Local Transport Plan 3

Phase 2 Consultation Detailed Responses

This table provides responses to individual comments that have been raised within the phase 2 LTP3 consultation. The responses given are not formal North Yorkshire County Council Policy.
<table>
<thead>
<tr>
<th>ID No</th>
<th>Comment From</th>
<th>Comment</th>
<th>NYCC Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Individual DN14</td>
<td>More free Parking in Towns.</td>
<td>The County Council is undertaking a review of car parking provision across the County as part of the development of Car Parking Strategy. We recognise the importance of street lighting to improve people’s feelings of safety and well being. Safety and security will be important considerations, when looking at start times and finish times for street lighting.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Security for young females - improved lighting</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Individual WF5</td>
<td>Improve the quality of cycling facilities / cycle lanes.</td>
<td>Due to reduced funding during LTP3 the County Council will look to encourage cycling on the existing network, particularly in town centres where it can provide a viable option, instead of the private car. This will be limited by available funding.</td>
</tr>
<tr>
<td>3</td>
<td>Individual YO8</td>
<td>Improved cycling publicity. Cycling is now more popular. NYCC should increase people’s knowledge of existing routes especially in the country.</td>
<td>Due to reduced funding during LTP3 the County Council will look to encourage cycling on the existing network. Particularly in town centres where it can provide a viable option instead of the private car.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NYCC should use more local contractors and businesses to help support the local economy.</td>
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<tr>
<td>4</td>
<td>Individual YO8</td>
<td>Need to improve bus services to major towns and cities</td>
<td>Where possible the County Council will look to utilise local contractors, however where applicable relevant tendering and procurement processes need to be adhered to. We will continue to work with public transport operators to encourage more provision of service between major town and with other areas.</td>
</tr>
<tr>
<td>5</td>
<td>Individual YO8</td>
<td>Need to promote sustainable transport- particularly in town centres.</td>
<td>Noted – we recognise that sustainable travel can help to contribute to LTP3 objectives.</td>
</tr>
<tr>
<td>6</td>
<td>Individual DN14</td>
<td>Improve facilities for people with disabilities, particularly those in wheelchairs and mobility scooters.</td>
<td>Where budgets permit we will try throughout LTP3 to increase the amount of sustainable transport information available to the public. Any maintenance &amp; improvement schemes will be completed to meet DDA requirements. Where possible and budgets permit, measures such as raised kerbs at bus tops and dropped kerbs at crossings will be implemented. We continue to encourage all public transport providers across the County to ensure that their vehicles provide low floor access, allowing improved access for all.</td>
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</table>
| 7 | Individual YO8 | Need to be better prepared for severe winter conditions  
Noted – The County Council is prepared for winter, we hold over 3 times the |
| 8 | Individual at Selby Exhibition | Improve maintenance of cycle lanes  
Maintenance of cycle lanes will be considered as part of the overall carriageway and footway maintenance. |
| 9 | Individual YO8 | Overcrowding on trains between Selby and Leeds  
The County Council has no direct control of rail services; however we will continue to encourage capacity and service increases on rail services across the County. |
| 10 | Individual YO8 | Need a park and ride facility north of Selby  
No plan exist at present to implement a park and ride facility in Selby |
| 11 | Individual LS25 | Need to maintain parking in town centres  
The County Council is undertaking a review of car parking provision across the County as part of the development of Car Parking Strategy |
| 12 | Individual at Selby Exhibition | Need to improve transport, to support town centres, too many town centres are deteriorating  
Through the manage maintain and improve hierarchy, we will look at ways of maintaining current access to town centres, and where funding allows look improving access. |
| 13 | Individual at Selby Exhibition | Need to improve maintenance to try and reduce accidents  
Noted – Maintenance is one of the key ways of achieving objectives in LTP3. We are continuing to improve the coordination of works with utility companies and also how we coordinate and plan our own works, to reduce disruption on the highway.  
Needs to be more emphasis on road safety and need to look at alternative funding for road safety.  
Noted – This is one of the main objectives in LTP3  
Need more reliable and frequent public transport services  
Noted – We will continue to work alongside public transport providers to try and improve services; however this is likely to becoming increasingly difficult with reductions on available funding.  
More freight should be moved on rail and by canal  
The County Council will support in principle options for the movement of freight by other modes. |
| 14 | Individual YO8 | Need to improve condition of footways and improve access for pedestrians  
Noted – This is one of the key ways in which we hope to increased modal shift. This will be focussed on managing and maintaining the existing network.  
Younger people and the North Yorkshire Youth Council will be invited to join any local transport partnerships / forums. |
| 15 | Individual at Selby Exhibition | Need to involve younger people more in transport decisions and consultation |
21 Individual YO8  Need to provide more feedback on why decisions have been made.

Too many delays caused by utilities works. There should be greater coordination of works on the road

Local transport partnerships / forums will be used to feedback information and decisions to public.

We are continuing to improve the coordination of works with utility companies and also how we coordinate and plan our own works, to reduce disruption on the highway.

22 Individual YO8  Improve access for pedestrians in Selby, improve pedestrian crossing outside Boots.

The road outside of Boots on Gowthorpe has a speed table as part of the 20mph speed limit along Gowthorpe. Signs are being places at this location to remind pedestrians that they do not have right of way over traffic.

Improve condition of footways

Maintenance of footways is an important element of achieving our LTP objectives. As part of the manage maintain improve hierarchy will be working hard to ensure the existing network is in as good a condition as possible based upon levels of available funding.

23 Individual YO8  Needs to be more face to face communication between NYCC and residents, less reliance on the internet.

Reduce costs for rail services- particularly for rail younger people and families.

Local transport partnerships will help to improve communication with residents.

The County Council does not have direct control over rail fares; these are in general controlled by the train operators. We would support in principle any initiatives encourage more people to use rail transport.

24 Individual YO31  Demand responsive transport – can bus passes be used on these services. Also can links to standard bus / rail services be improved by linking demand responsive services to them?

Community Transport isn't eligible within the definition provided in statute related to Community Transport, although there are examples of it being provided as a local enhancement. For example in Harrogate the bus pass entitles members to receive a half price fare on demand responsive services, and in Craven, the North Craven Taxibus, (under contract to NYCC) accepts passes. No other areas offer it and none of the social car schemes accept passes.

We do support Community Transport in the provision of demand responsive services, which are then effectively available to fill gaps where there isn’t an alternative, or feed into other forms of public transport and or service centres. We have in the past trialled community transport feeder services, and as much as it is still an aspiration of the County Council, we are currently applying for funding to improve rural community...
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<tbody>
<tr>
<td>25</td>
<td>Individuals YO4</td>
<td>There needs to be a better link between planning decisions and transport. There needs to be a better link between planning decisions and transport so it is hoped that this is something that might be developed in the future.</td>
</tr>
<tr>
<td>26</td>
<td>Individual HG4</td>
<td>Support for free OAP bus passes as they provide a viable alternative for older people.</td>
</tr>
<tr>
<td>27</td>
<td>Individual BD23</td>
<td>We should take speed bumps out and look at introducing more vehicle activated traffic lights, similar to those used in European Countries. Better maintenance of sight lines to improve road safety.</td>
</tr>
<tr>
<td>28</td>
<td>Individual BD23</td>
<td>Public transport should be made cheaper for 16-19 year olds.</td>
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<tr>
<td>29</td>
<td>Individual DL1</td>
<td>Need to promote active travel more, particularly with children to help keep them fit.</td>
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<tr>
<td>31</td>
<td>Individual Skipton Exhibition</td>
<td>There should be better use of tourist direction signs, to keep people on the most appropriate roads.</td>
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<tr>
<td>32</td>
<td>Individuals HX7, BD9</td>
<td>Poor public transport in rural areas. Would it be possible to introduce a rural park and ride service?</td>
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<tr>
<td>33</td>
<td>Individual BB2</td>
<td>Needs to be more parking provision for disabled drivers</td>
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<tr>
<td>Individual</td>
<td>Needs/Concerns</td>
<td>Notes</td>
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<tr>
<td>Skipton Exhibition</td>
<td><strong>Need to improve pedestrian facilities and parking for disabled people</strong></td>
<td>The County Council is undertaking a review of car parking provision across the County as part of the development of Car Parking Strategy. This will include a review of the provision of disabled parking. When maintenance and improvement schemes are implemented due consideration to disabled access will be given.</td>
</tr>
<tr>
<td>HG5</td>
<td><strong>Maintenance should be the main priority, the roads need to be improved</strong></td>
<td>Noted – This is one of the key ways in which we will work towards our objectives.</td>
</tr>
<tr>
<td>BD23</td>
<td><strong>Need to improve safety for non motorised users.</strong></td>
<td>Noted – Road safety for all transport users remains a priority in LTP3.</td>
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<tr>
<td>Richmond</td>
<td><strong>NYCC needs to more lean and efficient</strong></td>
<td>Noted - We are continually looking at ways to be more efficient and save money. This will continue.</td>
</tr>
<tr>
<td>Richmond</td>
<td><strong>Too much money is spent on public transport, this should be used on maintenance of the roads and footways</strong></td>
<td>Due to reduced levels of funding, budgets across the County Council have been reduced. Basic non capital maintenance has been reduced, as has the level of revenue subsidy for bus services in evenings and Sundays. Management and maintenance of the existing network is one of the main ways that we will work to achieve our objectives.</td>
</tr>
<tr>
<td>DL10</td>
<td><strong>Many improvements seem pointless. NYCC should make sure that implemented improvements do actually serve a purpose.</strong></td>
<td>As part of the scheme prioritisation process, we will consider all improvement schemes and initiatives against the LTP3 objectives, ensuring that measures implemented help to achieve our objectives.</td>
</tr>
<tr>
<td>DL10</td>
<td><strong>Need to improve education of travel options for people, to encourage people to take more sustainable travel choices.</strong></td>
<td>The County Council recognises the importance of providing information on travel options for transport users in the county. Through LTP3 we will, where resources permit, continue to provide details on the travel options that exist in the County.</td>
</tr>
<tr>
<td>DL10 4OB</td>
<td><strong>Bridges need to be well maintained as they provide vital links.</strong></td>
<td>The County Council recognises the importance of our bridges across the County. A specific budget is allocated every year to ensure they can remain open and usable. This will continue throughout LTP3.</td>
</tr>
<tr>
<td>DL8 5JG</td>
<td><strong>Access to hospital and healthcare form Leyburn and Wensleydale is difficult without a car</strong></td>
<td>We recognise that this is a major issues for people in Leyburn and Wensleydale.</td>
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<tr>
<td>46</td>
<td>Individual DL10 5JH</td>
<td>Need public transport access to leisure alternatives to try and keep people healthy and active, especially at evenings and weekends. Some bus services are difficult to board. Also is it possible to introduce a flat charge for concessionary bus services. It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses.</td>
</tr>
<tr>
<td>47</td>
<td>Individual LS25</td>
<td>Need to maintain rural bus services; these have improved over the past few years. Measures need to benefit visitors to the area as well as local residents. It is not possible to treat all routes across the County. Gritting routes are completed on a priority basis based upon traffic flows and strategic importance of the routes. We recognise the importance of visitors to the County and the contribution that they can make to the County. The LTP3 is a strategy for all transport users in the County, whether they are residents or visitors.</td>
</tr>
<tr>
<td>48</td>
<td>Individual DL10 7EU</td>
<td>No gritting in Easby Village. Public transport services need to meet a specific need. Assess need in communities whilst providing the service. It is not possible to treat all routes across the County. Gritting routes are completed on a priority basis based upon traffic flows and strategic importance of the routes. The Council currently consults and obtains feedback from bus users and non-bus users through its citizen’s panel scheme, the area review process and on-bus feedback cards. This information is used to try to ensure the services we support are meeting the needs of passengers.</td>
</tr>
<tr>
<td>49</td>
<td>Individual DL10</td>
<td>Needs to be more emphasis on public transport this will help achieve many objectives. Notes – we recognise that public transport can help to achieve many objectives. Car Sharing initiatives remain a possibility to be implemented in North Yorkshire; this is dependent on available funding.</td>
</tr>
<tr>
<td>50</td>
<td>Individual DL10</td>
<td>Need car sharing higher priority, promote more sustainable transport. Street lighting - light switch off etc - more efficient. Better use of energy throughout the delivery of transport services. New switching regimes, and fitting photo cells, will help to switch lights on later and off earlier, will help to reduce energy consumption. It is important that safety and security is also taken in to consideration. We recognise the potential of electric vehicles and will continue to explore options for funding for the required infrastructure to support them.</td>
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51 Individual DL9 Needs evening bus services after 18:30 around Richmond/Catterick area. Bus services/times between towns, reliability is key. Sunday bus services need to be earlier to help support the local economy.

52 Individual DL9 Many of the environmental solutions are unrealistic

53 Individual DL10 How will NYCC cope with the population increase and associated housing growth? How will people get around?

55 Individual DL7 Need more promotion through tourist info - publicise public transport options, too much emphasis on car - esp. tourist info. There is a lack of rural bus stops - have to use road to walk to village to bus station - improve facilities and usage. Too much focus on cars - need more on pedestrians/cyclists et

Safety in rural areas is an issue. Reduced speed limits would reduce the risks for all road users

57 Individual Richmond Exhibition Funding - will affect me most. Cutting back non-essential. Buses stop at 6pm! How are the council going to continue to provide this already limited service

58 Individual DL10 More children should walk to school; Sustrans have a local walking bus initiative.

There is a problem with some of the buses, I'm not sure these meet disabled rights.

Town centre local buses should be used in North Yorkshire.

It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. Sunday and evening services are not the Councils highest priority and therefore are unlikely to attract extra funding during the period of LTP3.

The measures put forward are part of a wider approach by the County Council and Country to reduce the impact of 

We are working closely with planning authorities across the County to ensure that sustainable transport provision is taken in to consideration during the planning process

We encourage the promotion of more sustainable transport modes in the County. Visitor and tourist traffic can in many instances be a significant generator of traffic. It is going to be challenging over the next few years to keep the current level of supported services and infrastructure due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses.

There are several measures available to improve rural safety. This includes changing speed limits. Individual sites will be considered if accident and speed issues are identified.

It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. Evening services are not the Councils highest priority and therefore are unlikely to attract extra funding during the period of LTP3.

We support and encourage transport users to use more sustainable modes of transport. This includes pupils' school journeys.

We are encouraging bus companies to implement low floor access buses across the County to improve access. Any new buses brought in to service will be required to be low floor.

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<tr>
<td>60 West Ayton Parish Council</td>
<td></td>
<td>Last winter (09/10) has demonstrated how much damage can be done by weather and how difficult life can become if the roads are not properly maintained. Noted – The impact of severe weather can have a major impact on roads across the County. We are working hard to ensure that damaged roads are repaired as quickly and efficiently as possible.</td>
</tr>
<tr>
<td>61 Individual BB18</td>
<td></td>
<td>There should be more emphasis on developing partnerships with neighbouring authorities. It is important that transport should be integrated and that North Yorkshire should not be isolated so that it can benefit from and develop with neighbouring economies. No mention of the reopening of Skipton / Colne rail link. We have worked hard during LTP2 to improve links with district councils and neighbouring areas. We have started a regional transport board with planning authorities in the County and the City Of York. This will continue in LTP3. During LTP3 we will continue to develop working relations with neighbouring areas.</td>
</tr>
<tr>
<td>62 Individual Malton Exhibition</td>
<td></td>
<td>LTP3 should include ‘the vision’, projects that are not necessarily realisable via internal funding - i.e. leave open the possibility of pursuing. The main focus of LTP3 is aimed at delivering transport solutions within the current funding and economic climate. This will allow us to better prepare for the future ensuring that we can keep the existing network operating. The County Council retains a comprehensive list of potential schemes and measures for implementation.</td>
</tr>
<tr>
<td>63 Individual Malton Exhibition</td>
<td></td>
<td>A64 Hopgrove eastwards is poor, adds to journey times. We recognise the importance of the A64 to the County, particularly Ryedale and Scarborough. The County Council in conjunction with City of York Council, Ryedale DC, Scarborough BC, Network Rail and the Highways Agency has conducted a connectivity study of the A64 between York and Scarborough. This will identify a range of interventions to improve safety, reduce journey times and improve access. If available funding becomes available we will look in conjunction with partners on how to implement these.</td>
</tr>
<tr>
<td>67 Individual YO26</td>
<td></td>
<td>Needs to more local involvement from community/public/parish councils on dealing with local issues etc. Local transport partnerships will help to improve communication with residents and stakeholders when dealing with local issues.</td>
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</table>
NYCC managers should take a pay cut and this money should be used to fund road repairs.

The County Council has reviewed budgets across all services that it delivers. As part of this there has been several redundancies, and freezes on staff pay for the foreseeable future.

We recognise the importance of connection between major towns in North Yorkshire. An extensive public transport network already exists.

Individual YO18

Improve public transport between major towns (e.g. Malton and Pickering)

Sign on the approaches to roundabouts is implemented to relevant standards. Where specific issues exist signing will be reviewed.

We encourage all transport users to use more sustainable travel options where they are available.

Individual YO62

Need to improve signage on the approach to roundabouts.

We recognise that links to major towns and employment centres are important for all transport users. Based on available funding we will be looking to maintain existing access and encourage people to use existing sustainable modes.

Individual YO18

Improve public transport between major towns (e.g. Malton and Pickering)

We work closely with North Yorkshire Police as part of the “95 Alive” road safety partnership. Police Resources are targeted and known accident locations.

Individual Malton Exhibition

Need more police to enforce speeding - rather than speed bumps. Unmarked police cars work

We work closely with North Yorkshire Police as part of the “95 Alive” road safety partnership. Police Resources are targeted and known accident locations.

Individual YO17

Road humps should be removed.

Local safety schemes are implemented to address a specific road safety issue by reducing traffic speeds.

Individual YO18

Concessionary travel pass holders should pay a fixed flat rate charge

The concessionary travel scheme is governed by legislation set by central government; Any changes to the scheme would have to be made by central government.

Individual YO17

Coastliner bus services, adult fare is age 12 & above.

The Coastliner service is run almost exclusively on a commercial basis and as a result prices are set by the bus operator.

Individual Malton Exhibition

Cheaper buses would lead to more people using it.

A review of speed limits has been undertaken across the County. Speed limits are implemented through agreement with North Yorkshire Police. The County Council is undertaking a review of car parking provision across the County as part of the development of Car Parking Strategy

Individual YO18

Need more enforcement by policy - speed reduction through villages - better parking management

The County Council is undertaking a review of car parking provision across the County as part of the development of Car Parking Strategy.

Individual YO18

More parking management better organisation. Less reliance on traffic signals - shift responsibility to the driver - less traffic calming.
Coastliners - could these services be integrated with trains?  
We do not have direct control of timetabling of public transport services; however we encourage all transport operators to try where possible to coordinate services.

Links from Pickering to Thirsk could be improved.  
We recognise that links between Thirsk and Pickering could be improved. It is unlikely that this service could be sustained on a commercial basis. In light of reductions in bus subsidy the County Council would be unable to support any new service.

