Local Transport Plan 2011-2016 (LTP 3)

Phase One Engagement
Feedback to Stakeholders and the Public
Engagement Process

Who we asked

As part of North Yorkshire County Council (NYCC) stakeholders consultation, Local Transport Plan 3 (LTP 3) questionnaires were issued to 922 key stakeholders. This included all 626 Parish Councils in North Yorkshire and 296 other key stakeholders from different categories, including Councillors, local transport operators, emergency services representatives and local freight operators.

The questionnaires were also made available to members of the public, and could either be completed online for electronic submission, printed from the NYCC website, or by returning the requested printed questionnaire.

The aim of the process was to find out what stakeholders and local people thought were the highest priorities for transport in the county and identify how these issues could best be addressed. This will help us to decide what our priorities for the third Local Transport Plan (LTP3) should be and what we should do to address those priorities.

Who replied

Of the 922 surveys distributed to stakeholders across North Yorkshire, 225 were returned resulting in a response rate of 25%. In total 713 responses were received either via post or electronic means (i.e. 488 questionnaires were received from the wider public).

A more detailed breakdown of who responded is shown below:

<table>
<thead>
<tr>
<th>No. consulted</th>
<th>No. of responses</th>
<th>Response rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parish Councils</td>
<td>626 152</td>
<td>24%</td>
</tr>
<tr>
<td>Other Stakeholders</td>
<td>296 73</td>
<td>25%</td>
</tr>
<tr>
<td>Public</td>
<td>- 488</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>922 713</td>
<td>-</td>
</tr>
</tbody>
</table>
Question 1

We asked you - to rank what you thought were the most important transport objectives for us to deliver through LTP 3 (2011-2016)

You told us

Many of you thought that supporting the local economy was the highest priority with accessibility, safety and health and quality of life issues also being seen as the highest priority by many people.

Looking at your second and third priorities the economy, accessibility, safety and quality of life objectives were seen as being broadly of equal importance. The objective of protecting the environment was generally not seen as being quite as important as the other four.

In general terms there was strong support for economy, accessibility, safety and quality of life being a high priority with protecting the environment being seen as slightly less important. Looking at the responses identifying ‘other’ objectives there were no significant themes recurring.

What we will do

All five objectives identified in the questionnaire were seen by stakeholders as being important. We therefore intend to adopt all five as the key objectives for LTP 3.

This means that during the LTP 3 period the County Council and its partners will look at how transport can make improvements to these objectives and will allocate the available funding to the schemes and initiatives that best achieve them. Fuller details will be included in the draft LTP 3 which will be the subject of Phase 2 engagement during the spring of 2010.
Question 2

We asked you - to think about how transport can best contribute towards supporting the local economy.

You told us

The vast majority of you thought that the best way transport could help the local economy was to ‘improve main routes between towns and villages within North Yorkshire’.

A lot of people also thought that ‘improving transport systems in our towns so that congestion can be reduced’ was also important.

What we will do

We will identify in LTP 3 that these are the three main ways that transport can support the local economy. We will investigate how and where we can improve the main routes within North Yorkshire and to neighbouring areas especially Leeds, York and Teesside. We will develop and start to implement short (up to 5yrs), medium (5 -15yrs) and longer term (over 15 yrs) schemes to improve these connections.

Building on the Service Centre Transportation Strategies we carried out as part of LTP 2 we will look at the traffic flows and congestion data for towns within North Yorkshire to identify where congestion is a problem and implement schemes and other measures to manage and where possible reduce this congestion.
Question 3

We asked you - to think about how transport can best contribute towards protecting the environment.

You told us

![Protecting The Environment Objectives](image)

In identifying how best to protect the environment there was an overwhelming majority of you thought that measures to 'reduce unnecessary trips by motorised vehicles and encouraging use of more sustainable transport modes such as park and ride, cycling, scooters, public transport and walking, or more sustainable options for freight.'

The measures to reduce the need to travel both through providing services locally and through the planning system were also ranked highly.

What we will do

In LTP 3 we will continue to provide alternatives to private motorised transport and to promote the environment (and other) benefits of more sustainable modes of transport. In doing so however, we will recognise that in some cases private motorised transport is the best or only feasible means of transport. In these instances we will promote more responsible car use, for example eco-driving, use of lower emissions vehicles and car sharing.

