in seventeen casualties in the last three years. Four of the seventeen casualties were either killed or seriously injured. This scheme will therefore contribute towards achieving the County Councils casualty reduction targets particularly those relating to killed and seriously injured casualties.

3.2.12 Working with North Yorkshire Police the council has continued to provide financial support to the high profile motorcycle enforcement campaign ‘Operation Halter’ that is carried out on a network of roads which through casualty analysis have been identified as having a high number of instances of motorcyclist killed and seriously injured casualties.
3.3 Congestion and Air Quality

3.3.1 As has already been stated traffic congestion in North Yorkshire is limited and generally confined to the larger urban areas. The examples of schemes to reduce traffic congestion are therefore taken from the main urban areas of Harrogate and Scarborough.

3.3.2 The largest and most serious congested area in the County is Harrogate. The mix of local traffic, commuters travelling to Leeds and York and through traffic on the A59 and A61 lead to peak hour, and sometimes off peak traffic congestion in and around the town centre. The Harrogate and Knaresborough Integrated Transport Strategy (HAKITS) identified a strategy to address these issues by taking measures to encourage modal shift. A key element of this is increasing the use of public transport. During 2006/07 the County Council continued its partnership with Harrogate and District Travel to improve bus infrastructure and services on key bus routes serving the town and together with Harrogate Borough Council, established a Harrogate Punctuality Improvement Partnership. The PIP places a more formal responsibility on ourselves, the Borough Council and the Bus Operator to work to improve bus punctuality in the area and a draft agreement is close to being finalised. We measure punctuality at a series of key stops in June each year, and results from June 06 to June 07 show a significant improvement in the number of bus journeys operating within the Traffic Commissioners guidelines.

3.3.3 As part of a three year investment plan for the Harrogate Punctuality Improvement Partnership (PIP) we are spending over £600k improving traffic signalling and layout at junctions identified by ourselves and operators as being a major cause for delays, or reliability on bus routes. Further investments in 2007/08 and 2008/09 will increase the number of junctions improved contributing to better bus punctuality and making bus travel an attractive alternative to driving. Past experience in Harrogate has shown that this type of initiative has a real and measurable impact on patronage.

3.3.4 The major investment in public transport in the Harrogate area this year has however been in the rail sector. Dramatic patronage growth (see section 2.5) on the York – Harrogate – Leeds rail line has resulted in capacity constraints in the peak periods. In order to address this constraint, with a view to allowing some of the car commuters to Leeds and York to transfer to rail the County Council worked with the Harrogate Line Partnership Officer Group to deliver major improvements to the line. The County Council contributed 450k towards an £8.5 m pound investment by West Yorkshire PTE, Yorkshire Forward and City of York Council. This was used to fund platform lengthening at Green Hammerton, Cattal, Knaresborough, Hornbeam Park, Pannal and Weeton station to allow new, longer,
higher capacity rolling stock to operate on the line. This planned action delivered 50% more seats which it is envisioned will cater for current overcrowding and allow for continued medium term growth.

3.3.5 Much of the cycle route network in Harrogate was completed as part of LTP 1. However an important link across the Stray is still required to improve the network. The Stray in Harrogate has a unique status and requires a complex and lengthy legal process to allow any alterations to it, including the construction of a cycle route. During 2006/07 design and legal processes were carried out on the Stray cycle route with a view to building it in 2007/08. This will complete the final significant section of the Harrogate Cycle Network which will provide a safe cross town route to encourage further transfer from car use to cycling.

3.3.6 Following input from the national “bike-It!” initiative, we have gone on to hold Bike promotion days in Harrogate Oatlands schools (as well as in Sowerby and Carlton Minniott near Thirsk). These have all attracted more than 100 bikes to the schools and have incorporated a learning component, parental involvement and road safety training. The long term change as a result of this will help meet targets for modal shift.

3.3.7 Although not formally declared as Air Quality Management Areas, LTP 2 identifies the A59 Skipton Road, Harrogate and the A59 High Street, Knaresborough as being areas of concern for traffic related air quality. At this stage it is not felt necessary to take any direct action in these areas to address the issue. It is believed that the measures described above to reduce traffic congestion will also help to improve local air quality. The District and County Council will however continue to monitor traffic related air quality, especially in these areas.

3.3.8 The main measures to address congestion in Scarborough, the second most congested area of the County, are being taken forward as part of the £30.5 million Scarborough Integrated Transport Strategy (SITS) major scheme. Full details of progress on the new road, new park and ride sites and services, bus priority measures and upgraded signal control systems are included in section 3.6 of this report.