Strongly in favour of public transport, need to work with local districts to encourage Park & Ride. Pickering could sustain a seasonal Park & Ride.  
Park & Ride can provide an option for reducing traffic congestion in towns. The costs of constructing a park and ride site are likely to remain prohibitive during the LTP3 period.

Free up the roads to reduce congestion - traffic signals on traffic demand.  
We do recognise that traffic signals can reduce the flow of traffic; we will be reviewing signal timings to improve efficiency at junctions.

Give older people option of paying part of PT fares - honesty pass or part concession  
The County Council will continue to fund concessionary fares in North Yorkshire during LTP3.

Large impact on young people - how do they get to work if they can’t travel about?  
We recognise that transport does have a significant impact on young people, particularly those without access to private cars.

A64- Need to look at bypassing villages on this route  
We recognise the importance of the A64 to the County, particularly Ryedale and Scarborough. The County Council in conjunction with City of York Council, Ryedale DC, Scarborough BC, Network Rail and the Highways Agency has conducted a connectivity study of the A64 between York and Scarborough. This will identify a range of interventions to improve safety, reduce journey times and improve access. If available funding becomes available we will look in conjunction with partners on how to implement these.

Businesses should play a bigger role in staff transport.  
We encourage businesses to adopt travel plans to encourage more sustainable transport. Where resources allow we can provide guidance and advice on these. As part of new developments business and developers are required to submit appropriate travel plans as part of the planning process.

Village to village services should be improved.  
Community transport services provide an important role in providing links between rural villages. We will continue to support community transport where funding allows.
Need to improve communication with residents and local communities

Need to consider the needs and requirements of motorcyclists when designing and implementing measures.

If aims and objectives are to be met, public and community transport links between villages and with towns need to be improved.

Need to improve local bus services in rural areas and maintain the Moorsbus services

Public transport - communities in rural areas. Lots of hot air in Local Authorities about rural public transport - subsidised buses often empty - need to go demand responsive

Need to improve the maintenance of hedgerows' and trees, particularly those that obstruct sight lines and road signs.

Consideration needs to be given to the needs of people on lower incomes, particularly in rural areas

Local transport partnerships / forums will be used to feedback information and decisions to public.

The design and implementation of any new measures will take in to consideration all transport users. Designs will be in accordance with the appropriate regulations and specifications,

We recognise the role that public and community transport plays in terms of linking towns and villages. Our focus in LTP3 will be aimed at using available resources to manage and maintain the existing network and improving if applicable.

We recognise the role that public and community transport plays rural areas. Our focus in LTP3 will be aimed at using available resources to manage and maintain the existing network and improving if applicable.

Community transport can provide important links and services for the rural community. Where funding allows we will continue to support community transport operators across the County.

We recognise the importance of the A64 to the County, particularly Ryedale and Scarborough. The County Council in conjunction with City of York Council, Ryedale DC, Scarborough BC, Network Rail and the Highways Agency has conducted a connectivity study of the A64 between York and Scarborough. This will identify a range of interventions to improve safety, reduce journey times and improve access. If available funding becomes available we will look in conjunction with partners on how to implement these.

Regular highway inspections are undertaken across the County. Where safety issues are identified the vegetation is removed. This is in addition to the standard verge management operations that we carry out.

We recognises that those on lower incomes are often less likely to have access to a private car. Using available funding we will work to ensure that barriers to accessing services are removed for those on lower incomes, through the local delivery of services and maintaining and where possible improving public and community transport services.
Need to rationalise signs. Clutter detracts from main measure.

Can speed limits be used to ease congestion, particularly on major routes between towns? Also need to increase the level of enforcement of speed limits by Police- not speed cameras.

Need to improve access for pedestrians alongside main roads in villages.

Where possible we are looking to rationalise the amount of signing that we have on the network. However this needs to balances against legal requirements for signing.

Speed limits are put in place predominantly as a safety measure. We encourage all drivers to drive at a speed not exceeding the speed limit and appropriate to the driving conditions. We work closely with North Yorkshire Police in terms of speed enforcement, targeting activities at know accident locations. Available resources are determined by the police; however we do encourage them to engage in as many enforcement activities as their resources permit.

Where possible existing pedestrian access will be maintained to a suitable standard. Based on available funding it is unlikely that any new footways will be constructed during LTP3.

Speed cameras should be used selectively, especially to deal with motorcyclist speeds.

Rural congestion is likely to increase, particularly as North Yorkshire is holiday country.

The environmental implications of schemes are taken in to consideration when introducing any transport measures in North Yorkshire.

There are no plans to introduce a Park & Ride facility in Northallerton.

The Wensleydale Railway is operated by the Wensleydale Railway Association. The County Council does not contribute any funds to the operation of the railway.

At present no speed cameras, other than those within Police vehicles are used within North Yorkshire. Police patrols are targeted at any areas with known speed related accident issues.

The County Council supports tourism across the County. We will continue to encourage the use of sustainable modes of transport when visiting the County, however we recognise that congestion can cause issues. We will look at how we can manage travel demand to reduce...
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<tr>
<td>96</td>
<td>Individual DL7 Public transport- NYCC should look to extend services/integrate facilities - smarter integrated network - connect using existing network.</td>
<td>The County Council would in principal support the extension of the existing network, however based on proposed levels of funding; it is unlikely that we will be able to contribute financially to this. The focus of LTP3 is on making sure that we get the most out of the existing network, through effective management and maintenance.</td>
</tr>
<tr>
<td>97</td>
<td>Individual DL6 Invest in small scale but significant scheme locally so that all areas/people have some benefit. This will engender buy-in from public on larger schemes as they will have experienced benefits themselves.</td>
<td>The focus of LTP3 will be aimed at ensuring that the existing network is maintained to a suitable standard. Any small scale but significant schemes will most likely be maintenance schemes.</td>
</tr>
<tr>
<td>98</td>
<td>Individual YO30 NYCC should support the Wensleydale railway</td>
<td>The County Council will be focussing funding on the current highways network. We do not have any plans to fund any private railway operations.</td>
</tr>
<tr>
<td>100</td>
<td>Individual DL6 Passenger transport often stops in rural areas at 1600. This should be improved.</td>
<td>Many of the services that operate later in the evening are subsidised by the County Council. As budgets for transport are reduced it will become increasingly difficult for the County Council to maintain subsidising these services, and regrettably some of these services will cease.</td>
</tr>
<tr>
<td>102</td>
<td>Individual DL7 Living in rural area - reliant on the car - state of the roads after winter</td>
<td>Severe winter conditions have had a major impact on the County’s road network. We will continue to work hard to repair damage caused by the winter weather.</td>
</tr>
<tr>
<td>103</td>
<td>Individual DL7 Need a bypass of the west end of Northallerton or the level crossing needs to replaced with a bridge.</td>
<td>No plans exist for a western bypass of Northallerton. The County Council is working closely with Hambleton District Council on the plans for the North Northallerton Development area which will include and additional bridge over the railway between Darlington Road and Stokesley Road. No plans exist to replace the level crossing with a bridge.</td>
</tr>
<tr>
<td>104</td>
<td>Individual DL7 BALB is needed as is improved public transport links between Northallerton and Bedale</td>
<td>The traffic lights are positioned at pedestrian crossing points along east rod to enable safe access for pedestrians between the town centre and eastern parts of the town.</td>
</tr>
<tr>
<td>105</td>
<td>Individual Need to get rid of the Level Crossing in Northallerton</td>
<td>The County Council will be focussing funding on the current highways network. We do not have any plans to fund any private railway operations.</td>
</tr>
</tbody>
</table>
TS21

107 Individual DL7  Existing infrastructure links should be improved, particularly cycling infrastructure.

108 Individual DL6  Providing different age groups with relevant information. Although youngsters want to use the internet to get information, I need a paper copy. Hambleton used to provide a timetable for year but don't anymore. The train timetables are better. The timetables at the bus stops are sometimes too high for me to read or have been rained on.

Management measures need to be considered, important that drivers are informed of roadworks and delays in advance, allowing them to prioritise traffic flows etc.

110 Individual YO62  I live in Kirbymoorside - we are isolated for PT apart from 128 that run to Scarborough. I don't suggest they put on brand new bus services to other areas but they services they do have go right through other villages. I haven't seen anyone use these in the villages so we'd prefer if perhaps a few of these were express services direct to Scarborough. I've asked people that go to Scarborough in cars -they say they would use the bus if more direct services were on offer.

112 Individual DL7  More enforcement of speeding issues across the County. Should look at potentially look at installing speed cameras.

113 Individual YO30  Re open old railways as cycle ways and not railways.

Council is working closely with Hambleton District Council on the plans for the North Northallerton Development area which will include and additional bridge over the railway between Darlington Road and Stokesley Road.

Throughout LTP3 the County Council will remain committed to managing and maintaining the existing network based on available resources.

Operators produce timetable information of their services which can normally be found on the bus, in libraries and tourist information centres.

The County Council will continue to look at how we can improve knowledge of activities on the road network, by using local media such as local newspapers and radio. Additionally we will continue to improve the information that is available on the County Councils website.

This service is run commercially; we have passed this comment on to the relevant bus operator.

We work closely with North Yorkshire Police regarding enforcement of speed limits. At this stage the County Council has no plans to introduce fixed speed camera sites across the County.

Due to funding constraints it is highly unlikely that there will be any funding used to for new cycling infrastructure. Any resources for cycling are likely to be focussed in urban areas where cycling can provide a viable alternative to other modes of transport.
Individual DL6: Shuttle services in town centres. Regular bus services in towns making the effort to be sustainable. Need to provide information on bus routes.

NYCC have invested in town services across North Yorkshire in the past ten years. Bus information can be found through Traveline: 0871 200 2233 or at www.northyorkstravel.info/leaflet information can be obtained from tourist information offices and libraries.

Promote more car sharing options across the County.

We are looking at options for increasing opportunities for car sharing across the County. Where possible we will encourage business and organisations to promote car sharing as a possible sustainable transport measure.

Individual DL6: Too many HGVs travelling through Northallerton need a bypass / ring road of Northallerton.

There are no plans for a bypass / ring road of Northallerton. Where possible we encourage HGVs to use the most suitable and appropriate route, unfortunately this can sometimes result in HGV traffic in market towns.

Individual HG1: Have to use car as PT not convenient - need more regular services. (rail) Level crossing stops traffic flow at Starbeck

The County Council does not have direct control over rail services, but in principles supports the increase in rail services. We are working alongside Network Rail to identify options for reducing delays at level crossings; however it is unlikely that anything will be implemented during LTP3.

Cuts will be made. Can't see transport funding getting better for a while.

Funding for transport has been made. We will become more efficient to save money, however it is likely that some services will be cut.

Traffic lights don't help flow of traffic through Harrogate

During LTP3 we will be looking at changing signal timings to try to improve traffic flow.

Individual HG2: Terrible congestion in Harrogate, need to get car users off the road

We recognise that congestion is a major issue in Harrogate. We are looking to implement measures that will encourage transport users to use more sustainable measures.

The County Council does not have direct responsibility for the timings and routes of passenger transport services. We encourage operators to, where possible, link their services with connecting services.

Regular highway inspections conducted by our area inspectors identify issues. We work with operators to ensure that damage and mess on the highway is removed.

Individual HG3: Integrating road & rail services - bus to rail timings work on tweaking to avoid misses. Educate people that a good PT system exists and that they should stop driving. In rural areas too much damage and mess can be found on the carriageway caused by farm vehicles.

The County Council does not have direct responsibility for the timings and routes of passenger transport services. We encourage operators to, where possible, link their services with connecting services.
<table>
<thead>
<tr>
<th>ID</th>
<th>Individual/Group</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>122</td>
<td>Individual HG2</td>
<td>Need to manage the roads better, electronic signs on Harrogate bypass to manage traffic flows, and improve the coordination of roadworks and utility works on roads. Traffic should be rerouted away from Knaresborough town centre. We will be looking at how we manage traffic flows and provide information to drivers as part of our network management duty. We are improving how we manage Streetworks, to try and reduce delays. Traffic flows in and around Harrogate and Knaresborough need to be managed to ensure that delays and disruption are limited. However it is not possible to completely remove traffic flows.</td>
</tr>
<tr>
<td>123</td>
<td>Individual HG2</td>
<td>Need to maintain links between towns - including non-motorised link - clearing (maintenance). Park and ride is good for visitors but less for locals. We recognise the advantages and disadvantages of park and ride facilities. Any proposed park and ride sites will be aimed at reducing the level of congestion, benefiting all road users. It is not always possible to provide no motorised links between towns, due to the cost involved in constructing footway and cycleway.</td>
</tr>
<tr>
<td>124</td>
<td>Individual HG2</td>
<td>Walking &amp; cycling should be priority. Leeds Road Harrogate and, Firs Road crossing - needed for safety. We support measures that promote more sustainable travel options for transport users. As part of the manage maintain and improve hierarchy we will support walking and cycling by ensuring that existing facilities can be used. It is unlikely, due to reduced available funding, it is unlikely that we will be able to deliver the two crossing facilities that have been discussed, however they will be considered for possible implementation, should the funding situation improve.</td>
</tr>
<tr>
<td>125</td>
<td>Individual HG3</td>
<td>I don't own a car; use PT/Cycle - not enough safe/easy cycle paths around. Have to use back roads - not enough space on main roads for cars and cycles. Unfortunately due to reduced funding it is unlikely that new cycling infrastructure will be implemented during LTP3.</td>
</tr>
<tr>
<td>126</td>
<td>Individual HG1</td>
<td>Cycle lanes must be improved in NY. Maintenance of cycle lanes will be completed as part of identified maintenance schemes on the highway network.</td>
</tr>
<tr>
<td>127</td>
<td>Individual GL1</td>
<td>Need to improve coordination of parking in Harrogate. 80's highways act - says can't park wrong way round at night - as it is dangerous. Use police more rather than council - overturn silly laws which prioritise motorists, or use council to actually enforce. The County Council is will be producing a car parking strategy during LTP3. This will look at parking enforcement across the County.</td>
</tr>
<tr>
<td>128</td>
<td>Individual HG2</td>
<td>After 6pm few buses, needs more on Sunday as well, encourages car use instead passenger transport use at the moment. It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. Evening and Sunday services are not the Councils highest priority and therefore are unlikely to attract extra funding during the period of LTP3.</td>
</tr>
<tr>
<td>ID</td>
<td>Author</td>
<td>Comment</td>
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</tr>
<tr>
<td>129</td>
<td>Individual</td>
<td>More buses required at evenings and over weekends.</td>
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<tr>
<td></td>
<td>Harrogate</td>
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<td></td>
<td>exhibition</td>
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<tr>
<td>132</td>
<td>Individual</td>
<td>Tourism is needed - need open and easy signage for tourists and also suitable transport links. Need better communication of transport information as to the range of services is required. Need to supply information on the range of options that are available for transport users other than private car journeys.</td>
</tr>
<tr>
<td></td>
<td>HG2</td>
<td></td>
</tr>
<tr>
<td>133</td>
<td>Individual</td>
<td>Noise vibration issues - lorries and heritage buildings, HGVs following what they see as best route for them. Old buses can causes vibration. Urban distribution hub larger to smaller vehicles is required, then we can implement weight restrictions and alternative routes.</td>
</tr>
<tr>
<td></td>
<td>HG5</td>
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<tr>
<td>135</td>
<td>Individual</td>
<td>Cost of public transport - for passenger. Need an obvious lower cost than using own car. Needs a mental shift &amp; changing perceptions - people need to give public transport a go. NYCC should continue with dedicated cycle paths and to encourage people to use them.</td>
</tr>
<tr>
<td></td>
<td>HG2</td>
<td></td>
</tr>
<tr>
<td>136</td>
<td>Individual</td>
<td>Sustainability should lead all. Ideas: no speed bumps - instead speed check spheres. Education - park and ride, and subsidised bike facilities.</td>
</tr>
<tr>
<td></td>
<td>HG1</td>
<td></td>
</tr>
<tr>
<td>137</td>
<td>Individuals</td>
<td>Improve buses. More, cheaper and faster trains. Young people socialising is very difficult. Consistency in approach to passenger transport is required, particularly in reference to fares for younger people.</td>
</tr>
<tr>
<td></td>
<td>LS24 / HG3</td>
<td></td>
</tr>
<tr>
<td>139</td>
<td>Individuals</td>
<td>Discrepancies in fares - single vs. return put people off using PT, especially access to hospitals and other amenities. Pensioners fares - option to pay a contribution e.g. £1 a journey. Parking charges at rail stations are high.</td>
</tr>
<tr>
<td></td>
<td>HG1 / HG3</td>
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</tbody>
</table>
Connectivity of Harrogate to other areas needs to be addressed, as this impacts the decisions of businesses to locate in Harrogate.

140 Individual YO19 I have 2 staff in Leeds area continuously late due to congestion. What happened to cost of public transport – this mitigates against use - if used would cost me £15 per day.

141 Individual YO26 Better use of rail - more frequent or convert to light rail - NY as a whole, York to market Weighton. Integrate high speed services and connectivity from local stations, the way the system is planned does not suit passenger needs.

142 Individual HG1 Skipton - Harrogate transport links are poor - need more buses as very busy on roads.

143 Individual HG2 Need to encourage more use of public transport, particularly for younger people

144 Individual HG2 Look at individual areas and gaps in networks, increase operating hours of dial a ride services. Local issues - continue to support 54/57 in south Harrogate

145 Individual HG1 Spend money on bus lanes on Skipton Rd Harrogate to encourage the use of public transport. Great public transport services. Cycle lanes - make more appealing than adding more infrastructure.

government; Any changes to the scheme would have to be made by central government.

We support, where funding allows, sustaining existing transport links to Harrogate and other major towns across the County. Where possible we will work with operators to improve the links to Harrogate.

We are working closely with partner authorities to reduce the impact of congestion across the Country. We have limited input on the cost of commercial passenger transport services.

The County Council does not have direct control over rail services in the County. We will try wherever possible to influence Network Rail and Train Operating Companies to improve rail services in the County.

The County Council does not determine the extent and coverage of bus services in the County. We would welcome any commercial operators who wish to extend or add to the existing services on this route.

The Council encourages any initiatives to reduce the cost of travel for young people. We are currently extending the age for half price travel from 16 to 18 on our contracted services. This process will be complete by April 2013 as all contracts in the county are renewed.

We will continue to repair the damage caused by the severer winter conditions. Maintenance remains an integral part of the achieving our LTP3 objectives.

It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses.