We will also continue to develop initiatives to improve local delivery of services and where appropriate support others who are delivering services locally. We will also continue to work with planning authorities when advising on planning permission decisions and in preparing plans for the location of future developments to try and ensure that employment and other services are located near new and existing residential areas.
Question 4

We asked you - to think about how transport can best contribute towards ensuring better safety and health.

You told us

![Bar chart showing rankings of different methods for ensuring better safety and health objectives.]

A majority of you thought that ‘using engineering solutions to reduce accidents’ was the best method to ensure better safety and health objectives.

In addition, you thought that ‘using education to make people aware of how to reduce risks’ and ‘working with police to enforce traffic laws’ were good methods to ensure better safety and health objectives.

What we will do

In LTP 3, we will continue to ensure that we improve safety for all road users using a combination of what are known as the three E’s (Engineering, Education and Enforcement).

However, there will be a stronger focus on engineering in LTP 3 with greater emphasis being placed on route studies to generate the number and type of schemes necessary to bring the scale and severity of casualties down further.

In addition, we will seek to better co-ordinate each of the three E’s so that there is more of a combined approach to casualty reduction. This will be done in partnership with other public bodies with a role to play in casualty reduction.
Question 5

We asked you - to think about how transport can best contribute towards improving accessibility.

You told us

A clear majority of you thought that ‘improved bus/rail facilities and services’ was the best method to improve accessibility.

A lot of people thought that ‘encouraging local delivery of services so people travel less’ was important.

The measure to improve ‘community transport facilities and services’ was also ranked highly.

What we will do

LTP 3 will include a section on accessibility which will set out how we intend to address the issues in North Yorkshire.

Wherever possible we will continue to support ‘socially necessary’ bus services that provide access to work and health services and to contribute towards initiatives that deliver services locally and provide community transport services.
An overwhelming majority of you thought that ‘repairing poor quality roads so they are of a good standard’ was the most important.

The measure ‘keeping already good quality maintained roads to high standard’ was also a high priority.

In addition, ‘maintaining pavements’; ‘maintaining main roads’ and ‘maintaining local roads’ were ranked highly.

**What we will do**

We will update the network hierarchy to better reflect the current use of the roads and footways. This will allow us to target the more heavily used roads and footways to be inspected more frequently and maintained to an appropriate standard.

As it is much cheaper to stop roads becoming poor than to repair them when they have become poor we will continue to both keep good quality roads maintained and to repair poor quality roads. This will ensure that we make the best use of our limited funding to have the maximum number of roads in the County at a good standard.
Other Issues

Burn Bypass

Included in the responses were almost 70 questionnaires returned from the residents of the village of Burn on the A19 south of Selby. Each of these questionnaires had been fully completed and included individual and varied answers to each of the questions asked. However each response also specifically stated their desire / need for a bypass of the village of Burn.

The County Council recognise the benefits of a bypass of Burn and has in the recent past carried out development work for the bypass. However, the cost of the scheme means that funding is provided by the Government on the recommendation of the Regional Transport Advisory Board for Yorkshire and The Humber. The Yorkshire and the Humber Major Schemes programme is already over subscribed through until 2019. There is therefore no funding available to the County Council to provide a bypass of Burn during the lifetime of LTP 3 or through until 2019 and beyond and we cannot therefore include plans to fund a bypass of Burn in LTP 3. We will however continue to work with Yorkshire Forward, the owners of Burn Airfield to identify any opportunities for funding contributions should the airfield be redeveloped.

Further Analysis

As part of the process, further analysis of the responses is being carried out. Initial considerations looked at how priorities varied between identified groups including Parish Councils, local residents, age, gender and those with a disability. The survey data was also separated into geographic areas. These areas were identified using the seven district council areas as a start point. Responses from Harrogate and Scarborough towns were also analysed separately due to their large urban nature.

The further analysis by groups and geographical area showed no significant differences in the preferences expressed either for the ranking of the objectives or for identifying the best way of achieving those objectives.

As we develop the policies in LTP 3 we will be referring to the consultation results on a regular basis to ensure that the views of stakeholders and the public are properly considered.

A full report of the further analysis can be found via the NYCC website (www.northyorks.gov.uk/ltp) or is available upon request.

The Way Forward

Using the results of this consultation we are now producing a draft LTP 3 which will be published in the spring of 2010 for stakeholders and the public to comment on. Further details of the plans for this second phase of consultation will be available in the near future however everyone who replied to Phase 1 will be contacted again.

After phase 2 consultation, a final version of LTP 3 will be prepared in time for it to start in April 2011.