3.3.9 In addition to SITS we have implemented a series of cycling schemes to encourage modal shift and improve accessibility. These schemes include the key link along the A64 between Scarborough and Eastfield described in section 3.1. We have also carried out £50k worth of improvements in the Columbus Ravine areas of the town. This is a main route through the town centre, feeding onto many side roads, large residential catchments, some commercial / industrial premises and serving large number of hotels and guest houses. Roads in the area carry in excess of 10,000 vehicles per day leading to a significant dis-incentive to cyclists and a poor cyclist injury accident record. The scheme consists of almost 1.5km of on road cycle lanes on the A165 and at roundabouts where the width of carriageway permits. Where cycle lanes cannot be accommodated coloured surfacing and
advanced signage is used at junctions to highlight the presence of cyclists. The scheme has raised the profile of cycling in the town centre, by reallocating available road space to cycle use and making it safer to cycle in the town centre area hence encouraging modal shift from cars.

3.3.10 We have carried out a countywide Travel Awareness initiative that contributes towards achieving the LTP Environment objective by seeking to reduce greenhouse gases. For example, a key element of the government’s “Smarter Choices” initiative is an individualised approach to marketing. For use in schools we have developed an evolution of this using a semi-personalised approach. Each child in a class can be given a leaflet that shows the school and their home postcode, with detailed information on the length of their journey and the carbon dioxide that would be produced by a car on the same journey.

3.4 Other LTP 2 Objectives

3.4.1 The preceding sections give examples of transport improvement schemes and initiatives that the County Council has delivered which contribute to achieving the first four LTP 2 Objectives (the four Shared Priorities). There are however seven LTP 2 Objectives with the other three being Quality of Life, Economy and Efficiency. As is stated in LTP 2, the contribution of schemes towards achieving these three Objectives is intended to be integral to schemes targeted at addressing the Shared Priorities. A number of examples to illustrate this are given below.

3.4.2 The impact of congestion on the national and local economy is well documented with business identifying ‘lost time’ due to congestion as a major cost and a constraint on location choice. This is the case even in North Yorkshire which has relatively low levels of congestion. Schemes to address congestion, such as those included in the Harrogate PIP, therefore indirectly contribute towards the Economy objective by reducing travel time and improving journey time reliability for all users. The potential for extra capacity for bus journeys can also assist and allow the growth of the local economy. Modal transfer to buses also contributed toward the Efficiency Objective in that the required road
space per journey on a bus is significantly lower than for private cars. Additionally, the signal improvement works at junctions improve the efficiency of operation of the junction by maximising the capacity of the junction without requiring extra road space. In principle schemes aimed at addressing congestion through encouraging modal shift generally provide for more journeys on the same infrastructure.

3.4.3 Achieving modal shift also contributes towards the Quality of Life objective. Active travel (such as cycling and walking) can make a significant contribution to personal health, which is an element of the Quality of Life objective. Schemes to facilitate cycling and walking, such as the Thornton-le-Dale footway / cycle track, targeted at improving accessibility, and the Columbus Ravine congestion reducing cycle routes in Scarborough therefore contribute to elements of this objective. Additionally the potential mode transfer to walking and cycling in both these cases allows more journeys on essentially the same infrastructure hence improving the efficiency of the network and, being non polluting modes, reduce local air pollution, noise and greenhouse gases.

3.5 Highway and Bridge Maintenance

3.5.1 In order to maintain the highway network the County Council invests more than £40 million per year (revenue and capital funding). Much of this is spent on:
- Re-surfacing roads, footways and cycle tracks to improve ride comfort, skid resistance and reduce trip hazards for pedestrians.
- Reconstructing worn out roads.
- Keeping roads clear of snow and ice in winter
- Carrying out year round routine maintenance such a gully cleaning and cutting verges.
- Maintaining bridges and other structures over rivers, roads and railways to allow them to carry cars, buses, pedestrians, cycles and, where appropriate, 40 tonne lorries.