The focus of LTP3 is aimed at managing and maintaining the existing network. It is unlikely that we would fund any new improvements during LTP3.
<table>
<thead>
<tr>
<th>Reference</th>
<th>Location/Source</th>
<th>Text</th>
</tr>
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<tbody>
<tr>
<td>146</td>
<td>Harrogate</td>
<td>Encourage cycling routes that are not part of the highway, need for remote/dedicated cycle routes. Due to reduced funding it is unlikely that any new cycle routes and cycling infrastructure will be provided during LTP3. Any new cycling measures will be focussed on measures where cycling provides a viable alternative to the private car.</td>
</tr>
<tr>
<td>147</td>
<td>Individual Harrogate exhibition</td>
<td>Need improved rail access to Leeds and onwards to London including late (1am) trains. The County Council does not have direct control over rail services in the County. We will try wherever possible to influence Network Rail and Train Operating Companies to improve rail services in the County.</td>
</tr>
<tr>
<td>148</td>
<td>Individual LS22</td>
<td>Object to speed enforcement by police as it is only for revenue purposes only. Speed enforcement provides an important element of our road safety.</td>
</tr>
<tr>
<td>149</td>
<td>Aislaby-Whitby Parish Council</td>
<td>Staff (NYCC) should get out of the office more and get more insight of what to local problems, real time issues. Also transport forums should be introduced. Staff, based at our area offices are in regular contact with local communities, identifying and dealing with issues across the County. We will look at implementing local transport partnerships across the County. It is hoped that these will help to improve communication with residents.</td>
</tr>
<tr>
<td>150</td>
<td>Individual DL6</td>
<td>We suggest that there should be more liaison and awareness with the services - bus providers. They need to be more accountable for reliable and safe transport and so that they can keep to their timetables. Consider double Decker buses during the summer season and back holidays to holiday resorts. We regularly review performance and issues with public and community transport operators across the County. This will continue throughout LTP3. We do not have direct control over the vehicles that are used by Commercial passenger transport operations, however where applicable we will encourage operators to increase capacity.</td>
</tr>
<tr>
<td>156</td>
<td>Individual BD23</td>
<td>Northallerton badly needs a bypass. It is choked with traffic especially when the railway gates are shut. No plans exist for a bypass of Northallerton. The County Council is working closely with Hambleton District Council on the plans for the North Northallerton Development area which will include an additional bridge over the railway between Darlington Road and Stokesley Road. No plans exist to replace the level crossing with a bridge. Where possible the County Council aims to prevent roads from failing rather than trying to repair failed roads. This is a more efficient way utilising maintenance budgets.</td>
</tr>
<tr>
<td>157</td>
<td>Individual BD22</td>
<td>Is patching always appropriate? On some cases would it be better to resurface. More consultation with public over new schemes. Local Transport partnerships will help to improve communication and engagement with the public on new scheme proposals.</td>
</tr>
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<td></td>
<td></td>
<td>Need to think about communities - consider parking for all users, I am disabled and parking spaces need to make sure these are kept available for disabled drivers. During LTP3 the County Council will be developing a Car Parking Strategy. Disabled parking provision will be included as part of this strategy.</td>
</tr>
</tbody>
</table>
Bus service improvements and Park & Ride may encourage people not to drive but until then people will use cars, therefore roads are important. Don't like cycle lanes, some do use them but the cyclists don't use this properly. Educate them rather than build lanes.

I am from Harrogate but visit Skipton regularly. It is much better for parking & travel in Skipton than in Harrogate. Harrogate local issues - the Skipton Rd and Wetherby Rd in Harrogate is a problem. Traffic congestion is a big issue locally. The Emperors roundabout. A number of attempts, including traffic lights haven't improved the situation.

School transport is diabolical - 30-40 year old buses carrying school children it is very unsafe. Improvements for health and safety reasons need to be given the biggest priority after management & maintenance.

Remove HGV traffic from 2000 Friday to 0400 Monday. Remove hag traffic during weekday from town centres. More stringent management of street works and fines for over runners.

Don't come to Skipton much - since the Skipton bus station has been built I don't like coming - the lighting isn't right and toilets. We used to have a café, have to walk up to the town hall to get a coffee.

Having consulted our locals who travel by PT, to and from Patrick Brompton - and explained your LTP under the current economic situation they agree the suggestions are about right.

The focus of LTP3 is on ensuring that we get the most out of existing services and infrastructure. We are hopeful that part of this will be to encourage transport users to use more sustainable options. The County Council has secured bikebaility funding, which will be used to train cyclists on how to use their bikes properly.

LTP3 recognises that congestion remains a problem in Harrogate. We will be looking at measures to help reduce congestion, such as altering signal timings, and encouraging more sustainable travel. It is unlikely that many significant improvements will be implemented, due to available funding.

Any school transport vehicle has to be registered with the Traffic Commissioner and a strict maintenance and service schedule has to be completed and documented, vehicles are subject to random checks. Any vehicles used for school transport North Yorkshire County Council fund are required to be less than 12 years old, an older bus maybe used for a temporary period only. Vehicles contracted by the council are required to be checked and maintained every 10 weeks. The council has its own inspector who carries out random and scheduled checks to ensure these strict maintenance schedules are adhered to.

Removing HGV traffic completely would not be feasible on a County level. Any approach to weekend restrictions would need to be Country wide. Where specific issues are identified NYCC will work with interested stakeholders to try to reduce the impact of HGVs on communities. Throughout LTP3 we will continue to improve the coordination of Streetworks to help to reduce disruption and delay on the highway network.

In consultation with Skipton bus station users, improvements are planned and a start date will be announced once all the consents are in place (March 2011).

These comments have been noted.
<table>
<thead>
<tr>
<th>170</th>
<th>Rail Development - Humber &amp; Wolds Council</th>
<th>Better use of rail infrastructure, more use of park and ride - Scarborough being good example</th>
<th>The County Council is exploring options for future park &amp; ride measures. Where applicable these may be integrated with the rail network.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Less on consultants and bureaucracy (the biggest drain on resources). Planning and maintenance of highway system could be massively reduced in cost if bureaucracy reduced</td>
<td>The County Council is currently looking at ways of becoming more efficient. This will continue through LTP3,</td>
</tr>
<tr>
<td>171</td>
<td>Stutton with Hazlewood Parish Council</td>
<td>Integration of transport modes so that (for instance) its easier to switch from rail to bus or from bus to car/bicycle</td>
<td>Where possible we will work with operators to encourage improved integration of services and encourage the use of more sustainable modes of transport.</td>
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<td></td>
<td></td>
<td>Better PT would assist local economy, its not just about road improvement. And access isn't just needed for the services you list, what about culture, entertainment etc? No solution offered on quality of life at all. Current public transport to some Selby villages is a positive incentive to use the car. There must be a balance struck between maintenance and improvement</td>
<td>It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. We are committed to supporting access to core services as far as possible, and we will look at any opportunities to further support local bus services.</td>
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<td></td>
<td></td>
<td>Diversion of damaging transport away from residential/congested areas and onto main highways. Action to prevent/discourage rat runs on minor roads</td>
<td>Our road classification and categorisation is designed to encourage traffic to use the most appropriate routes. Where applicable we will consider further management measures to further encourage the use of these routes</td>
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<tr>
<td></td>
<td></td>
<td>More flexibility between capital/revenue funding. Not acceptable that maintenance is curtailed for lack of funds while at the same time unnecessary capital works go ahead!!</td>
<td>Throughout LTP3 the focus will remain on ensuring that we get the most for the existing network. This will mean that there will be strong focus on maintenance of the existing network, in preference to implementing new infrastructure.</td>
</tr>
<tr>
<td>172</td>
<td>Glaisdale Parish Council</td>
<td>In areas where private vehicle ownership is low (as much as 40% in the north east), greater consideration should be given to bus/rail PT. working closely with rail as well as bus operators, using smartcards/oyster options. Railways - lack of rolling stock. Consideration for more interchange stations, using rail for park and ride schemes.</td>
<td>Where possible we will work closely with public transport operators to encourage the use of public transport services. We do not have any direct control over railway infrastructure and services; however we will continue to lobby for improved services throughout North Yorkshire.</td>
</tr>
<tr>
<td>173</td>
<td>Esk Valley Railway Development Company</td>
<td>Public transport for the elderly and young teens &amp; those without private cars is an essential lifeline from villages to services of all kinds - prevents loneliness and is essential</td>
<td>We recognise the importance of rural public transport. It is going to be challenging over the next few years to keep the current level of supported services due to the reduction in available funding. The</td>
</tr>
<tr>
<td>174</td>
<td>Whorlton Parish Council</td>
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<tr>
<td>Parish Council</td>
<td>Comments</td>
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<tr>
<td>Sherburn Parish Council</td>
<td>Concern about 30% cut in budgets and that city/towns may have priority over rural areas. Continue to improve cycle networks - on/off the road is dangerous. Smaller buses to ensure full but less pollution? Maybe more 20mile zones in cities/towns.</td>
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<tr>
<td>Follifoot &amp; Plompton Parish Council</td>
<td>Good communications with local communities ensure that difficulties and frustrations &amp; ideas are listened to.</td>
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<tr>
<td>Hanlith Parish Council</td>
<td>In maintaining existing network/services you need to check that investment in new area benefiting disadvantaged people/regions are not ignored.</td>
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<tr>
<td>Individual YO7</td>
<td>All sorts of wonderful schemes that work in urban areas but impractical in vast rural areas! There is little point in carrying out highway maintenance in there's hardly any PT offered. But I accept that currently NY roads are appalling. The continual lack of a joined up coherent system, bus times don't link with train times or don't even tie in with other bus times. Need to improve public transport links to adjacent areas.</td>
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<tr>
<td>182</td>
<td>Craven District Council</td>
<td>It may be useful to intertwine the issue of the environment and climate change into all of the other objectives rather than having it as a stand alone issue. Ensuring that the environment is protected and the issues of climate change are addressed should be a priority when considering all aspects of transport development/maintenance. LTP3 recognises that each of the objectives is not stand alone. When considering measures to address one specific issue, how they help other objectives will also be considered. This is particularly relevant when looking at the objective of protecting the environment. All schemes will be assessed against how they contribute towards LTP3 objectives.</td>
<td></td>
</tr>
<tr>
<td>183</td>
<td>Federation of small businesses</td>
<td>We need to anticipate future traffic needs better. I.e. increased traffic through new airports /shopping centres etc - Robin Hood airport for example. We must avoid spending money on parochial measures. Each scheme must serve the maximum number of residents. During LTP3 we will work closely with the relevant planning authorities across the County to implement Strategic Transport Improvement Master Plans (STIMPS). These plans will identify the future housing and business allocations across the County and the transport requirements that are needed to facilitate these developments. Schemes will be assessed and implemented based upon how they meet our objectives.</td>
<td></td>
</tr>
<tr>
<td>184</td>
<td>Individual WF8</td>
<td>Need to reconsider gritting and snow clearance routes - also please reconsider better provision of grit bins. Further development of community transport including possible operation of same for young people. More efficient ways to operate car share schemes. Improve video conferencing facilities at the council for both officers and members.</td>
<td></td>
</tr>
<tr>
<td>185</td>
<td>Burton Salmon Parish Council</td>
<td>Vehicle speed restriction measures in Burton Salmon village. This comment has been forwarded to the local highways area office for consideration.</td>
<td></td>
</tr>
<tr>
<td>186</td>
<td>Colburn Town Council</td>
<td>A6316 is the main issue that concerns the garrison and surrounding areas. If issues on this road were addressed it would elevate pressure, upset and aggravation from councils, RDC and public. A6136 affects the whole of the area we live in. If transport improvements were met then you would not need to maintain minor routes as much as people would use the correct route in the area. We recognise the importance of the A6136 to Catterick Garrison and the surrounding area. As with all routes across the County we will seek to ensure that the it is managed and maintained in an appropriate way for the level of access and traffic flow that it supports.</td>
<td></td>
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<tr>
<td>190</td>
<td>Individual DN14</td>
<td>Car is currently essential in many parts of the county, people will not willingly travel from car to bus or trains.</td>
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<tr>
<td>192</td>
<td>AS Coaches</td>
<td>As a tax payer, rate payer and local business I need to be confident that any investment is justified and will bring benefits. Many local traffic improvements schemes have We recognise that many areas of the County the private car is often and essential form of transport. Schemes will be individually assessed against the LTP3 objectives to make sure that they contribute towards the LTP3 objectives and address the specific problem that they were designed to deal with.</td>
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</table>
been heavily criticised by local users.

Local bus contracts could be based on using more environmental vehicles - Euro 3 standard or higher.

Currently approximately 85% of buses running in North Yorkshire are Euro 3 or above. The council is considering including the Euro specification of the bus in its tendering process.

The existing network is virtually inaccessible to people in our parish, unless you get in a car/taxi to reach a bus/train. A scheme that is cost effective but can provide transport to rural people - impossible

We recognise that there are several areas of the County that are not served by public transport services. During LTP3 we will be exploring opportunities to promote the use of demand responsive transport services, to provide an alternative transport option for residents. This is however dependent on available levels of funding.

Provide realistic alternatives to use of private cars, particularly in rural communities.

We recognise that in many instances, private cars remain an essential mode of transport for residents of rural areas. It is going to be challenging over the next few years to keep the current level of supported services due to funding reductions. We are committed to support access to core services as far as possible. We will look at any opportunities to further support rural services

Construction of a by-pass for Rillington

Road markings and signage is implemented in accordance with national guidance. As and when issues are reported we will review and amend if required.

Practice of implementing road marking that contradict the basic common sense rule of the highway code is making a mockery of safety on our road.

There is too much management money being spent on botched up patches instead of repairing the road properly. Proper maintenance is vital to road safety especially if you are on 2 wheels with all the potholes about.

There is too much management money being spent on botched up patches instead of repairing the road properly. Proper maintenance is vital to road safety especially if you are on 2 wheels with all the potholes about.

Bus services should be extended to at least a skeleton service rurally. We are in possession of bus passes that we cannot make full use of after 7pm or on Sundays whilst town services run up to 1am and on Sundays. Very unfair. This prevents us travelling by PT as there is none.

It is going to be challenging over the next few years to keep the current level of supported services due to funding reductions. We are committed to support access to core services as far as possible. We will look at any opportunities to further support rural services

Transport from Filey to Scarborough hospital for the elderly who have no means of transport.

We are hoping to encourage community transport and demand responsive services in this area which should help to improve access to services for local residents.

Indicators & targets - a key indicator must be how service provision meets identified need, i.e. services not only punctuality, also analysis of use of services as well as bus

Proposed indicators and targets will be focussed on how we are helping to achieve our LTP3 objectives.
passengers. Safety & healthier travel - indicator - where are people travelling - place. service

Try and solve a few key bottleneck/problem areas each year otherwise eventually you will be overwhelmed with unresolved problems.

You are being manipulated by the bus companies who are deciding only to serve the most profitable routes and not the less accessible villages

Where available funding allows we will work to address transport issues in the County. The focus through LTP3 is aimed at maintaining and managing our existing network.

The County Council has no direct control over commercial bus services. We will continue to contribute to non commercial services, where funding allows.

A study of the transport issues on the A64 has recently been completed, which has identified potential schemes to consider in the future should funding become available.

We would welcome any input from user groups. This can be done through contact our passenger transport team directly passenger.transport@northyorks.gov.uk or through contributing to bus service area reviews.

Where specific issues are identified we will work with operators and local communities to address these issues.

We recognise the importance of rail particularly as a mode for longer journeys. We support any increase in services during LTP3. We would support in principle any improvements to rail infrastructure. Larger schemes may be considered as part of the development of STIMPS, if a requirement for this new infrastructure exists.

Road safety and travel awareness education will continue in schools throughout LTP3. We will work with schools to encourage pupils to travel to school using more sustainable modes of transport.

Whilst we have no direct control of the vehicles that are used by commercial operators we will support in principle any operators who choose to use reduced carbon fuel. In general improvements to cycle and footways will be focussed on maintaining the existing network.
Scarborough needs quicker road (and rail) links to hull and therefore access to European ferries

We recognise the importance of accessing major ports. However based on available funding, there are no plans at present to further improve these links.

We should give local people the means to help themselves re gritting in areas not covered by NYCC service - i.e. estate roads

The County Council is piloting a winter maintenance self help scheme, with a view to rolling this out to parishes across the County. Local involvement is an important element in delivering our service.

Look at where congestion occurs & deal with it. Make it clear to people there are no new roads to be built. Engage - listen to what residents want

We have identified where congestion issues occur in the County and we will look where possible to implement measures to reduce traffic congestion. It is very unlikely that any new roads will be built during LTP3.

Just get on with it. Instead of consulting, consulting, consulting just do whatever is obvious. If there is a problem the public will contact you

Walking and cycling are recognised as important modes of transport within LTP3. Due to reductions in funding it is unlikely that new footways between villages will be constructed during LTP3, the focus of LTP3 is aimed at maintaining and managing the existing network.

Emphasis on walking and cycling as a mode of transport - not more recreation. Better footpath links between villages - neighbouring - road upkeep for cyclists

Local transport partnership will help to provide more face to face engagement with parishes and businesses. If specific issues do arise it maybe beneficial for one to one discussions to take place.


The County Council does not have direct control over rail services. We would strongly support in principle any measures to increase the provision of rail services between Harrogate and Leeds.

I would agree - maintenance. If we have more money to spend then improvements are great. A64 bad road for accidents - although improvement for safety. Access is a big challenge - how can you help people get into Scarborough.

A study of the transport issues on the A64 has recently been completed, which has identified potential schemes to consider in the future should funding become available.

Better management of bus companies & control of what they are doing

We are in regular communication with bus operators across the County to review their performance and deal with any issues that have arisen.
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<th>ID</th>
<th>Type</th>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>222</td>
<td>Individual YO11</td>
<td>More emphasis on improving PT for villages (rural) near Scarborough - not frequent enough. Rather than park and ride consider shuttle services from train station to beach. Don’t need park and ride all year round.</td>
<td>It is going to be challenging over the next few years to keep their current level of supported services due to the reduction in funding from the government. The Council is committed to supporting access to core services as far as possible and will look at opportunities to further support local buses.</td>
</tr>
<tr>
<td>223</td>
<td>Individual YO11</td>
<td>Scarborough pavements could be improved. If focus on these need to be done properly. Lots of roads have bad potholes after last winter.</td>
<td>Maintenance of the existing network is an essential way in which we will deliver our LTP3 objectives.</td>
</tr>
<tr>
<td>224</td>
<td>Individual YO11</td>
<td>In current financial situation I feel as a pensioner I would be willing to pay additional money to travel on buses. Many of the people are aging and most of the buses should pay their pay. I would be prepared to pay 50p of a £2 journey to support reductions.</td>
<td>Lack of good roads to Scarborough - limits Scarborough economically, dual carriageway on A64. Whitby to Scarborough also a bad road.</td>
</tr>
<tr>
<td>225</td>
<td>Individual YO11</td>
<td>Buses to Bridlington - they need to be more. Buses to Hull - I'd like to go there more but cannot get there - set off at and come back by 2 as they are the only buses available.</td>
<td>The concessionary travel scheme is governed by legislation set by central government. Any changes to this scheme would have to be made by central government.</td>
</tr>
<tr>
<td>224</td>
<td>Individual YO11</td>
<td>Buses to Bridlington - they need to be more. Buses to Hull - I'd like to go there more but cannot get there - set off at and come back by 2 as they are the only buses available.</td>
<td>The County Council does not have direct control over the provision of commercial bus services. We would welcome any new services, and any increase to services along the Scarborough to Hull railway.</td>
</tr>
<tr>
<td>225</td>
<td>Individual YO12</td>
<td>There are roads that aren't fit for vehicles - monitoring the quality of repairs is a difficulty. Some roads are badly repaired - would rather see my money go on accountable maintenance.</td>
<td>The County Council does not have direct control over the provision of commercial bus services. We would welcome any new services, and any increase to services along the Scarborough to Hull railway.</td>
</tr>
<tr>
<td>228</td>
<td>Individual YO12</td>
<td>Concessionary fares- wouldn’t mind paying a set amount (either a time or even a yearly amount) - to use PT. there are a terrific amount of people that have bus passes - you cannot go on to fund this if less money</td>
<td>The concessionary travel scheme is governed by legislation set by central government. Any changes to this scheme would have to be made by central government.</td>
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Maintenance and safety are key - monitor and justify what has been done. Awareness campaign in NY times for motorcyclists and for other road users to be more aware of them. We work hard to ensure that all maintenance schemes are completed to the required specification. Many repairs are made in emergency situations to make safe dangerous damage. Our aim is to prevent further damage from occurring through more proactive maintenance.  