3.5.2 As identified in Part 2 the highway maintenance budget settlement is allocated to achieve improvements across the wider network, these budget headings are:
- Carriageway Surface Treatments
- Carriageway Resurfacing and Reconstruction (R and R) schemes
- Footway Surface Treatments
- Footway Resurfacing and Reconstruction (R and R) schemes
- Special Engineering Schemes

Some programme budgets will impact directly upon the various Network Condition Best Value Performance Indicators whilst also contributing to the shared priorities and other LTP objectives. Some typical examples of work carried out in 2006/07 are given below.
3.5.3 Carriageway Surface Treatment - Pre-patching the carriageway surface removes localised areas of carriageway failure prior to surface dressing which is used to improve surface texture and skid resistance and also to reduce the general rate of surface deterioration. Such schemes permit a review of road marking and signing requirements improvements which can be incorporated into the overall scheme brief.

3.5.4 Identified through inspections and condition surveys, in addition to addressing local safety issues, Blue Bank on the A169 near Whitby was resurfaced in early 2007. The resurfacing scheme include the use of high Polished Stone Value aggregates within new surface course, this reduced the requirement for High Friction Surfacing whilst incorporating improvements in local signing and lining in conjunction with the use of coloured surfacing to better highlight to road users the steep and sinuous alignment of the carriageway.

3.5.4 A171 Helredale Road, Whitby (Targeted Patching) - Identified as a consequence of the more detailed assessment of UKPMS condition data but too short to ‘qualify’ as a maintenance scheme in its own right this busy urban location benefited from both the targeted patching budget and as a local safety scheme to provide pedestrians and cyclists with more appropriate facilities.
3.5.5 Footway Surface Treatment - Church St, Whitby is a category 2 footway near to the centre of Whitby which experiences large numbers of tourists. Identified following a local highway inspection, a slurry sealing process was used to repair minor defects leaving a uniform smooth surface for pedestrians.

3.5.9 Shaken Bridge in upper Ryedale on the North York Moors was damaged in a violent short storm event on the 19th of June 2005. The flood event lasted for about eight hours and damaged 22 other structures on the River Rye and other rivers in the area. The bridge was damaged beyond repair when part of the arch and the abutment was removed by the flood. The road over the bridge is the best route into the village of Hawnby from the main road. Other roads into the valley were also damaged by the flood water and were impassable. As the reconstruction of the other routes out of the valley would not be complete before the winter it was necessary to install a temporary bridge which gave access to the village allowing residents to go about their daily business and importantly access for emergency vehicles and contractors who needed to be able to get to valley to make repairs to the infrastructure.
3.5.10 Immediately after the flood had subsided the County Council commissioned a £350k contract to support the structure. The contract had two main aims, firstly to allow us to assess the damage to the structure safely and secondly to recover as much of the stone for re-use by dismantling the damaged arch.

3.5.11 Before the bridge could be supported the damaged arch, built in 1907, collapsed but the older arch, built in 1625, was saved so that it could be dismantled allowing the stone to be reused in the rebuilding of the bridge. To open the road to traffic the temporary Bailey bridge was built upstream of the structure to maintain access until a permanent bridge could be built.

3.5.12 The reconstruction of the bridge started in June 2006 and was completed and the road fully reopened on the 24th of May 2007. The bridge had to be totally dismantled and reconstructed costing approximately £1.3million. During the contact we have worked closely with our ecologists to minimise the damage to the environment, not only in the river but also the fields and woods surrounding the bridge.
3.5.13 An example of a smaller scale scheme, on a Public Right of Way, is at Ravensgill to the south west of Pateley Bridge in an area popular with walkers. The existing footbridge was inspected and found to be beyond repair in 2005. A planned replacement was carried out in March 2007 at a cost of £17k. The location of the bridge at the bottom of a steep sided valley presented a challenge to the team rebuilding the bridge. A helicopter was used to ferry the bridge and the other construction materials into the valley from a farm track.

3.5.14 The bridge works were completed in eight working days and subsequent reports from site visits after the bridge was opened have suggested that the route is well used by walkers. These softwood timber bridges have a typical lifespan of 12 to 15 years. We balanced the cost of the different types of wood against the anticipated life and also considered the weight of the structure. At this location softwood was chosen because of the access problems and the cost difference compared to the extended life a hardwood was likely to offer.
3.6 **Major Schemes**

3.6.1 Funding for schemes and initiatives costing in excess of £5 million is not provided from normal LTP allocations rather the County Council has to make individual bids to Government for funding for each of these Major Schemes. In the later part of LTP 1 and carrying over into LTP 2 the County Council were successful in bidding for two schemes. These are the £30.5 million Scarborough Integrated Transport Strategy (SITS) and the £6.5 million Reighton Bypass. Both of these schemes make a major contribution to achieving the LTP 2 Objectives in their local area.