We monitor the effectiveness of implemented schemes to see how they have addressed specific road safety issues. Motorcyclists remain one of our target road user groups and we recognise the importance of education for all road users.  

A study of the transport issues on the A64 has recently been completed, which has identified potential schemes to consider in the future should funding become available.  

The concessionary travel scheme is governed by legislation set by central government. Any changes to this scheme would have to be made by central government.
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<tr>
<td>230</td>
<td>YO12</td>
<td>80p into Scarborough town centre quite a lot for us younger people - fares are problem, recently a bus driver wouldn’t let us on the bus so we had to walk home. We do not have any control over bus fares on commercial services; however we will continue to encourage operators to provide reduced fares for younger people.</td>
</tr>
<tr>
<td>232</td>
<td>OL9</td>
<td>Public transport - motivation only 60% of bus drivers care - provide effective services, should provide security on buses as they do in Germany Holland. more people use the services if they feel safe - not enough services We are working with public transport operators to try and encourage the usage of public transport services, part of this will involve looking at customer service provided by operators.</td>
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<td>235</td>
<td>WF2</td>
<td>Park and ride in all areas. Carefully think about locations - e.g. out of town centres such as supermarkets and retail parks into town, less congestion. It is unlikely that park and ride schemes will be implemented in all areas. However we will look closely at areas, such as Harrogate, where a park and ride scheme may help to reduce congestion.</td>
</tr>
<tr>
<td>236</td>
<td>YO13</td>
<td>Upgrading A64 priority re jobs on east coast area. A study of the transport issues on the A64 has recently been completed, which has identified potential schemes to consider in the future should funding become available. We review our winter service on an annual basis. Gritting routes are prioritised based on the traffic levels and relative overall importance. Unfortunately it is not possible for all routes across the County to be treated.</td>
</tr>
<tr>
<td>238</td>
<td>Danby group Parish council</td>
<td>Even in this poor economical time - it is acknowledged that cuts will have to be made but for years rural areas have accepted their lot in life, however the time has come to voice their concerns. We recognise the issues that are faced within rural areas. We will continue to work to address some of these issues.</td>
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<tr>
<td>240</td>
<td>Aire Valley Rail Users Group</td>
<td>Information screens at Cononley station. This is the only station on the Leeds V.W electric system that does not have them; at one time money was allocated for there. Encourage Northern rail (Monday to Friday) to make the first service a through service to Leeds/Carlisle. First trains start at Ribblehead this used to happen. Northern Rail needs encouragement. Rail services and infrastructure are important across the County, particularly in Craven and its links to adjacent areas. We do not have any direct control or influence over rail operations, however we would encourage any measures by operators and Network Rail to improve services.</td>
</tr>
<tr>
<td>241</td>
<td>Swinton Parish Council</td>
<td>Reliable operators - not the ones who tell drivers not to go down to village because of parked vehicles or corners which are tight when some drivers will disregard the instruction. The operator has a duty to the public We are working with public transport operators to try and encourage the usage of public transport services, part of this will involve looking at customer service provided by operators.</td>
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<td>242</td>
<td>Horseless Carriage Services</td>
<td>Local forums and local consultations vital for residents to feel their local knowledge and concerns are being taken into account. And those proposals not imposed which are not appropriate to the circumstances. The proposed local transport partnership will provide the opportunity for all interested parties to transport issues and allows residents / operators/ organisations to put views across to the County Council.</td>
</tr>
<tr>
<td>244</td>
<td>Burton-cum-Walden Parish Council</td>
<td>More local contact points in cases of emergency i.e. accidents/bad weather conditions - floods/snow &amp; ice - for provisions of info to road users. We are looking at how we improve our website to provide more information to transport users across the County.</td>
</tr>
<tr>
<td>245</td>
<td>Marton-le-moor parish council</td>
<td>Not sure about local transport forums. We have excellent communication with highways department via the parish clerk and senior officers. Other meetings aren’t needed. The County Council is currently preparing a Car Parking Strategy. Part of this will include provision of car parking within our 2 National Parks.</td>
</tr>
<tr>
<td>246</td>
<td>Individual YO21</td>
<td>Need for improved infrastructure to prevent stagnation in counties economic growth and labour markets. It is unlikely based on projected funding over during LTP3; it is unlikely that significant amounts of new infrastructure will be constructed. However we will be working closely with planning authorities to identify what measures are needed to support future housing growth through our STIMPS process. Part of this will involve exploring private sector funding. We will continue the standard channels of communication. The Local transport partnerships are designed to improve the ability of parish councils and residents to express their views on transport in their area.</td>
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<td></td>
<td></td>
<td>Holiday areas need more public transport to cope with the increasing number of visitors. Promoting well maintained and managed services so people can rely on uncomplicated timetables which are reliable. We will encourage commercial public transport operators to increase the frequency and quality of service to visitor and tourist attractions. Where possible we will encourage operators to coordinate and simplify timetabling of services.</td>
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<td></td>
<td></td>
<td>Park and ride will not stop OAPs filling up buses to have a free day out at holiday stops. To finance the extra services OAPs need to pay something towards the fare - many OAPs would be willing to do this to have extra buses on local routes - get the govt to scrap free fares. The concessionary travel scheme is governed by legislation set by central government. Any changes to this scheme would have to be made by central government.</td>
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</table>
Spending more on management does not put more buses on the road. But maintenance and reliability should be a priority. People will not use a service if buses do not turn up on time or do not turn up at all. In my area a lot of the services are only every hour and breakdowns are not replaced = 2 hour wait.

A major concern to local people in access to hospital especially for visitors and even out patients.

Re road safety - there should be more interim zones (40min) when 60 or 50 changes to 30mph

Seek to improve number of safe crossing points in busy areas especially related to elderly, disabled and children.

Improved access to buses in Boroughbridge. Railway station at Flaxby or Hopperton Summer and winter schedules which increase the number and frequency of busses in the summer, a better Sunday service - this is absent in Boroughbridge We need –
1. Direct service to Harrogate.
2. Sunday service.
4. Re-routing of afternoon bus to drop in Boroughbridge before going to high school.

Public transport should be so affordable and convenient that you would be a fool to use your car. Instead on encouraging car use you should do the opposite i.e. traffic calming

The PT system for the Masham area has significantly reduced and services deteriorated in recent years as has been extensively documented

We will encourage operators and commercial services and ensure operators on subsidised services, to provide a suitable level of service. Breakdowns of vehicles although unfortunate, cannot always be avoided; however we would hope all operators seek to keep disruption to a minimum.

Access to key services, such as healthcare is essential part of LTP3.

Where there is an identified issue, all potential measures will be considered.

It is unlikely that major new infrastructure such as railways stations will be constructed during LTP3. We do not have any direct control over commercial services; however we would encourage new services across the County. It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding form the government. Sunday and evening services are not the Councils highest priority and therefore are unlikely to attract any extra funding during LTP3. We will be focussing efforts on supporting bus services that provide access to core services in the County.

On commercial public transport services we do not have any formal control over fares and timetabling. We encourage operators to provide affordable and reliable services. Traffic calming measures are only considered in locations with a proven accident history.

It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses.
Transport costs far too expensive. Especially for school children out of school hours etc

If maintenance is to be prioritised above improvement then the quality of work must be addressed, quick patching that lasts only a short time is worse than no maintenance at all.

The Council encourages any initiatives to reduce the cost of travel for young people. The Council are currently extending the age for half price travel from 16 to 18 on our contracted services. This process will be complete by April 2013 as all contracts in the county are renewed. We have no input on fares on services operated on a commercial basis.

Pothole repair and patching works are often completed in order to make dangerous defects safe, which is then followed up by a more thorough repair which may require more traffic management and road closures.

Public transport - connections with rail services consideration for shift workers and cover of industrial estates. 99% of bus stops have no designated lighting and usually poor shelter.

Towns such as Northallerton are used as temporary diversion when the A19/A1 is affected by accidents/roadworks. Northallerton is also still locked in by rail level crossings - these factors need consideration.

We would encourage the extension of existing services on a commercial basis to cover industrial and business areas. It is unlikely, given the proposed funding levels during LTP3 that further support will be provided to non commercial services. The focus of LTP3 will remain on managing and maintaining the existing network, including public transport infrastructure.

The Selby town junction with station road, Portholme road on the A1041 Selby/Carlton road which serves a high housing population, 2 super markets, a civic centre and police division HQ terminating at the junction with the A19, needs to be looked at.

We recognise the issues that are experienced in and around this area. We have considered several options, however it is unlikely that any significant improvements will be implanted in this location during LTP3, however we will consider measures this area in the future should funding become available.

Ensure better connections between rail services and NYCC funded bus services. Keep heavy goods lorries off inadequate country lanes and C-class roads

Where possible we will encourage NYCC funded services timetables to links with rail services. Where specific HGV issues arise we will work with operators to try and reduce the impact of them in rural areas, however often many of these movements are essential to access delivery and collection locations.

Brandsby does not have any local transport consideration and providing a limited service would be welcome especially for the elderly residents

Community Transport services can often provide services for people in rural areas. Further information is available from the NYCC Passenger Transport team passenger.transport@northyorks.gov.uk
The A64 is not controlled by NYCC how can this be when it is in NY, it is a disgrace.

Better bus service for Pickering. And other rural areas.

Make sure Lidl in Pickering is open-ended within 3 months, reducing the travel to supermarkets in Scarborough and York.

This site was subject to a public enquiry. The site is planned for construction during LTP3.

1. Make the existing system work better by linking (co-ordinating services). 2. Encourage people to use PT Where possible we will encourage operators to coordinate services, however we do not have direct control over timetabling.

Can only comment on village really - i.e. Cowling related issues –

1. Improve/replace all bus shelters, bus stops and signs etc as and when necessary, tidy up grass verges/platforms and allocated many more NYCC owned shelters. How NYCC shelters are allocated and how do we in Cowling quality?

2. We have 2 buses to Skipton in our own district, changing in Cross Hills, so it seems much easier to travel by bus direct to either Keighley /Colne/ Nelson/ Burnley rather than Skipton.

3. A good improvement when our local buses now run via Airedale hospital and they have wheelchair access - which is much better than folding them up before getting on a bus.

4. Might try to make sure that buses connect, also with train service.

Maintenance will be completed as when deemed necessary. There have been significant reductions in funding which will have an impact on maintenance of bus related infrastructure.

These comments have been noted. The County Council has limited control over timetabling and routing of commercial bus services.

Noted. Where possible we are looking to ways in which access to key services and for those with mobility difficulties can be improved.

The County Council has limited control over timetabling of commercial bus services and rail services. Where possible we will encourage improved integration of services between modes.
5. Bus service finishes early evening; please make sure it extends until after Airedale hospital visiting times.

6. We have only one NYCC shelter in cowling and 4 others - which are presumably owned by the parish council, all 4 were stone built by a local builder - two of them were replaced but need attention, one needs replacing again (Winkholme top at Colne rd).

7. Since education cutbacks 1978-9 children who live over the 3 mile limit still travel free of charge to allocated secondary schools while those living under 3 miles away have to pay - many villages/streets are still cut in half by this ruling in 2010. Children over 2 miles from local primary schools are still being transported by taxi free of charge - now unnecessary when former outlying farms are no longer farms with a little old tractor and a van, they are mostly very [posh large houses. with a couple of posh cars or more.

8. While over 60's are allowed free travel on PT all over England, this used to be inside district only - it seems very unfair when school children who are compelled to attend school still have to pay.

261 South Milford Parish Council

Suggest large capital schemes shelved in favour of fixing a number of smaller schemes

Remove speed bumps - this is a bad one size fits all approach which fails to meet peoples social life quality requirements - other techniques equally effective.

Road safety is paramount and should be the focus if resources for development are constrained

Work more closely with adjacent authorities - e.g. west

It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. Evening services are not the Councils highest priority and therefore are unlikely to attract extra funding during the period of LTP3.

This has been noted. The County Council only has responsibility for shelters that are owned by the County Council.

The needs of all pupils travelling to schools are assessed, to ensure that those who require transport to school are catered for. There is a formal appeals process available for those who feel that they are being discriminated against. We will continue to encourage pupils to use the most sustainable travel options when travelling to school.

This is based on government legislation. We are working with operators to encourage the extension of reduced fairs for young people.

The focus of LTP remains on managing and maintaining the existing network.

Speed reduction measures are implemented on a site by site basis. This ensures that the most appropriate measures are taken to address the identified issues. In some instances this may involve vertical measures such as speed cushions and speed tables.

We have committed a set budget to the Road Safety improvements during LTP3.

The importance of working with other organisations is recognised by
Yorkshire, rail companies. To ensure they provide all the support they possibly can to improve rail services the County Council. As such we are working hard to improve our links with adjacent authorities and other organisations.

**263 Stillingfleet Parish Council**

Our village recently lost a busy late afternoon bus. NYCC said it was a commercial matter for the bus company. You should examine every case that runs contrary to your stated policy and explain (in clear and unequivocal terms) where things have gone wrong.

We do not have any control over the timetabling and operation of commercial services. We only have a level of influence; however we will seek through the local transport partnerships to improve the feedback on these kinds of issues.

Make use of reversible pilot schemes before throwing a lot of money at a problem which may have been worked on by a "traffic expert" but which may not work when installed.

As part of the development process for new schemes we consider all potential options. Where necessary this may involve the use of traffic modelling software.

How do you propose to improve the access of Stillingfleet to all necessary services (We have no shop, no post office no access to a doctor by PT)

Community Transport services can often provide services for people in rural areas. Further information is available from the NYCC Passenger Transport team passenger.transport@northyorks.gov.uk

Management of the network includes measures to try and get the most out of the existing network. (improving information, coordinating roadworks etc)

**268 Individual YO26**

Maintenance YES, Management NO. We don’t wish to see management rising above maintenance. Less cowboys more Indians.

Management of the network includes measures to try and get the most out of the existing network. (improving information, coordinating roadworks etc)

There remains a problem regarding PT in NY, particularly in more real areas. I would like to see later services to and from Scarborough - mainly during the summer season. In some rural areas buses are non-existent after a certain time.

It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses.

**269 Upper Nidderdale Parish Council**

Requirements in the upper dale require local people to get to main centres Ripon Harrogate etc the Little Red Bus serves this purpose well. However businesses in the area need good services to bring visitors to the area people in Ripon and Harrogate should be encouraged to use the little red bus service to the upper dale without buying buses. We are a remote location in Upper Nidderdale. Major employers such as Menwith Hill should encourage car sharing or provide transport for employees in the upper dales.

Improving access for visitors is important to support many rural economies. Community transport can play a part on this as can car sharing. We encourage all transport users to make the most sustainable travel choice for their individual journeys.
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<td>270 Individual YO61</td>
<td></td>
<td>Whilst recognising the need for good community transport, cars are essential in remote rural areas and some assistance in best/shared use would be good/connectivity of cars - public transport schemes- either drop off points or designated stops where parking is easy/safe. Work with NYP to offer speed education courses as delivered in Humberside - excellent. That's too specific for LTP I suppose. All market towns should be ltd to 2 hours parking in market place to encourage shoppers and prevent employees/bus passengers taking up spaces all day. Flexibility in funding community transport schemes and wheels to work, to ensure growth of these schemes.</td>
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<td>271 Thirkleby Parish Council</td>
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<td>As one of your objectives is 'safer and healthier travel' the cyclists and walkers safety should be considered a higher priority. When times of plenty return using the extra available funding to remove the backlog of maintenance prior to using it for improvements Safety and healthier travel aims at improving safety and travel for all road users, including cyclists and pedestrians. Managing and maintaining the existing network will continue to remain an important part of delivery of our transport objectives.</td>
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<tr>
<td>272 Seamer PC</td>
<td></td>
<td>Rail audit on present railway system. To see if lorry traffic could be removed with reopening goods yards and also stations for passengers. E.g. Copmanthorpe/ Haxby/ Wensleydale link to Northallerton etc. Look again at evening bus services. Rural services disappear after 6pm ish. Use fares to encourage greater use. Lets have some private sector type initiatives Safety and healthier travel aims at improving safety and travel for all road users, including cyclists and pedestrians. Managing and maintaining the existing network will continue to remain an important part of delivery of our transport objectives. The County Council supports in principal the use of rail for the movement of freight. We do not have any direct control over rail services.</td>
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<tr>
<td>273 Individual FY4</td>
<td></td>
<td>Buses need to coincide with the arrival and departure of trains. Rail should be higher priority we want the line reopened from Colne to Skipton as being a non driver difficult PT to get from Blackpool to Skipton Yorks. It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses. We do not have any control over the timetabling of public transport services; however we would encourage operators to timetable in a way that allows coordination. We support in principal proposals to reopen railway lines, however it is unlikely that we will be able to contribute to any studies.</td>
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I downloaded this survey but was still unable to get an amendable copy. If you use shading on forms and expect the public to print them off then it is expensive and will deter some people from participating in your survey. How about an online survey?

We are looking at how we engage with residents. We will be providing the option for an online survey in future transport policy consultations.

I would like to see road safety being given top priority. I am concerned at the dangerous speeds at which many young inexperienced drivers go and the number of deaths/injuries. More warning signs and speed reductions on dangerous sections.

Safety remains one of the main objectives of LTP3. We will continue to use the 4E’s – education, enforcement, engineering and engagement to try and address road safety issues in the County.

It is concerning that prioritization is already leaving many roads in poor condition in Knaresborough. More time and effort should be spent on delivering rather than deliberating. More should be done and encourage use of PT cycling and walking.

We will continue through LTP3, to address maintenance issues across the County. Schemes are prioritised to ensure that we achieve the best value for money across the County. We will continue to try and be more efficient through LTP3 in our delivery of schemes. We recognise that cycling and walking can provide suitable alternative modes of transport for many people.

Safety on the roads and the work of 95 alive and partners is very important.

We will continue to support the work of 95 Alive during LTP3.

NYCC should be assisting/supporting community transport providers e.g. age concern.

We continue to support many community transport operations across the County. Community transport can play an important role in providing transport services to many rural areas.

Better co-ordination of timetables at transport interchanges, e.g. Skipton bus station

We do not have any control over the timetabling of public transport services, however we would encourage operators to timetable in a way that allows coordination.

A further objective could be to manage roadside verges in ways to increase biodiversity. North Yorkshire has a fantastic resource in the roadside verges which are present. The verges can be very important corridors for wildlife and also provide improved experiences for travellers, including tourists and cyclists if attractive wildflowers are present.

We recognise the importance of roadside verges to contribute to the biodiversity of the County. We are working alongside colleagues at Yorkshire Dales National Park authority to review and implement best practice across the County as part of our verge management and grass cutting operations. This will support this important natural habitat.

New infrastructure is very expensive and finance is unlikely to be available. New road building frequently merely increases car trips and congestion. Programmes which

During LTP3 our focus will be aimed at getting the most out of our existing network and services. In order to help us to do this, where possible we will encourage more sustainable transport options such as
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<tr>
<td>281</td>
<td>Ripon Youth Council</td>
<td>Encourage smart transport choices can also be more cost effective and also smaller works to improve conditions for walking and cycling. Need to look at their costs/changes for children/young people. 11 years plus are adult prices. Young people in full time education should have cheaper fares. Why can't we have passes like OAPs?</td>
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<tr>
<td>282</td>
<td>Sutton Parish Council</td>
<td>Inequality of access to public transport and the resulting social exclusion. A minority of villages are excluded from public transport and we have a growing elderly population who may not always be able to drive. Community Transport services can often provide services for people in rural areas. Further information is available from the NYCC Passenger Transport team <a href="mailto:passenger.transport@northyorks.gov.uk">passenger.transport@northyorks.gov.uk</a></td>
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<td>283</td>
<td>Pickering Town Council</td>
<td>There should be a greater will to integrate public transport. It is incredible that as a transfer town, the timetables of the 128 services and Coastliner cannot be better co-ordinated (and Coastliner co-ordinated with the train timetable at Malton). Pickering is a tourist town but many roads are clogged because of on-street parking. Such are the number of cars that even verges are being used by vehicle owner. A thoroughgoing review of parking in the town is needed. If public transport cannot provide the services that a local community requires, why not look to these communities, social enterprise groups etc to provide their own solutions with the county council providing guidance and subsidy e.g. a local bus that takes y number of people to work in e.g. York (stopping off at Malton) at a time that best suits them. Given the consultation taking place about a parish charter, shouldn't the county council be thinking about what local councils could do to bring about improvements? The county council should allocate resources to helping the walking and cycling,</td>
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<td>The Council encourages any initiatives to reduce the cost of travel for young people. The Council are currently extending the age for half price travel from 16 to 18 on our contracted services. This process will be complete by April 2013 as all contracts in the county are renewed. The concessionary travel scheme is governed by legislation set by central government; Any changes or expansion to this scheme would have to be made by central government.</td>
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<td>A parking strategy is being developed by the County Council during LTP3. This will consider parking issues across the County.</td>
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<td>Local delivery of services and community involvement are important ways in which transport services can be delivered across the County. Particularly in rural areas. We have started this process already through piloting a self help scheme for winter maintenance, which subject to success of the pilot will be rolled out across the County. Available funding for further schemes would need to be identified. It is hoped that the proposed local transport partnerships will assist in alleviating this issue.</td>
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<td>We recognise the importance of allowing people to access</td>
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young, be able to attend an interview, and get to work e.g. providing more resources under the “wheels to work” initiative.

employment opportunities, particularly for younger people. Using available budgets we will continue to fund measures that support rural accessibility such as community transport.

We are looking at more efficient ways of delivering our services. This will help us to get more out of the existing resources that we have. As part of the recent government funding settlement, restructuring and reductions in pay and benefits are taking place within the County Council. We will focus on getting the most out of our existing network.

Less wages, we all have to suffer. Teach men (sod health and safety they have gone too far) to do more than one job so you do not need three men to do one job. Cut the top management. Cut wages. Make sure people are working and not playing on the computer. If you receive less money you go back to the basics were you never taught a stitch in time saves nine.

Climate change, get rid of your council cars and use taxis or public transport that would save thousands and you are no different to me and could I use your council cars even though I pay for them with my taxes.

We are looking at council travel and are trying to reduce mileage across the County. This includes using technology such as web conferencing and Tele-conferencing.

For sightseeing, what about the lovely villages around, why not do an around the small villages bus which covers lovely villages around the Howardian hills and other places and push it with the tourist board as a special package.

The County Council does not have any direct control over the provision of commercial bus services. We would encourage operators to market their existing services to include the fact that a journey can often be part of the whole visitor experience.

You seem to be only interested in the towns and just touch the villages which at present need desperate help. We need more buses in villages who take electric wheelchairs and run at times when people in the village work.

It is going to be challenging over the next few years to keep the current level of rural supported services due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses.

We require keep the village roads up to date and not just fill in a hole which after the first few cars go over it is back. Trees and bushes near road signs need keeping trimmed back and we do get a lot of visitors in the area.

Maintenance and management of the existing network is one of the key ways in which we will deliver services and achieve our LTP3 objectives. This will continue throughout LTP3.
286 Flaxton Parish Council

Supporting a flourishing local economy – is not a result of reliable and efficient transport network and services. Quality of life is not assisted by heavy lorries on rural roads. Effects - HGVs have on cost of road maintenance - great savings on repairs come from restrictions and also deliver better quality of life.

We recognise that HGVs can have an impact upon the highway and on local communities. We encourage all HGVs to use the most suitable routes. However there are instances where they have to use minor roads to access their collection and delivery locations. Where specific issues exist we will work with operators, local communities and other local stakeholders to address them.

287 Yorkshire Dales Access Forum

Any proposed transport forum for the Yorkshire Dales should cover the geographical area of the Yorkshire Dales National Park and the contiguous Nidderdale Area of Outstanding Natural Beauty (AONB). The two areas have similar transport and access needs and should be represented by a single users’ forum. It would be unsatisfactory if the Yorkshire Dales were broken up and attached piecemeal to neighbouring urban areas. The forums should have, as part of their remit, the duty to look at cross-boundary transport issues. Both the National Park and the AONB attract visitors from well beyond North Yorkshire: the transport links that bring visitors across the county border should be systematically reviewed. Local Access Forums, such as ours, should supply a member to sit on its local transport forum.

These comments have been noted. The exact details of how these forums will operate are currently being developed. We will take these comments that have been raised in to consideration.

There is no mention in the draft of the County’s Rights of Way Improvement Plan (ROWIP). These plans were supposed to be built in to local transport plans. There are many good ideas in NYCC’s ROWIP and a great deal of time and thought went into it. Its findings and recommendations should be visible throughout the LTP.

Public rights of Way can play an important part of achieving LTP objectives. It is unlikely that any significant funding will be available, however where a PROW scheme exists that could address LTP3 objectives it will be considered for funding.

289 SELBY DISTRICT VISION

More bus shelters to help encourage people to use the buses. Punctuality a must for all public transport. Up-to-date information available from the help lines. Speaking destination either by the driver or over load speakers essential.

The focus of LTP3 is aimed at maintaining and managing what we currently have. Where possible we will seek to improve the provision of information on bus services and timetables. We will encourage operators to improve the standard of their vehicles and services.
I feel the disabled and in particular the visually impaired of the region should be given more consideration on public transport. There should be a greater emphasis on protecting the environment and climate change as these are the greatest threats to the special qualities of the National Parks in North Yorkshire.

We believe that access should include sustainable access to the countryside which is both in the interests of health and well being but also the economy of rural areas of North Yorkshire which are very dependent on the tourism economy.

We feel that greater emphasis should be placed on measures which reduce the need to travel; this in the long run will provide savings on the cost of maintaining and managing the highway network. The authority understands that many people in rural areas are very dependent on their car.

We welcome the reference in the document to working alongside partners from the ’two National Parks and the two Areas of Outstanding Natural Beauty (AONB),’ and that the County Council will look to ensure that the impact of transport on these specially designated areas is kept to a minimum. The draft plan includes a reference to the effect of transport on the historic and natural environment and the visual impact of transport; we would like to see an additional reference made to “tranquillity” as this is a key aspect of the special qualities of the Yorkshire Dales National Park.

We are concerned that there appears to be limited references to Rights of Way. The County Council, as the Highway Authority, also has statutory responsibilities for protecting the environment are key parts of LTP3, and the environmental and climate change impacts of any proposed measures and of transport as a whole are continually taken in to consideration as part of the service that we deliver.

We will ensure that the issues of disabled and visually impaired people across the County are taken in to consideration when we implement these schemes. Protecting the environment are key parts of LTP3, and the environmental and climate change impacts of any proposed measures and of transport as a whole are continually taken in to consideration as part of the service that we deliver.

We recognise the importance of the National Parks and AONBs. We feel that issues relating to tranquillity are best included within protecting landscape as many of the ways in which we can protect the existing landscape will help to protect the tranquillity of these areas.

We recognise the importance of sustainable access to the countryside for both visitors and residents and we will encourage this throughout the delivery of LTP3. Much of this will be focussed upon getting the most out of the existing network.

Reducing the need to travel can play an important part in getting the most of the existing network. We will look to encourage measures and behaviour that supports this throughout the delivery of LTP3.

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Public rights of Way can play an important part of achieving LTP objectives. It is unlikely that any significant funding will be available, however where a PROW scheme exists that could address LTP3.
these. In addition recent Government Guidance puts emphasis on the Rights of Way Improvement Plan being integrated in to the Local Transport Plan.

Whilst the plan acknowledges the role of tourism to the economy of North Yorkshire there would appear to be an absence of polices to support this; for example although there is a reference to local people accessing key services in urban areas there is no mention of the needs of people from urban areas to visit the countryside particularly at weekends for recreation. This is particularly important as far as cross boundary bus services are concerned.

We welcome reference to the ‘soon to be adopted’ North Yorkshire ‘Highways Construction Manual’, which incorporates details of materials and designs specification for use in areas with a high townscape quality. However, we are concerned that this does not make reference to the areas of high landscape value such as National Parks and areas of outstanding natural beauty which should also be included.

We are pleased to see the reference to the development of Travel Partnerships, however we feel that it would be better to have two partnerships based on the two National Parks and related Areas of Outstanding Natural Beauty. There is greater synergy and similarity of issues in these areas as compared to areas out with protected landscape. The Yorkshire Dales Sustainable Travel Partnership and the two Highways/National Park liaison groups have already demonstrated the potential of this approach and we believe this should be built upon.

The importance of the specific landscape qualities within the National Parks and AONBs will be considered as part of the highways construction manual. It is our intention that the National Park authorities and AONBs will be heavily involved in producing final draft versions of the document, ensuring that the specific requirements affecting these areas are taken in to consideration.

The exact detail of how these partnerships will operate has not at this stage been finalised. However it is likely that they will be based on the district council areas. We recognise the importance of the National Parks and AONBS and we will continue regular liaison on highway issues, and we would anticipate that these organisations play an important role in these partnerships.

The County Council is assessing how employees travel to and from work and also as part of the business of the County Council. Wherever possible travel is kept to an absolute minimum and measures such as Tele-conferencing and remote working are actively
preferences within the authority must change first.

Funding. When as now funding is tight then all the more reason to do projects which deliver ‘big bangs for your bucks’. Cycling has the highest CBA ratios of almost any schemes (e.g. around 14:1 compared to something like Crossrail, which in many assessment is barely 2:1), costs relatively little in terms of total capital/revenue costs, and has long term health and environmental benefits etc plus reduced congestion related costs.

Ringfence car parking directly for walking and cycling schemes - reduce car use with one hand and pump into promoting cycling with the other.

NHS funding - pursue this option - should be clear in LPT3 to have a full funding chapter with innovative sources like this.

On page 89 of the LTP draft it says
As previously discussed there is still significant uncertainty about the level of funding that is likely to be available for implementing LTP3. It has not therefore been possible to set the specific target values for inclusion in this consultation draft. These will however be included in the final LTP3 to be published in December 2010 Will the public be consulted about the targets when the level of funding is known? The targets are key, and how they are to be monitored and what happens if they are not met.

On Page 23 the draft calls for modal shift to more sustainable modes of transport. This is further developed on Page 24. ‘Inappropriate use of car transport can lead to large volumes of traffic on the roads. By encouraging people to use more sustainable modes such walking and cycling for shorter trips and public transport for longer trips, being encouraged to further reduce travel associated with the County.

We recognise that cycling and walking measures in certain instances can prove to be cost effective and that they can help to contribute to LTP3 objectives. As part of the manage maintain and improve hierarchy, we will try and ensure that we get the most out of existing cycling infrastructure. Further improvements will be considered as solutions to identified problems.

Any surplus car parking income from on street fines and charges is used to fund transport improvements. Cycling and walking will be considered for this funding.

As funding becomes increasingly limited we are and will continue to explore other options for funding of transport measures.

Targets and Indicators and an update on the current level of funding will be included as an addendum to the final LTP3. In considering the financial settlement announcements, it is clear that most of LTP3 will be implemented in a period of severe financial cutbacks and uncertainty. It is therefore felt that given this uncertainty it is not possible to set realistic and meaningful targets.

The County Council will be using data supplied by DfT related to road vehicle transport mileage in North Yorkshire. Data for modal split is not readily available for north Yorkshire and the costs involved in collating this data is prohibitive for the County Council to collect. It is the intention of the County Council to use data that is already collated or that is relatively simple to collect, in order to keep these costs to a
traffic volumes can be reduced significantly. One of the most significant methods for achieving this modal shift is the provision of improved public transport services both local bus services or in larger towns through the provision of Park and Ride.'

However, this is omitted in the Key Outcome Indicators, pages 89/90, except 'Mode share of journeys to schools' (Safer and Healthier Travel).

The 3 key indicators needed are
1. Reducing traffic flows.
2. Modal shift to sustainable modes.
3. Specific targets for increasing cycling and walking levels.

However, this is omitted in the Key Outcome Indicators, pages 89/90, except 'Mode share of journeys to schools' (Safer and Healthier Travel).

The STIMPS process will help to better coordinate future land use planning and associated transport implications across the County.

Massive inaccessibility to necessary services as fuel price increases put pressure on alternative modes. With such a rural community serious issues about access for those who can’t use cars or can’t afford cars.

The hierarchy that you have identified fits closely with the manage maintain and improve hierarchy that the County Council is adopting in LTP3. This is aimed at getting the most from the existing transport network and services- a key principle of this is to encourage modal shift and reduce travel demand.

minimum. Bus patronage will continue to be monitored throughout LTP3. We will continue to collect traffic data and cycling data from our automatic traffic counters which will help identify trends of traffic flows in specific areas as required.

We recognise the importance of accessibility to key services for all transport users in the County. We will continue help to provide more sustainable modes of transport for rural communities. Additionally we will consider options for local delivery of services.

292 Individual HG2 Much improved land-use and transport integration. Smarter choices focused at business, schools and individuals.

Primarily in the major towns but also working with neighbours looking at cross border travel.

293 Individual HG2 There are 4 aspects to the Key Focus of reducing traffic congestion. These are not prioritised but to co-ordinate with the County’s Vision and Objectives they need to be given priority in the following order:

1. Modal shift to more sustainable modes of transport.
2. Reducing and managing Travel Demand
3. Better traffic management
4. Providing additional capacity within the transport network

This will address the current climate of financial constraint, and your own policies for reducing CO2 emissions, improvements to the environment, and to safety.
References to modal shift are too limited. I am concerned the document seems to be based around North Yorkshire as a rural county, not taking adequate account of the urban nature of Harrogate/Knaresborough which is the largest in NYCC. In these areas there is far more scope for modal shift by building better cycling and walking infrastructure. In particular we would cite the wide footways on the main roads into Harrogate. These provide ample space for dual use by cyclists and pedestrians. So there is ample scope for cheap infrastructure provision, and of course, as confirmed by the Government Office in Leeds at a recent Sustrans meeting, construction of cycle-ways can often be very cost effective as it gets people out of cars.

We believe it is time that we moved to a sustainable transport system fully recognising the need to encourage cycling and making sustainable transport a first priority in LTP3.

1. “Whilst the overall contribution of transport in North Yorkshire to climate change is very small” is an extraordinary statement in view of the fact that 38% of emissions are transport related for North Yorkshire (Your own document “Delivering on Climate Change 2009). None of your indicators refer to modal shift and yet this will be the key to reducing CO2 emissions county wide.

2. The ageing population is a factor considered only from the point of view of allowing people to get around. There are other important factors – sustainable transport provision will provide longer term health benefits. Cycling and walking should be actively encouraged on the grounds of improved health. This is a justification for cycling

We recognise the importance of the urban areas, particularly Harrogate / Knaresborough and Scarborough. We also recognise the fact that these areas do offer the most opportunity for modal shift. Where specific improvements can be made these will be considered for potential funding. However as budgets are likely to remain low, the focus will remain on managing and maintaining the existing network.

One of the key ways that we hope to achieve our LTP3 objectives is through more sustainable transport. Cycling is one of several ways in which we hope to achieve this.

In global terms the contribution is small; however we recognise that we all have a role to play in helping to reduce carbon emissions. Data for modal split is not readily available for north Yorkshire and the costs involved in collating this data is prohibitive for the County Council to collect. It is the intention of the County Council to use data that is already collated or that is relatively simple to collect, in order to keep these costs to a minimum. Bus patronage will continue to be monitored throughout LTP3. We will continue to collect traffic data and cycling data form our automatic traffic counters which will help identify trends of traffic flows in specific areas as required.

The health benefits of active travel are considered and put forward in LTP3. We recognise the benefits that these measures can have for both young and old. The health benefits of schemes will be considered as part of scheme assessment and scoring.
infrastructure schemes and needs to be considered in any capital scheme scoring system. This will open the door to low cost recreational cycling as well as commuter/shopping cycling.

3. Since 2008 there has been a 6% increase in the number of cyclists killed and injured on Britain's roads and it is now higher than at any point in the last decade. This worrying statistic is in stark contrast to an overall picture of improving road safety. (Article in CIHT magazine “Transportation Professional” Aug/Sept 2010). Statistics like this will only put people off using sustainable transport and reinforce the case for a better cycling infrastructure. You have a specific indicator relating to child accidents (NI48); however, if you have serious intent to encourage cycling and walking by making them safer then you should expand NI48 or add new PIs to include monitoring of all pedestrian accidents and all cyclist accidents.

1. The cycle infrastructure in the urban area of Harrogate and Knaresborough is patchy, poorly signed, and shows a lack of input from people who actually ride bicycles. Improvements are vital if there is to be modal shift to sustainable transport. The local cycling club “Wheel Easy” is active in getting people onto their bikes to encourage sustainable transport. The main fear often quoted to us is that people will not cycle because of fear of traffic. Construction of more and better quality cycling facilities is vital. In doing this there must be less reluctance to take away car space in either parking spaces or traffic lanes.