3.6.2 The SITS major scheme is intended to address road safety, congestion and environmental issues in Scarborough caused by the high volumes of traffic, especially summer tourist traffic. The SITS package of schemes consists of:

- The construction of a new single carriageway diversion of the A165 between Scarborough and Lebberston replacing the existing sub-standard road which has a poor accident record (see Figure 3.1).

---

**Figure 3.1 - Scarborough Integrated Transport Scheme**
• The construction of a new Park & Ride site adjacent to the A165 diversion and a new Park & Ride site adjacent to the A64.
• The provision of high quality, regular, year round Park & Ride services from these sites to the town centre and South Bay seafront (see Figure 3.2).
• The provision of bus priority measures (bus lanes, signal priority at junctions etc.) on the route of the Park & Ride services to ensure a reliable quick service. These priority measures will also assist other bus services on the routes.
• The extension and upgrading of the existing Urban Traffic Control (UTC) signal control system to facilitate bus priority at junctions and assist with the efficient flow of all vehicles.
• Parking management measures in the town centre to encourage use of Park & Ride.

Figure 3.2 – SITS Park & Ride Routes
3.6.3 The Government confirmed funding for SITS in September 2006. The main contractor (Skanska) started construction of the A165 Diversion and Park & Ride site in October 2006. Construction of the A64 Park & Ride site is expected to start in September 2007. The Diversion and Park & Ride sites are expected to be completed by autumn 2008. Consultation, detailed design and implementation of the bus priority measures and UTC upgrades has started on a rolling programme to be completed to coincide with the completion of the Diversion and Park & Ride sites. Parking management measures in the town centre have been in place for a number of years and preparation for the tendering of the Park & Ride services is underway.

Consultation Leaflet

3.6.4 The village of Reighton lies on either side of the A165 approximately 12 km south of Scarborough. The A165 is the major link between Hull, Bridlington and Scarborough. Reighton Bypass is a single carriageway bypass of the village to remove through traffic addressing a poor accident record in the village, the environmental, severance and other impacts of the traffic on residents and reducing delays to traffic using the A165. The Government confirmed funding for the scheme in July 2005 and construction started in July 2006. The scheme is expected to be completed in late 2007.

Figure 3.3 – Reighton Bypass
4.0 Background

4.0.1 In order to ensure that the money invested in local transport through LTP 2 contributes to the Aims and Objectives of the Plan the County Council selected 19 Headline LTP 2 Indicators. Fourteen of these are Mandatory Indicators in that the Government require them to be included in Local Transport Plans. The other five are Local Indicators and were selected by the County council to monitor progress toward local priorities. For each of the indicators selected the County Council has set a target level to be reached by the end of the implementation of LTP 2 and a trajectory to determine progress during the plan. Table 4.1 below shows the indicators selected.

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mandatory Indicators</strong></td>
<td></td>
</tr>
<tr>
<td>BVPI 223</td>
<td>Principal Road Condition: % where structural maintenance should be considered</td>
</tr>
<tr>
<td>BVPI 224a</td>
<td>Non-Principal Classified Road Condition: % where structural maintenance should be considered</td>
</tr>
<tr>
<td>BVPI 224b</td>
<td>Unclassified Road Condition: % where structural maintenance should be considered</td>
</tr>
<tr>
<td>BVPI 99a</td>
<td>Number of people killed or seriously injured in road traffic accidents</td>
</tr>
<tr>
<td>BVPI 99b</td>
<td>Number of children killed or seriously injured in road traffic accidents</td>
</tr>
<tr>
<td>BVPI 99c</td>
<td>Number of people slightly injured in road traffic accidents</td>
</tr>
<tr>
<td>BVPI 102</td>
<td>Public Transport Patronage: Total passenger boarding’s in North Yorkshire on registered local bus services</td>
</tr>
<tr>
<td>BVPI 104</td>
<td>Bus Satisfaction: % of all users satisfied with the local bus service</td>
</tr>
<tr>
<td>BVPI 187</td>
<td>Footway Condition: % where structural maintenance should be considered</td>
</tr>
<tr>
<td>LTP 1</td>
<td>Accessibility: Number of Community Transport Passenger Journeys</td>
</tr>
<tr>
<td>LTP 2</td>
<td>Change in area wide road traffic Mileage</td>
</tr>
<tr>
<td>LTP 3</td>
<td>Number of cycling trips</td>
</tr>
<tr>
<td>LTP 4</td>
<td>Modal share of journeys to school (Car, Bus, Cycle, Walk)</td>
</tr>
<tr>
<td>LTP 5</td>
<td>Bus Punctuality: Percentage of services one minute early to five minutes late</td>
</tr>
<tr>
<td><strong>Local Indicators</strong></td>
<td></td>
</tr>
<tr>
<td>L1</td>
<td>Number of Fatal Casualties in York and North Yorkshire</td>
</tr>
<tr>
<td>L2</td>
<td>Patronage on Quality Bus Routes</td>
</tr>
<tr>
<td>L3</td>
<td>Patronage on Quality Contract Bus Routes</td>
</tr>
<tr>
<td>L4</td>
<td>Public Transport Information Satisfaction: % of those satisfied with local public transport information</td>
</tr>
<tr>
<td>L5</td>
<td>Percentage increase in cycling journeys to work</td>
</tr>
</tbody>
</table>