2. You are proposing transport forums for the county and these will be welcomed, but your officers need to take the time to meet specific user groups if effective change and improvement is to be achieved. We previously met with Harrogate BC on a sporadic basis before the rescinding of

The County Council undertakes analysis of road casualty data and works alongside partners to try and reduce accidents for all road users. As part of our regular review of casualty data, information is prepared and analysed on casualties per modal type (car, cycle, motorcycle, pedestrian etc). These are presented on an annual basis to the road safety partnership and also County Council area committees across the County.

Where funding allows maintenance of existing cycling facilities will be considered during the period of LTP3. New Cycling infrastructure will be considered as part of the identification of measures for STIMPS, related to proposed new developments.

We recognise the importance of understanding the views of various different user groups. Where possible we will look to discuss specific issues with groups, however we feel that the Transport Forums remain the most appropriate vehicle for these discussions.
the Highway Agency, and regular meetings need to be set up urgently with NYCC Officers.

A more radical and far sighted approach to make the case for more (and lower cost) sustainable transport schemes such as cycling infrastructure. This will almost certainly require a review of the current scoring system.

There is no maintenance scoring system for cycle-ways (pages 66 and 67 of draft LTP). For capital schemes (pages 83/84) you refer to “healthier travel” options but our experience is that this counts for nothing if a cycling scheme is put forward and the main use will be leisure cycling. The health and well-being benefits must be rated far more highly if NYCC is to play its part in achieving a healthy society.

Plan for a growth in sustainable economic tourism. By supporting cycling, walking and tourist public transport schemes a growth in the NYCC local economy could be achieved, even through hard economic times as more people will be inclined to take UK holidays.

We need to have more 20 mph zones to reduce the danger to cyclists especially children and new cyclists.

ROAD SAFETY SCHEMES AND PROVISION FOR CYCLISTS: A comment on current highway design, particularly safety schemes. A common tool to reduce traffic speeds is to narrow the carriageway by installing central hatched markings and/or traffic islands. This does not take account of the use of the road by cyclists who are forced into the gutter, have traffic clipping even closer, and worst of all at traffic islands act as mobile convoy leaders to the annoyance of other road users. There must be a better way! Before any similar schemes are introduced there

The scheme assessment system is being reviewed so that it better reflects the change form, LTP2 to LTP3. There will be more focus on healthier travel, improving sustainability, and reducing carbon emissions.

Cycleway maintenance is considered as part of footway maintenance regime. The importance of healthier travel will be assessed as part of the scheme prioritisation process.

Cycling is one of several measures that will be help to improve economic activity through tourism. The County Council has contributed to several longer distance cycling routes including the way of the roses. Future proposals will be considered for funding.

20mph zones will only be considered where there is a specific identified need and also where they can be self enforcing.

Safety schemes are designed taking on to consideration all transport users, including cyclists and pedestrians. This will continue during LTP3. It should be noted that vertical measures are required to address specific road safety issues.
should be a mandatory question about where and how cyclists will be safely catered for.

PARK AND RIDE SCHEMES: In sustainable terms the use of Park and Ride is extremely marginal. It is an environmental improvement for the urban area directly affected, but it inevitably leads to more car traffic on the main inter-urban routes as people find access to towns becomes easier. These schemes should be looked at more critically and set against the possibility of introducing better and more convenient public transport. It is particularly important that if any of these schemes are to be introduced the cycling facilities and infrastructures are also improved on feeder roads as they inevitably become heavily trafficked.

It is a “no brainer” that maintenance must be carried out with a higher priority than making improvements but there are many things that can be done with a little more imagination and flare by maintenance staff, and a more flexible approach to the mixing of revenue and capital funding.

We would cite as an example the reconstructed footway on the B6161 south of Killinghall. This is a particularly hazardous stretch of carriageway for cyclists but this path has been rebuilt purely as a footway. The provision of a footway is essential for the few pedestrians who need to use it but it could easily have been a dual use path with some forethought. Such examples abound throughout the county.

The main focus of park n ride sites is to reduce congestion in town centres, help to reduce localised air quality and help to improve the economy and environment of these centres. Cycling and pedestrian infrastructure will be considered as part of any proposals.

Noted- We will seek to ensure that we get the most out of the funding that we have available, by being as flexible as possible with it.

Noted- Where circumstances dictate and funding is available we will look to develop shared user footway / cycleways instead of single user facilities.

THE BIG COMMUNITY: There should be reference to resources available to support sustainable travel within the community. The coalition government’s proposals for “The Big Community” are being formulated now. In line with this there is an opportunity to take advantage of professional

We recognise the important role that local communities can play in delivering services. Funding has been reduced however where applicable we will consider ways in which we can contribute to help develop these schemes. We are looking to implement a winter maintenance community involvement process with parish councils.
and manual resources with considerable potential. There is currently a Sustrans volunteer workforce that provides clearance and signage works on the cycle network. An example of professional work was the negotiation with, and advice to, the Yorkshire Agricultural Society to provide a cycle-way link through the Showground. More can be done but the key element in this will be small amounts of NYCC funding and officer time that will be enabling factors in getting volunteer schemes moving.

INCREASING OIL PRICE: The reduction in available oil to the world will inevitably raise the price of hydrocarbon fuels. The LTP appears to take little cognisance of this but UK industry is already taking a far-sighted look at the problem through the Peak Oil Task Force.

We are pleased to see that healthier travel, climate change; access and quality of life issues are all equally recognised in addition to development of transport networks to improve local economies. We look forward to seeing progress in line with all five objectives due to their significant impact on health and wellbeing and the wider determinants.

We would encourage the use of social marketing techniques to support behaviour change.

We are keen to see the Indices of Deprivation influencing decision making around key priorities for future work to help tackle inequalities across North Yorkshire.

Some of the solutions perhaps need to be more explicit such as how will active travel be promoted to help tackle obesity? How will local people be encouraged to change their behaviour? Also, how can you ensure that public transport can be made more attractive to those families that rely on their car

Opportunities to expand this further may be looked at for other measures such as hedge / footway maintenance etc.

Peak Oil does represent a long term challenge not just in North Yorkshire but globally. Measures such as implementing electric charging points will be looked at during LTP3, as will encouraging more sustainable travel choices. It should be noted however that the actions North Yorkshire is part of a far wider response to these issues. These comments have been noted
<table>
<thead>
<tr>
<th>Groundwork North Yorkshire</th>
<th>Limited capital funding for improvements – there are many infrastructure improvements still needed in the Scarborough area. NYCC funding should be used as match for other grants where possible.</th>
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<tr>
<td></td>
<td>Encouraging people out of cars and into cycling, walking and public transport. A national problem but we have local characteristics that could help, e.g. landscape, cycle network, and local organisations.</td>
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<td></td>
<td>Environment and climate change – more emphasis on reducing car usage by encouraging cycling and walking, make a higher priority than managing demand for travel.</td>
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<td></td>
<td>Safety and healthier travel / Access to services – invest in the infrastructure for safe cycling and walking, particularly around urban areas and schools, and into town centres / industrial estates from residential areas, improve off-road routes.</td>
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<td>Quality of life – Encourage recreational cycling and walking as well as for access to services, building confidence and interest in these forms of travel.</td>
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<tr>
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<td>Innovative and well thought out capital improvements can reduce the pressure on existing networks, reducing maintenance requirements. The infrastructure in the Scarborough area has many opportunities for small-medium sized improvement schemes that could make a big difference to the transport network. Using core NYCC</td>
</tr>
</tbody>
</table>

The County Council will be using its finding as efficiently as possible alongside funding from other public bodies and private businesses, to address transport issues. A key mechanism to do this is through the STIMPS process.

Promoting more sustainable transport is an important element of LTP3. This will help us to work towards achieving our objectives.

Encouraging cycling and walking is one of many ways in which we can help to reduce the impact of transport on the environment and reduce the impact of climate change. Managing demand, through local delivery of services is also a key element of this.

Due to reduced levels of funding, it is likely that measures to improve safety will be targeted at sites with a proven personal accident issue. Where possible we will work with businesses and other organisations to try and implement new schemes.

Where possible we will try to encourage recreational cycling and walking. This will be a lower priority in comparison to ensuring that access is maintained to key services. Nevertheless we recognise the importance of recreation and will where possible work alongside partners to encourage this.

Due to funding reductions the focus of LTP3 will be on managing and maintaining the existing network. Where applicable improvements will be introduced. The likelihood is that any new improvements will be funded from contributions from developers in conjunction with local authorities in the County, as part of the STIMPS process.
funding as match for attracting other grants and working with local communities may maximise capital funding value.

Limited funding will be the major challenge. It is therefore important that money spent is seen as an investment that will provide increased income, to the inhabitants and the CC. It is important that NYCC seek to work with national and international bodies. For example: Sustrans and the EC.

As funding is reduced, the County Council recognises the importance of alternative funding from other funding sources. We are working closely with other authorities and organisations, to maximise the funding that we already

Although we support the objectives and priorities as set out we would like to see objective three reworded to provide more clarity around positive safety measures. I.e. improving transport safety, security and accessibility and promoting good road user practice and healthier travel

Whilst the objective has not been reworded directly, the points that have been raised regarding promoting good road user practice (education) is a fundamental part of the 4E approach to road safety.

Balancing the usage of the transport network system to ensure the overall burden is spread between the different networks, transport options and facilities will be key to delivering a good overall means of travel and accessibility system. Influencing behaviours and promoting alternatives and improving facilities will be important

Management of the network and encouraging the use of more sustainable transport options is an important part of LTP3.

Although we are support of the approach outlined, if there is to be a change in priority given the financial cutbacks currently being put in place by the govt then we would like further consultation on the areas that may be affected and re-prioritisation approach.

Although we are support of the approach outlined, if there is to be a change in priority given the financial cutbacks currently being put in place by the govt then we would like further consultation on the areas that may be affected and re-prioritisation approach.

The LTP3 has been prepared and written in a way that enables the County Council to deal with future changes in funding. Safety of transport users will remain a high priority throughout LTP3. As a key stakeholder, the views of your authority will be taken in to consideration if any fundamental changes are made.

Lobbying government to make fundamental changes regulations regarding road safety should be a consideration and a facet of the approach adopted in that particular area. For example changing the driving test and training regime in order to up skill young drivers would have a dramatic effect on road safety; managing speed in a more progressive way would have long term benefits on road safety and reduce overall costs.

We would encourage legislation and policy that helps to further promote safety for all transport users. The 95 Alive road safety partnership, will remain the most appropriate vehicle for this kind of approach.
Partnership working and developing mutually advantageous ways of working will be important in delivering the LTP. Such work often delivers long term and sustained benefits but can be marginalised when set against immediate spending priorities such as maintenance and road network improvements, such an approach should be guarded against if the improvements in road safety and healthier travel are to be sustained.

The County Council recognises the importance of partnership working, particularly in times of reduced funding. We will continue to work alongside partners to address road safety issues across the County.

<table>
<thead>
<tr>
<th>298</th>
<th>Horton in Ribblesdale Parish Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>We would like to see more emphasis given to promoting yourselves, aimed at encouraging greater use of public transport by visitors to the 3 peak areas. Education and information are vital and require imaginative thinking / a partnership approach with other bodies.</td>
<td></td>
</tr>
<tr>
<td>More focus on accruing better integration between modes of transport. But support must be available to new projects that can demonstrate regional transport improvements.</td>
<td></td>
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<table>
<thead>
<tr>
<th>299</th>
<th>Gargrave Tuesday Club</th>
</tr>
</thead>
<tbody>
<tr>
<td>There is little or no evidence of how and where money will be allocated and spent. For example: Tourism and outdoor activities/initiatives in Rural areas, and the development of local economies. There is no reference to links with Lancashire and/or Cumbria, both of which border onto NY and provide substantial numbers of visitors and income to NY.</td>
<td></td>
</tr>
<tr>
<td>Should have greater emphasis on the needs of visitors, particularly Cyclists and Walkers. There are particular concerns regarding the hazards of crossing the A65 Settle bypass.</td>
<td></td>
</tr>
<tr>
<td>The proposals/plans are passive in that they fail to respond to the need to attract spending power into NY and in particular into the more remote and less prosperous rural areas of the county. The health, quality of life and life expectancy of the population are directly related to income</td>
<td></td>
</tr>
<tr>
<td>Based on the current level of funding, the main focus remains on ensuring what we already have works as well as possible. Where possible in conjunction with other organisations and businesses, through measures such as the STIMPS process, we will look to develop and implement improvements.</td>
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</table>

Where possible we will work alongside other organisations and authorities such as the Yorkshire Dales National Park and Northern Rail to try and further encourage more use of more sustainable travel options.

The main focus of LTP3 is aimed at getting the most out of the existing transport network through management and maintenance. Where possible we will try to improve integration between modes.

Schemes and measures are assessed on how they contribute to all LTP3 objectives. Those that make the most contribution will be taken forward. Further details of links from North Yorkshire to Lancashire and Cumbria are contained within the Local Economies appendix. We recognise the importance of these links.

Schemes will be developed based upon addressing identified problems across the County. However the number of schemes that can be implemented is limited by the funding that we receive.
and to exercise. The continued development, not simply the maintenance of the existing transport links, is essential to the future development and welfare of rural areas.

The relationship between transport and tourism and enhancement of income in rural areas. NY has an abundance of countryside and potential for outdoor activities that could be aggressively marketed both nationally and to neighbouring counties. The most obvious being walking, cycling, climbing, sight-seeing. Many more areas for development could be identified by engaging local communities. It is essential that safe routes for leisure motorists, cyclists and walkers are provided. The hazards of crossing many of the trunk roads in NY are such that the roads act as barriers between rural communities. For example: The A61 and A65.

The document lacks vision and appears to be simply maintenance of the status quo. The plan should be seen as an opportunity to open new ventures and to show that NY is committed to promoting the welfare and safety its communities, both residents and visitors.

1. A constraint on the width of buses on narrow country roads would be beneficial to all road users.

2. Greater emphasis on the safety of road users, other than motorists, would bring economic benefits to rural areas. Some expenditure appears to give priority to preventing irresponsible motorists from killing themselves rather preventing them from killing other responsible road users.

The County Council recognises the importance of tourism to the County, particularly in rural areas. Where possible we will work alongside other partners, organisations to try and encourage more sustainable transport options for visitors and residents. However based on current levels of funding, the focus will be on managing and maintaining the existing network.

The plan tries to reflect the current financial and economic climate. As County Council budgets have been reduced, so to is transport expenditure. Nevertheless through work that we will be completing alongside other partners and organisations as part of the STIMPS process, we feel that we will be able to deliver significant transport improvements in the long term to transport users in North Yorkshire.

Where specific issues are identified we will work alongside operators to try and develop an appropriate solution to reduce the impact on the highway network and other road users.

Funding for safety measures is targeted at identified accident locations, where there is a proven safety issue. The needs of all road users at these sites are taken in to consideration.
It is easier to get to London and beyond – even abroad – than it is to get to Leeds or York (from Selby); in fact it is impossible to get to anywhere in Yorkshire on the train unless (from Selby) one catches an East Coast or Hull Trains (London) service to Doncaster and goes back to Leeds or York where one then cannot progress further. The writer has written to both First TransPennine Express and Northern Rail who continue to cite questionable health and safety concerns and/or restrictions borne from antiquated or otherwise unsuitable rolling stock. There are arrangements for those needing a wheelchair, although these can still make things “unreasonably difficult” for disabled people but no, or inadequate (on some FTPE services), facility of helping a mobility impaired person who may need to use a small mobility scooter. The train operating companies in question believe they are doing nothing wrong for legislation only refers to “wheelchairs” which they are happy to take, ignoring the fact that the law also states that they should not make it “unreasonably difficult” for a disabled person to access a service and that “reasonable adjustments” or an “auxiliary aided service” should be provided to facilitate a disabled person. The writer has spoken to many local people who, through knowing no different, have resigned themselves to a life without being able to travel and so access goods, services and activities which become available as a result of being able to travel. The writer, who is used to complete freedom of (rail) travel in other parts of the country is completely mystified by the restrictions in Yorkshire, and the surrounding areas, and the apparent inability or reluctance of statutory authorities to question policies which are the complete antithesis to the vision of “promoting greater equality of opportunity for all by improving people’s access to all necessary services”, and incapacity (or further unwillingness) to challenge the awarding – and worst still – the renewal of franchises to train companies who cannot

The County Council has limited influence over the operations of rail companies in North Yorkshire. These comments have been noted and will look to ensure that our response to future consultations on rail franchises, take these issues in to consideration.
deliver the same standard of service to disabled people as providers – sometimes sister companies – elsewhere. Of course, the writer acknowledges that access to transport is wider than disabled issues but these seem to have been totally overlooked and could – or should – be corrected, or improved with minimal expense. (While it is debatable that these companies are actually behaving outside the law, they are certainly operating outside the ethos of anti-discrimination legislation.)

Buses present other issues and while the increase in the number of “kneeling” buses with ramps is acknowledged, they cannot be “guaranteed” making it impossible for many mobility impaired passengers to plan journeys. In many instances poor service could be eradicated through improved disability awareness and/or driver attitude – e.g. drivers not driving away before people have sat down, actively offering ramp assistance when available to mobility impaired people, behaving sensitively towards passengers with sensory impairments or learning difficulties.

In many situations, taxis are the costly alternative. The writer cannot speak for other locations but, in Selby, there is much reported evidence (even amongst helpful taxi owners) that many taxis actively avoid picking up mobility impaired people, particularly where wheelchairs and small scooters are concerned and, especially, where the distance to be covered is not great. (The writer accepts that this is, regrettably, a nationwide problem but it does not mean that steps cannot be taken to introduce sanctions for repeat offenders or plaudits for helpful firms.)

The writer is suggesting that the North Yorkshire Partnership Board sets up a sub-group to deal with transport issues and that NYCC actively seeks and acts on its views.

We are working alongside bus operators to widen the availability of easier access vehicles across the County. As part of the renewal of contracts on non commercial services we are working to ensure that easier access services are used on all services. The comments that you have raised will be forward to operators as part of the regular service reviews that we hold with them.

These issues have been noted and will be raised with relevant taxi operating groups across the County. The County Council cannot control the actions of individual taxi drivers, however our partners at the District Councils who are responsible for taxi licensing, will be able to provide more information on this.

It is anticipated that the proposed local transport partnerships will help to receive views on transport issues from a range of different transport users. The County Council will continue to engage directly with the North Yorkshire partnership board on transport issues.
As with all things, there needs to be a balance, particularly where relatively small transport improvements might have a relatively big (good) impact. The writer is not clear what is meant by “improvements” for, arguably, spending “more on the management etc” will bring about “improvements”. If, on the other hand the term “improvement” is used as meaning “extending services” (e.g. in rural areas, and/or in “rush hour”) then the writer sees limited “improvement” if the service is fundamentally poor and does not offer equal opportunity to all its potential users. With cash strapped budgets, some harsh decisions will have to be made. However, the writer believes that some low cost improvements, with the potential to impact heavily on individual lives – particularly older and/or disabled people – will be lost. Quality improvements with regard to customer service etc cost little.

Improvements are deemed as being further additions to the transport network, such as adding new infrastructure or services. Where possible we will look to implement small scale improvements that will help all transport users’ access services, helping to encourage equality of opportunity for all.