Table 4.1 - LTP 2 Indicators
4.1 Indicators

4.1.1 BVPI 223 - Principal Road Condition: % where structural maintenance should be considered.

Due to a change in methodology required by DfT for monitoring and reporting BVPI 223 the Target and Trajectory set in LTP 2 has been superseded. We are now required to report the '% length of the principal road network which is in poor overall condition and is likely to require maintenance soon (the "red" length)'.

A baseline of 4% in 2005/06 has been established with a figure also of 4% in 2006/07. We are currently preparing a new target and trajectory based on the DfT requirements for this indicator and proposed changes to the funding mechanism for maintenance allocations. These will be reported in full in the 2008 Progress Report.

4.1.2 BVPI 224a - Non-Principal Classified Road Condition: % where structural maintenance should be considered.

As with BVPI 223 (above), the monitoring and reporting requirements for BVPI 224a have been changed by DfT. We are now required to report on '% length of their non principal classified road network which is in a poor overall condition and is likely to require planned maintenance soon (the "red" length)'.

A baseline of 11.8% in 2005/06 has been established with a figure of 14% in 2006/07. We are currently preparing a new target and trajectory for this indicator based on the DfT requirements and proposed changes to the funding mechanism for maintenance allocations. These will be reported in full in the 2008 Progress Report.

4.1.3 BVPI 224b - Unclassified Road Condition: % where structural maintenance should be considered.

As with BVPI 223 (above), the monitoring and reporting requirements for BVPI 224a have been changed by DfT. We are now required to report on '% length of their non principal classified road network which is in a poor overall condition and is likely to require planned maintenance soon'.

A baseline of 16.87% in 2005/06 has been established with a figure of 13.9% in 2006/07. We are currently preparing a new target and trajectory for this indicator based on the DfT requirements and proposed changes to the funding mechanism for maintenance allocations. These will be reported in full in the 2008 Progress Report.
4.1.4 BVPI 99a - Number of people killed or seriously injured in road traffic accidents

The target for this indicator is to reduce the number of killed or seriously injured casualties by 40% by 2010 compared with a 1994-1998 average baseline. Casualties in 2005 were slightly below the 2005 stretched target which resulted in us achieving the stretched target associated with the Local Public Service Agreement. However in 2006 a increase was seen in the numbers of KSI casualties in North Yorkshire. Though this is a concern, the longer term and 3 year averages demonstrate that the target for 2010 is still achievable. We are also confident that through the extra finance available for road safety we will meet our 2010 target.

4.1.5 BVPI 99b - Number of children killed or seriously injured in road traffic accidents

The target for this indicator is to a stretched target reduce the number of killed or seriously injured child road casualties by 60% by 2010 compared with a 1994 to 1998 average baseline. The national target is
a 50% reduction. Casualties for 2005 were 1 above the trajectory of 50. However the casualty numbers for 2006 of 44 was significantly below trajectory of 48 indicating that we are on track to achieve this target.

4.1.6 BVPI 99c - Number of people slightly injured in road traffic accidents

The target for this indicator is to not exceed the number of slight casualties per annum compared to the 1994 -1999 average despite traffic growth. Actual figures for 2005 and 2006 are significantly reduced indicating that we are on track to achieve this target.

4.1.7 BVPI 102 - Public Transport Patronage: Total local public transport passenger journeys per year by registered local bus services

Performance of this indicator is showing significant growth (12%) from last year and is on track to achieve the 2010/11 outturn. It should be
noted that the introduction of free concessionary fares has contributed to this growth.

4.1.8 BVPI 104 - Bus Satisfaction: % of all users satisfied with the local bus service

![Graph showing actual and target satisfaction levels for local bus services from 2003/04 to 2010/11.]

This target is broadly on track to achieve the outturn figure. The result places the council in the upper quartile of county councils in England, and 3rd amongst our nearest neighbour family of authorities.

4.1.9 BVPI 187 - Footway Condition: % where structural maintenance should be considered

![Graph showing actual and target condition levels for footways from 2003/04 to 2010/11.]

This indicator is currently significantly ahead of trajectory. We will however need to consider revising the target and trajectory in the light of proposed changes to the DfT funding mechanism which may result in significant changes to the funding available for maintenance.
4.1.10 LTP1- Number of Community Transport Passenger Journeys

This indicator is on track deliver the anticipated performance by the end of the plan period. Planned investment in 2007/8 will see a stronger growth in the number of passengers carried and accessing services. This target has been included as an accessibility indicator for the Local Area Agreement (LAA), with a ‘stretch’ target figure identified.

4.1.11 LTP 2 - Change in area wide road traffic mileage.

Data for monitoring this indicator is provided by the DfT and is not usually available until autumn of the following year. The 2006 data is therefore not yet available. The target for this indicator was to limit traffic growth to less than 1.5% p.a. For the 2005 the actual traffic was almost 1.9% above 2004 levels. Whilst this is disappointing it is too early to determine a clear trend. It is anticipated that ongoing LTP and national initiatives will bring this target back on trajectory by the end of 2010.
4.1.12 LTP 3 - Number of cycling trips

The target for this indicator is to increase the number of cycling trips by 1% per year from an 03/04 baseline. Despite a rise in 05/06 cycling has reduced in the last year. It is however too early to establish a clear trend for this indicator which experience has shown is subject to large annual swings often dependant on the weather.

4.1.13 LTP 4 - Modal share of journeys to school (Car, Bus, Cycle, Walk))

The data to monitor this indicator is supplied from the Department for Education and Skills annual PLASC survey of schools. The provisional baseline figure established is 28%. This is however subject to some validation of the data. A target and trajectory is currently being developed and will be reported in the 2008 Progress Report.
4.1.14 LTP 5 - Bus Punctuality: Percentage of services one minute early to five minutes late.

The County Council is currently working with Bus Operators to establish a methodology for collecting the data for this indicator with a view to setting a target later in 2007.

4.1.15 L1 - Number of Fatal Casualties in York and North Yorkshire

The target for this indicator is to reduce the number of fatal road casualties by one third by 2010 compared to a 1999-2003 average. This equates to the saving of 95 lives, hence the title of the ‘95 Alive’ strategy. Fatalities in 2005 were slightly above the trajectory however fatalities for 2006 are 8 below trajectory. Since 2005 we have therefore saved 16 lives compared to the 1000-2003 baseline average, to contribute towards our ‘95 Alive’ target, the falling trend indicates that we are on track to achieve the target by 2010.

4.1.16 L2 - Patronage on Quality Commercial Bus Routes
Strong partnership working with bus operators continues to deliver significant growth on these selected corridors. The outturn figure for 2006/7 exceeds the projected target end year figure. We will continue to monitor the performance, with a view to setting a revised and stretching target.

4.1.17 L3 - Patronage on Premier Specification Bus Routes

Strong partnership working with bus operators continues to deliver significant growth on these selected corridors. The outturn figure for 2006/7 exceeds the projected target end year figure. We will continue to monitor the performance, with a view to setting a revised and stretching target.

4.1.18 L4 - Public Transport Information Satisfaction: % of those satisfied with local public transport information.
This result exceeds the challenging target we set for 2010, and maintains the council in the upper quartile of all English County Councils. Since 2000/1 when this indicator was first measured in the Best Value User Satisfaction Survey, we have improved our position relative to all county councils, from 17th to 5th last year.

4.1.19 L5 - Percentage increase in cycling journeys to work

Baseline data for this target is being collected in 2007. A target and trajectory will be set for 2008 onwards and reported in the 2008 Progress Report.
Gordon Gresty
Corporate Director
Business and Environmental Services
North Yorkshire County Council
County Hall
Northallerton
North Yorkshire
DL7 8AH

For further information please contact:

Tel - 08458 727374
E-mail - ltp@northyorks.gov.uk