The overall contribution of transport in North Yorkshire form a global perspective is small. We do still recognise that we can all help to contribute to reducing the impact of climate change through transport.

The target figure of reducing greenhouse gas emissions by 34% by 2020 is not an NYCC target or responsibility but a national target. The NYCC Climate Change strategy sets out in its Statement of Intent to contribute towards this target. The LTP3 document is fully in line with the NYCC Climate Change Strategy and in section 4 sets out our strategy for seeking to reduce the amount of carbon produced from transport in North Yorkshire. We do not have direct responsibility for commercial passenger transport services in the County, and with reduced funding we have had to review our support for many non-commercial services. The level of service provided needs to be affordable. The removal of vegetation from footways and footway maintenance is completed regularly, however where specific issues

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I am totally confused as NYCC has a “Climate Change Strategy”, but the LTP seems to totally ignore the Strategy. 38% of CO2 emissions produced in NYCC region come from Transport, yet on page 5 of LTP (Environment and climate change) you say that the overall contribution of Transport in N Yorks to climate change is very small!!!

There is a total failure to address the major changes we have to face. NYCC has agreed that CO2 emissions need to be reduced by 34% by 2020. This is not just about CO2 emissions from County Hall. As the decision makers, NYCC should be looking at how CO2 emissions from all sources can be reduced by 34% and NYCC needs to particularly look at achieving this as regards Transport in the Region. Apart from poor public transport links around many areas of the region (one bus per day is hardly good provision), no mention is made of provision for pedestrians. If footpaths are overgrown with vegetation, or missing, (as along A61 if you don’t get off the bus at Spacey Houses)
pedestrians are hardly going to want to walk in the road.

In Harrogate, it is difficult for pedestrians to cross the road at major intersections, such as Prince of Wales roundabout, Green Lane roundabout. Yes there are “safe havens” but there are no pedestrian crossings and drivers are often too impatient to let you cross. Also, where pedestrian crossings do exist, they seem to favour road traffic and pedestrians can wait for several minutes before being able to cross.

What is going to happen with the arrival of Peak Oil? In your document on Proposed Sustainability Objectives at point 17 “reduce the need to travel and encourage the use of sustainable modes of transport”, what are the sustainable modes of transport? Bus services are being cut and train services are not improving. There is no mention of using electric vehicles or of any system to recharge electric vehicles. I am aware that Community transport such as the Little Red Bus is being starved of funding, at precisely the time when NYCC and their Education and Social Services departments, and local Patient Transport should be working together to deliver a more coherent Community Transport system, which is cheaper for tax payers and kinder to the Environment than using taxis and ambulances.

Reducing Traffic volumes There cannot be a reduction in CO2 emissions without a reduction in traffic volumes. There should be more encouragement for people to Car share, work from home, (using community based work hubs with internet access.)

A number of places within N Yorks suffer from illegal levels of air pollution. How is that going to be addressed? (no 5 in sustainability document)

It is not always possible to provide signals at junctions and roundabouts. We are looking at ways that pedestrian and cycle access can be improved. New pedestrian crossings are now Puffin style crossings, which stop traffic at a suitable gap in traffic flow or wait until a set time has elapsed if no gap in traffic arises.

Peak Oil does represent a long term challenge not just in North Yorkshire but globally. Measures such as implementing electric charging points will be looked at during LTP3, as will encouraging more sustainable travel choices. It should be noted however that the actions North Yorkshire is part of a far wider response to these issues. We are continuing to support community transport services across the County. We recognise the benefits that these demand responsive services offer.

3 locations in North Yorkshire (Butcher Corner Malton, Bond End Knaresborough and Skellgate Ripon) have all been declared transport related air quality management areas. NYCC is working closely with the relevant district councils to develop action plans to address these
There should be;

- Clear targets to reduce car traffic volumes.
- Implementation of travel plans in all workplaces.
- Car free areas in all towns and large settlements
- New buses to be zero pollution
- 20mph speed limit in built up areas
- Safe routes to school should be reviewed
- Better information for householders, so that they can seriously consider making more use of Public and Community transport.
- More consultation to be facilitated by NYCC between Transport users and providers.

Traffic volumes are monitored, however in light of funding cuts we are not in a position to establish a set target. However the County Council is aiming to reduce traffic levels whilst working to achieve our LTP3 objectives

All new developments above designated sizes based on the type of developments are required to have a workplace travel plan.

The County Council has no plans or proposals for this at this time.

We are working with operators to ensure that they are operating buses that comply with European emissions standards. We will continue to work commercial operators and ensure that NYCC contacted services are operated on vehicles that conform to designated standards.

All schools across the County have developed school travel plans. We will continue, where resources allow, working alongside schools to encourage more sustainable travel operations for pupils.

The County Council operates a public transport information website www.northyorkstravel.info which provides information on public transport options across the County. This is in addition to timetabling and marketing information that public transport operators provide.

The proposed local transport partnership will assist in improving communication and understanding between stakeholders.
<table>
<thead>
<tr>
<th>Action</th>
<th>NYCC's Response</th>
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<tbody>
<tr>
<td>NYCC to facilitate between local food producers and consumers, so</td>
<td>NYCC is working alongside local producers to source food for the County Catering Service. Where possible we would encourage local sourcing of products.</td>
</tr>
<tr>
<td>that more food is bought locally</td>
<td></td>
</tr>
<tr>
<td>More thorough inspection of highways repairs carried out by</td>
<td>We work closely alongside contractors to ensure that repairs and improvements are made to the highway network in accordance with required specifications. Where works are not completed to an approved standard, we will take action with contactors.</td>
</tr>
<tr>
<td>contractors, to ensure that NYCC and its tax payers are getting</td>
<td></td>
</tr>
<tr>
<td>proper “value for money” (replacement white and yellow lines in</td>
<td></td>
</tr>
<tr>
<td>Pannal were put on top of loose gravel and have since disappeared.)</td>
<td></td>
</tr>
<tr>
<td>Pedestrians and cyclists should have priority in built up areas</td>
<td>Through LTP3 we will consider the needs of all transport users, particularly in urban areas.</td>
</tr>
<tr>
<td>No student parking (except disabled) at any secondary schools</td>
<td>This is a decision for individual schools. The County Council supports the use of more sustainable transport options.</td>
</tr>
<tr>
<td>Better maintenance of footpaths, especially in rural areas</td>
<td>Footways are assessed on a regular basis. Works are prioritised based on need and available budgets. Where dangerous defects are identified they will be rectified as soon as possible in line with County Council policy.</td>
</tr>
<tr>
<td>Provision of new footpaths, especially in rural areas, so that</td>
<td>New footways will be considered where a specific need is identified. Implementation is dependant upon funding.</td>
</tr>
<tr>
<td>pedestrians can walk to the bus, school and shops without fear of</td>
<td></td>
</tr>
<tr>
<td>being mown down.</td>
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</tr>
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</table>
The consultation draft completely overlooks the transport function of the County Council’s waterways which include the Leeds & Liverpool Canal, Selby Canal, Ripon Canal, River Ouse Navigation and Aire & Calder Navigation. These waterways provide many transport functions. For example the Leeds & Liverpool Canal provides leisure, recreation and tourist opportunities which benefit the entire region by attracting visitors from all over the world providing a stimulus to the local economy. The Aire & Calder Navigation operates as a commercial freight waterway. ‘Tidal rivers or commercial waterways are particularly suitable for short-hauls, for the movements of high-volume, low-value products which are not unduly time sensitive, and for addressing niche market good where water carriage can provide a cost-effective alternative to the local road network, as outlined in PPG 13: Transport’. (TCPA Policy Advice Note: Inland Waterways: Unlocking the potential and securing the future of inland waterways through the planning system (2009)). Such commercial freight waterways provide a sustainable transport route for transporting bulk materials and reduce the amount of HGVs on the road network, therefore reducing emissions, congestion and impact on highway infrastructure.

The towing path also provides a sustainable transport link. ‘The towpath network provides a motor-vehicle-free environment in which to travel to work, school or home, and 100 tonnes of carbon dioxide (CO2) are saved per 1 kilometre of towing path upgraded’. (TCPA Policy Advice Note: Inland Waterways: Unlocking the potential and securing the future of inland waterways through the planning system (2009)). BW supports the use of the towing path as sustainable transport routes for both walking and cycling. “Planning a Future for the Inland Waterways” (IWAC, December 2001) states that “waterways corridors have a useful role to play in widening travel choices,”

The local economies appendix recognises the import role that inland waterways and rivers can play as a mode of transport and also as a leisure and recreation option. This includes both movements on water and also the use of tow paths and footway/bridleways close to rivers. We will continue to work closely alongside British Waterways and other stakeholders to improve the use of these routes.
providing opportunities for cycling, walking, alternative public transport and green routes.
The canal infrastructure can also make for healthier and active living by encouraging walking and cycling along canal towpaths and the use of leisure and recreation facilities provided by the canal network on and next to the water.

The recent Department of Health publication Be Active, Be Healthy: A plan for getting the nation moving refers to the waterways and towing paths. Specific references to waterways & towing paths within the strategy document include:

1. "Therefore, we will work with the Peninsula Medical School to pilot the Blue Gym initiative for active conservation in both inland waters and the coastal and marine environment." Page 7

2. "Each year there is around 1,000 million visits to the 10,000km of canals, lakes and rivers in Great Britain. In particular, waterway paths link the centres of towns and cities with surrounding countryside… Waterways for Tomorrow set out the Government’s policy on the inland waterways and describe how they can contribute to the promotion of recreation and health." Page 41

The Consultation draft needs to recognise the role the waterways can play in providing alternative travel choices for the County and the benefits that they can bring.
North Yorkshire attracts a large number of visitors each year and encouraging more of these to travel by coach will contribute to the ‘management’ approach, reducing congestion and pollution but also helping support the economy. Coach tour visitors to Yorkshire spend more than those travelling by other modes (UK Tourism Survey 2008) yet coaches emit 0.03kg of CO2 per person per km, half that of rail and much less than the 0.11 for cars. Simple low cost measures such as signage, allocation of parking space to coaches and well-located set-down and pick-up points will help encourage coach operators to organise excursions and tours to towns and attractions in North Yorkshire.

Many of the suggested interventions are common sense and rightly give priority to public transport. Park & Ride (P & R) can be an excellent solution but care needs to be taken to ensure that some who might otherwise make their whole journey by public transport do not instead drive to the P & R site. On the other hand, a good P & R scheme can be an intermediate choice for those who drive and might find a one-step switch to ‘bus’ difficult due to lack of familiarity.

CPT believes that the County Council should give greater recognition to the role of the coach as part of the transport mix for the reasons detailed above.

CPT also believes there is considerable merit in undertaking a complete public transport network review rather than examining pieces of it in isolation. This could bring about efficiencies and the removal of duplication in the network - as has been achieved elsewhere in the UK; case studies could be provided if this would help.

In relation to ‘highway development control’, new

The importance of coach visitors to the local economy is important. The County Council is developing a parking strategy which will take Coach Parking in to consideration. Where possible we will work with other stakeholders (national Parks etc) to promote more appropriate coach routing.

As part of any park and ride schemes that are considered, we will look to encourage passenger transport use. Park and ride schemes will be used as one part of a package to increases sustainability and reduce congestion.

These comments have been noted and will be considered as part of further area based passenger transport reviews.

It is the intention of NYCC to continue with area based reviews as these allow a more in depth analysis of the public transport issues in each area.

The County Council alongside local planning authorities will work to
developments should as a rule be located close to current public transport services with a good frequency and operating hours; in this way, residents and users will be able to access the development without creating additional journeys on the highway network.

With regard to the prioritisation of gritting routes, emphasis should be placed on key bus routes that would enable the majority of residents to access their jobs and key services during times of snow and ice. The need to also prioritise strategic routes (not served by buses and coaches) is acknowledged.

Traffic poses a threat to the environment of YDNP and Nidderdale AONB in particular. Increased traffic levels are believed to contribute to climate change. The User Group believes that encouraging use of public transport reduces these threats. It feels that environmental protection and climate change aspects should be given greater prominence.

Promote the use of public transport. Encourage visitors and residents to walk, cycle, or maybe ride a horse where appropriate in order to reduce the stresses on the environment, enhance their enjoyment and improve their health. Research shows that visitors who do not arrive by car spend more money in the local economy. This helps safeguard local shops and services.

It is our understanding that Rights of Way Improvement Plans are to be integrated into LTP3. Greater emphasis needs to be placed on this aspect.

ensure that public transport access is fully considered and introduced at any new developments.

The main focus of the prioritisation of gritting routes is the priority of the route in our network hierarchy. This is based upon the usage of the route and its relative importance. Bus routes are considered, however they do not on their own determine the gritting priority.

LTP3 recognises the benefits that public transport can provide in terms of increasing sustainability and reducing the impact of transport in the environment. Protecting the environment is one of the five key objectives of LTP3.

Where possible we will work with partners to encourage more sustainable transport use for visitors and residents alike. The visitor economy is important to many rural areas. We will continue to support and promote this economy through more effective management and maintenance of the transport network and services.

Public rights of way (PROW) can provide valuable transport links. Where the PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining and improving these routes from LTP budgets. In other cases (such as footpaths and bridleways used purely for recreational walking and cycling) it is neither appropriate nor affordable to fund maintenance.
Cross boundary bus and train services are particularly important for tourism, and tourism is key to the economy of North Yorkshire. Greater emphasis needs to be placed on this. Residents of urban areas such as West Yorkshire visit YDNP and Nidderdale in order to escape from the noise and bustle of urban life. Greater emphasis needs to be placed on preserving the tranquillity of this environment.

More consideration needs to be given to the design and promotion of local bus services so that they meet the needs of both local residents and visitors. This includes the provision of transport for those unable to drive e.g. low floor buses.

It is not clear what NYCC is aiming to achieve. In its Climate Change Strategy (Dec 2009) the Council says it “will ensure that climate change issues are embedded across all its strategies and plans”. Transport is specifically highlighted. The proportion of North Yorkshire’s greenhouse gas emissions produced from transport is 38%, the highest figure for any large rural county. The overall CO2 emissions for North Yorkshire are also at the highest level for such counties.

But LTP3 makes little mention of climate change and lacks any specific, practical proposals to tackle it. On page 3 of the summary LTP (Objectives) it even states: “The overall contribution of transport in North Yorkshire to climate change is very small...” The point is that in North Yorkshire it is, proportionately, very high.

Cross boundary links do provide important links for visitors to access North Yorkshire. We are committed to working alongside adjacent authorities and transport operators to try and improve cross boundary links. Whilst we do not have any control over the provision of commercial passenger transport services. Through managing demand and encouraging the use of more sustainable options, we hope to help to contribute to the tranquillity and special qualities of the National Parks and AONBs.

The County Council does not have any direct control over the routing and provision of commercial passenger transport services in North Yorkshire. We strongly encourage commercial operators to adhere to certain standards for access and vehicle type. Contracted services need to adhere to specific standards as part of the award of their contract.

The target figure of reducing greenhouse gas emissions by 34% by 2020 is not an NYCC target or responsibility but a national target. The NYCC Climate Change Strategy sets out its ‘Statement of Intent to contribute towards this target. The draft LTP3 is fully in line with the NYCC Climate Change Strategy and in section 4 sets out our strategy for seeking to reduce the amount of Carbon produced from transport in North Yorkshire.

LTP3 is strategic document intended to set out our approach to addressing the identified objectives. Specific plans for how we address these objectives through managing maintaining and improving the network will be identified as LTP3 is implemented.
What targets are being set and how will NYCC know if progress is being achieved? The objectives and priorities are worthy enough, but they fail to address the major inevitable changes that we have to face both now and in the future.

Harrogate has quite good rail, bus and road connections with Leeds, but connections with York are very poor. There is only an hourly train service to York and the last trains in either direction York/Harrogate leave between 9 and 9.30pm. Buses only run 3 or 4 times during the day. Yet, there is an hourly bus service from York to Leeds/Bradford airport which bypasses Harrogate. This could be diverted/combined with the Harrogate airport bus to improve bus links to York.

No mention is made of provision for cyclists and pedestrians. Provision for cyclists within Harrogate District is inadequate. There need to be many more dedicated cycle lanes and cycle routes and also considerably more cycle parking.

Pedestrians trying to cross major trunk roads around the town e.g. Prince of Wales roundabout and Granby roundabout have great difficulty, as there are only “safe havens”, no pelican crossings. Pedestrians often have to wait several minutes for traffic to stop at Pelican crossings, before they can safely cross the road.

The increase in our aging population will require better Community and Public Transport. There will need to be better co-ordination between Health Services, Social Services, Schools and Voluntary Agencies.

NYCC has adopted a range of indicators which have been approved by County Council Executive members for Highways and Transportation. These are contained within Chapter 17 of the final document.

The County Council does not have any direct control of the routing and timetabling of commercial bus services. We would however encourage any further expansions to bus services. It is unlikely that given the current funding climate that we will be in a position to increase the amount of funding for supported bus services.

With reduced funding, much of the focus on providing support and facilities for pedestrians and cyclists will be aimed at improving management and maintenance of existing facilities, to make sure that we obtain the best use from them. Where appropriate selective improvements will be considered.

Signalising these junctions to allow for crossings has been considered previously, however the current situation is deemed the most suitable at this current time. Puffin crossings which uses sensors to identify an appropriate break in traffic to switch the lights to allow pedestrians to cross. Sometimes this may be almost instant (if there is no traffic when the button is pressed) other times it may be delayed until a suitable break in traffic or until a set a maximum time if no breaks in traffic are available.

We recognise the important role that Community and public transport can play for many transport users in North Yorkshire. We will be using the funding that we have available to continue to support these services. It should be noted however that as overall funding has been
We are already over-dependent on taxis, which are expensive to NYCC (and individuals) and which increase traffic volumes and CO2 emissions. Is there a strategic objective to address this issue? It seems not.

How will NYCC prepare for the increasing use of electric vehicles? No comments are made about the use of electric operated vehicles or the installation of a network of recharging points for electrically powered vehicles.

Climate Change- Reducing greenhouse gas emissions from transport is a major challenge.

According to “Delivering on Climate Change” (NYCC 2009) (ref. 15) the transport sector is responsible for about 38% of per capita emissions in North Yorkshire, which is well above average. The Climate Change Act requires cuts in CO2 emissions of at least 80% by 2050 and currently the target for 2020 is a 34% cut (compared with a 1990 baseline). However, scientists now say that we need to cut CO2 emissions by at least 42% by 2020 if we are to stand even a 50% chance of preventing average global temperatures rising above 2 degrees C. Many scientists now say that even a 2 degree rise will produce dangerous consequences.

The target figure of reducing greenhouse gas emissions by 34% by 2020 is not an NYCC target or responsibility but a national target. The NYCC Climate Change Strategy sets out its Statement of Intent to contribute towards this target. The draft LTP3 is fully in line with the NYCC Climate Change Strategy and in section 4 sets out our strategy for seeking to reduce the amount of Carbon produced from transport in North Yorkshire.

The challenge for the NYCC LTP3 is to ensure that the transport sector makes the considerable contribution which is required towards cutting local greenhouse gas emissions. No comments are made on changes in reduced, this will have a direct impact on funding for community and public transport.

Taxis can in many instances provide a valuable transport option for many transport users in North Yorkshire. As with all aspects of our operation NYCC will continue to look at ways in which it can increase the efficiency of our transport operations, to help reduce costs.

The County Council was part of a ‘Plugged in Places’ bid which sought funding to provided electric car charging points across the Yorkshire and Humber Region. This was unsuccessful however we will be looking at ways of incorporating electric car charging infrastructure across the County as part of future land use developments.
Reducing Traffic Volumes

NYCC is committed to reducing its CO2 emissions by 34% by 2020. Without reductions in traffic volumes, this cannot be achieved.

The LTP offers no targets and no means by which to pursue such reductions. Therefore, Road Congestion, Air Pollution, Traffic Accidents and CO2 emissions will continue to increase, unless radical action is taken. Car sharing is just a small part of the equation. Incentives for home based working should also be considered.

Vehicle km travelled in North Yorkshire is another major challenge. Currently a number of towns have streets with illegal levels of air pollution. Nothing is said in the draft LTP about the fact that NYCC is currently breaking the law and needs to comply with the law urgently. Emergency measures are working towards reducing emissions. In order to achieve reductions in greenhouse emissions, a wider cultural change is required, which NYCC is part of, but not solely responsible for. We will continue to work towards reducing greenhouse gas emissions throughout LTP3.
Creating Sustainable Local Communities

The policies proposed completely fail to achieve the objective of creating a sustainable local economy.

The proposals do not establish a clear vision of how to create a flourishing local economy whilst at the same time reducing resource consumption. The policies proposed are more geared towards promoting a globalise economy with no consideration given to reducing resource use or to future scarcity of key natural resources.

Peak oil is not mentioned despite the government having set-up a Peak Oil task force and warnings that an oil price crunch could arrive in as little as 5 years. Absolutely no comments are made in the draft LTP3 and this is a crucial and potentially costly omission. The economic consequences of an oil price crunch would be extremely serious and need to be planned for.

Peak Oil is likely to have a significant impact on transport across the globe. Promoting more sustainable transport options can help to reduce the impact that this will have on North Yorkshire. The County Council will work closely with central government, other authorities and organisations to try and manage the impact of increasing oil prices.

The essential transport needs of the young, the elderly, the poor and the disadvantaged should be a top priority in the LTP. This will mean more and better provision and co-ordination between agencies.

We recognise the important role that transport can play for many different people in the County. This is laid out with the access to services appendix.

Where is the link in this plan to the Health Service, which commissions tens of thousands of routine journeys on NYCC roads? The LTP should address the need for an enhanced and co-ordinated public and social transport service.

The role of transport is to facilitate activity in the local economy. Allowing people to access employment and businesses and allowing the movement of goods is important to sustain local economies. We do support the local provision of local services and the operation of local businesses and recognises the benefits that these can bring to local communities and also the reduction in emissions that the local provision of services can bring.
The default speed limit in built up areas should be 20mph rather than 30. This would improve traffic flow, reduce CO2 emissions, reduce air pollution and enhance safety for cyclists and pedestrians. It would also deter the use of “rat runs.”

All road maintenance and improvements should, as a priority, provide better provision for cyclists and pedestrians. In the medium term this would save money spent on road repairs etc if traffic volumes and speed of travel are reduced.

The objective to improve people's access to all necessary services can be achieved in ways other than improving the roads network. Local Plans need to identify areas deficient in key services e.g. shops, post office, and health care and ensure that these services are available locally. This can be done providing a good distribution of key services, encouraging villages to set up their own community shop or by having mobile services travelling to more remote areas e.g. mobile library, mobile health services etc.

The Plan includes many worthwhile aspirations, but lacks systematic, practical strategies to fulfil them. The phrases "encourage," "use," "work with," "improve," which introduce so many of the LTP statements are weak, unless they are backed up by specific, incremental plans and targets. How will NYCC and its Communities know if it is making a difference when pursuing its aspirations?

The objective to improve transport safety, security and promoting healthier travel completely ignores the issue of adopting a 20mph speed limit in urban areas despite this being a policy found to reduce deaths and injuries by the Department for Transport.

20mph zones are one of a range of road safety measures that can be used to address identified road safety issues. 20mph zones will be considered at individual locations based on each sites specific characteristic. We do not at this stage consider blanket 20mph zones to be appropriate.

Where applicable, when completing maintenance schemes and it is deemed appropriate at these locations, we will consider improvements that benefit other transport users such as pedestrians and cyclists at the same time. However this is dependent upon available funding.

We recognise in LTP3 that accessibility is not solely about improving transport links and reducing the need to travel can also help to improve accessibility. We will work closely with local planning authorities to ensure that all new developments help to provide services locally. We will also be looking at measures that help to provide services locally. The expansion of rural broadband provision through NYNet can play an important role in reducing the need to travel.

As we are facing reduced levels of funding throughout LTP3 we have adopted the manage maintain and improve process. This focuses on ensuring that the existing network operates safely and efficiently. The indicators and targets will be used to identify how we are achieving our aspirations.

20mph zones are one of a range of road safety measures that can be used to address identified road safety issues. 20mph zones will be considered at individual locations based on each sites specific characteristic. We do not at this stage consider blanket 20mph zones to be appropriate.
The Little Red Bus
We have already identified a major discrepancy between NYCC’s declared aspirations and the drift of its current and future policies in practice, in relation to Community Transport.

North Yorkshire has an unusual and exceptional Community Transport service, The Little Red Bus (LRB) The LRB Trust operates on a flexible, daily basis from hubs across the county. It uses adapted vehicles to meet the travel needs of large numbers of disadvantaged groups and individuals. Scheduled transport cannot meet these needs. The alternative is the local taxi service which is far more expensive (to Council Tax payers) and which cannot provide the special facilities needed.

LRB weaves a web of social transport around the needs of young, old, unwell, disabled, isolated and disadvantaged individuals and communities. In so doing it will keep traffic volumes, fuel use and CO2 emissions to a minimum. The widespread use of taxis does exactly the reverse. The LRB is not as efficient as it could be, because the various agencies are not working together to make best use of the facility.

Evidence is mounting that NYCC is allowing LRB, which is the envy of Authorities around the country, to wither, by reducing or foreshortening contracts. LRB should be growing, NOT FACING COLLAPSE. There is too much short term thinking and arbitrary cuts to contracts. LRB should be helped to grow its services in conjunction with the Agencies that could make better use of its services.

NYCC should review with the Primary Care Trusts (PCTs) and General Practitioners (GPs) the cost benefits of using The LTP3 does not include specific proposals for public and community transport as it is a strategic document that set out how we will work towards achieving our Objectives rather than exactly what we will do and where. Specific proposals are developed and implemented throughout the period of the Local Transport Plan. The current funding situation for the public sector is very difficult and the resources available to support and develop public and community transport are therefore very limited. However you will probably be aware that in the Comprehensive Spending Review in October the Government announced a £560million Local Sustainable Transport Fund. The County Council are currently investigating some initiatives that may be suitable for bidding for funding.
LRB wherever possible, rather than using taxis and the Ambulance Trust to provide patient transport.

The LTP is meant to look to the future. To put LRB, which can meet so many future needs, at risk, is irresponsible. Social Services have increased their charges to their clients, who then use Social Services less and less. It is then decided that services are not needed, when in fact clients are becoming increasingly isolated, which consequently affects their health. This will result in serious consequences in the future because of the “short termism” approach.

NYCC should be focused on making its own major departments (especially Education, Social Services and Community) and their crucial partners PCT's and GP's work together to build the LRB resource for all our Communities.

LRB should be a “keystone” for the future, NOT an optional extra, as the current policy and draft LTP imply.

NYCC should review all car allowance reimbursements to its workforce and stop paying the higher allowance to those with cars that emit high volumes of CO2. The car allowance should be the same for all cars in the first instance, low enough that it encourages the workforce to car share and to use public transport. The Car Allowance should seek to discourage employees from using cars with high emissions.

NYCC should invest in car share clubs in towns, as is the case in Leeds, which has several car share clubs.

In addition the following measures should appear in LTP3

The Car allowances set by the County Council are outside of the remit of LTP3. However NYCC has recently reduced the mileage allowance provided to staff for using their cars for council business. Additionally we are looking at increased levels of remote working and are also looking new technology that helps to improve communication (web conferencing etc) / between council locations for meetings.

NYCC will investigate ways in which Car sharing can be promoted as an alternative mode of transport. Measures such as this will be considered as part of any bids for additional funding, including the Local Sustainable transport fund.
There should be:

- no new road building or additions to highway capacity
- no additional car parking capacity anywhere, apart from disabled access
- clear targets to reduce car traffic by one third by the end of the LTP3 period and increase walking, cycling and public transport to fill the gap
- full implementation of travel plans in all workplaces to achieve 10-20% shift away from car trips by 2015 using BSI PAS 500 as a guide
- full implementation of all school travel plans to restrict trips by car to no more than 20%

The main focus of LTP3 is on managing and maintaining the existing highway network. If funding becomes available additional capacity will be considered. Additionally the County Council is waiting on further decisions from DfT on implementing Bedale Aiskew Leeming Bar Bypass. As part of future land use developments it may be necessary for new roads to be constructed to enable developments to take place.

NYCC is developing a car parking strategy. This will consider capacity provision in more detail.

We are working towards reducing traffic levels across the County and increasing the usage of more sustainable travel modes. Following on from the announcement of the funding settlements the County Council have reviewed the position with regards to the proposed targets and indicators for LTP3.

In considering the financial settlement announcements, it is clear that most of LTP3 will be implemented in a period of severe financial cutbacks and uncertainty. It is therefore felt that given this uncertainty it is not possible to set realistic and meaningful targets.

We will encourage businesses to implement travel plans across the County to help to increase the amount of sustainable travel. Based on available resources, it is likely that the County Council will only be able to play a supporting role in implementing these plans.

School travel plans have been developed for all schools across North Yorkshire. Where possible we will work closely with schools to help implement these plans, however the level of assistance will be determined by our available budgets.

As and when individual locations are identified, they will be assessed and measures proposed specific to that location.
• car-free areas promoted within towns

As and when individual locations are identified, they will be assessed and measures proposed specific to that location.

• congestion charging where other policies have been tried and failed

The County Council does not have any plans to introduce road user charging in North Yorkshire.

• urban logistics to get rid of large lorries from town centres

Urban consolidation centres can in certain instances provide a viable alternative to urban deliveries. It is unlikely that NYCC will be in a position to fund any of these measures in North Yorkshire. If any private operators considered establishing these sites, they would be considered fully.

• a commitment to ending illegal levels of air pollution within a year

NYCC is working alongside District Councils to address issues in declared Air Quality Monitoring Areas. It is unclear at this time what measures will be implemented.

• All new buses to be zero pollution and as low carbon as achievable (this means no diesel at all and using electric vehicles)

Regulations relating to emissions are not determined by NYCC. All buses operating within North Yorkshire must be compliant with relevant UK and European legislation.

• Support for 20mph as the standard speed limit for traffic in urban areas

20mph zones are one of a range of road safety measures that can be used to address identified road safety issues. 20mph zones will be considered at individual locations based on each site’s specific characteristic. We do not at this stage consider blanket 20mph zones to be appropriate.

• Training in “eco-driving” to be made widely available.

It is unlikely that NYCC will be able to fund eco driving courses, however measures to encourage eco driving will be considered in the future.

• A clear and ambitious commitment to increasing the extent of on-road cycle lanes and off-road cycle paths. Also more bicycle parking

Based on the principles of manage, maintain and improve, it is unlikely that any new cycle routes will be introduced from NYCC funding. As part of new developments, we will work with planning authorities to ensure that new developments encourage more sustainable transport.
| 306 Carperby cum Thoresby Parish Council, Wensleydale | There is a lack of vision in the business plan. It should be looking at future changes (improvements) in the financial circumstances. |
| 307 Bainbridge Parish Council, Wensleydale | Does not focus enough on rural issues. The "vision" states that NY is a place of equal opportunity. If this is true then the needs of the "rural" residents should be considered at all times. |

- Safer routes to school should be reviewed
- Recognition of the potential usage of electric bikes and scooters, as an alternative to car use.
- Footpaths to be better maintained and new footpaths constructed, especially in rural areas
- More rigorous enforcement of speed limits

Indicators - many of the indicators proposed are very poor measures of the success or failure of the key objectives of the plan. Stronger indicators need to be adopted.

Following on from the announcement of the funding settlements the County Council have reviewed the position with regards to the proposed targets and indicators for LTP3.

In considering the financial settlement announcements, it is clear that most of LTP3 will be implemented in a period of severe financial cutbacks and uncertainty. It is therefore felt that given this uncertainty it is not possible to set realistic and meaningful targets.

North Yorkshire Police are responsible for enforcement of speed limits across North Yorkshire. As part of the 95 Alive road safety partnership we will look to work closely with North Yorkshire Police to support and encourage enforcement activities where appropriate.

Whilst it is unlikely that we will be able to make significant improvements to transport during LTP3, the flexibility in the scheme delivery process allows us to look at improvements for specific measures, should funding become available in the future.

Where specific problems are identified we will develop solutions to address these. This is the case for both issues in rural area as well as urban areas.
The Vision & Objectives seem clear but very limited as there is no mention of Rail Schemes to achieve Objectives [Government Guidelines] in the Draft LTP3 in order to develop a Transport Plan which reflects the Sustainable Community Strategy.

There is no reference to Local Rail Schemes in the Objectives and Priorities, which are key to Regeneration [e.g. in the Skipton area] and the Growth of the Local Economies as well as promoting Safer and Healthier Modes of Travel.

Again, there is no reference to Rail Schemes linking Communities within North Yorkshire. Such Rail Schemes would contribute towards the Objectives of protecting the Natural and Built Environment and tackling Climate Change by reducing Road Traffic and Greenhouse Gases [CO2 emissions] and improving Air Quality, Public Health and Quality of Life. It is not true to state in the Draft that the detrimental impact of road transport is "very small".

The Draft LTP3 Plan should put more emphasis on Connectivity and Accessibility of North Yorkshire to other Counties [e.g. Lancashire – Reopening of the Skipton – Colne Railway], Regions [e.g. NW – Pennine Lancashire] and City Regions [e.g. Leeds]. In particular, strategic rail routes would contribute towards the Objectives of Regeneration of Local Economies and Access to Services [e.g. Education, Employment, Health Care, Leisure and Tourism]. NYCC should be working in Partnership with other areas and agencies [Local Economic Partnerships] to attract inward investment and a fair share of the Regional Funding Allocation for Rail rather than Road Projects.

The County Council does not have any direct control over the provision of rail services across the County. We recognise the important role that rail services can provide both in terms of passenger movements but also in moving freight across the Country. We will continue to support in principal further expansion in services and infrastructure across the County.

Within North Yorkshire there are many sections of former railway route and sidings which have the potential to be re-instated and re-opened for rail traffic or to serve other transport uses such as conversion to pedestrian / cycling /equestrian routes. A number of these were identified in LTP2 including sections of the Wensleydale Railway, the Skipton to Colne Line, the Harrogate, Ripon, Northallerton Line and the Embsay railway near Skipton. The County Council will continue its policy from LTP2 of recommending the planning authority protect former rail infrastructure in their Local Development Frameworks for possible future transport use. It must however be recognised that rail re-instatement and re-opening is generally expensive and therefore, whilst supporting railway re-opening in principle it is highly unlikely that the County Council will be able to provided any financial support either for investigatory work or for actual re-opening schemes.
Solutions, Choice of Priorities for Schemes and Programmes and Performance Management Key Indicators and Targets seem only to refer to Road Schemes. NYCC will not achieve its Objectives and deliver an Integrated & Sustainable Community Transport Strategy unless it includes Priority Rail Schemes.

NYCC needs to incorporate Rail Schemes into the Final Local Transport Plan to solve Problems, meet the Challenges and Deliver on the Vision and Objectives of LTP3.

It seems that the Draft LTP3 is prioritising primarily on the Management & Maintenance of the existing Road Network. The Plan does not allow for the Improvement & Development of other Modes of Sustainable Transport, such as Rail Schemes. This is short sighted in the light of the Length of the LTP [2011 – 2016]; the Regulations in the Local Transport Act 2008, which sets a long-term Statutory flexible Framework for LTPs to develop Policy within the context of a 20 year Strategy and a 3 – 5 Year Implementation Plan; and, the changed Criteria for the Regional Funding Allocation with more scope for rail rather than road schemes. LTPs also should take into account DfT’s DASTS Process, Local Development Frameworks, Local/Multi Area Agreements, Local Strategic & Economic Partnerships.

Given the wider context outlined above, North Yorkshire County Council should widen its horizons and be bolder in its aspirations to include What is Needed in a Final Comprehensive LTP3 and not allow the fear of cuts to determine a restricted plan.

The Secretary of State for Transport, Philip Hammond, said at the recent National Rail Conference in Liverpool on 8th
July 2010 that Railways met the Twin Objectives of facilitating Economic Growth and Carbon Reduction. SELRAP would urge NYCC to follow the lead of National Transport Policy and develop a similar Strategy in its LTP in Partnership with other County & City Regional Agencies, such as Leeds – one of the main economic drivers bordering the County of North Yorkshire. Please see a more detailed Submission from Skipton East Lancashire Rail Action Partnership [SELRAP], which is specific to its case for Reopening and will be sent separately by Friday 23rd July 2010.

<table>
<thead>
<tr>
<th>309</th>
<th>Cyclist Touring Club, North Yorkshire</th>
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<tbody>
<tr>
<td>We support the objectives in general terms but urge due consideration of higher commitment to modal shift, especially cycling promotion.</td>
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<tr>
<td>Concern about references to congestion, which is cyclical with effects often being exaggerated. Can be tackled by civilising traffic &amp; promoting active travel philosophies.</td>
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<tr>
<td>Increase quality and quantity of routes and open spaces for all types of cycle journey, including provision of rail/river crossings to facilitate new journey opportunities.</td>
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<tr>
<td>Think carefully about likely short-term benefits of e.g. Bedale/L Bar diversion route and its impact on other A684 villages.</td>
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<thead>
<tr>
<th>310</th>
<th>Individual HG3</th>
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<tbody>
<tr>
<td>Organise people interested in transport, to work with NYCC to maintain and improve the county's transport provision.</td>
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<tr>
<td>Alternative modes of transportation should be studied. Transport officers should liaise with Siemens transport division. Personal Rapid Transit (PRT) and Oxford Think Tanks to revitalise automobile industries. I would like to see a personal rapid transit system between Harrogate and</td>
<td></td>
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<tr>
<td>During LTP3 we will be working closely alongside other organisations and partners to identify and implement measures that can help to manage, maintain and improve transport in North Yorkshire.</td>
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<tr>
<td>Encouraging more sustainable transport modes of transport is an important part of managing the transport network and achieving our LTP objectives. It is unlikely that a scheme as mentioned would be considered as the costs would be prohibitive.</td>
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</table>
Knaresborough initially. It could be the second of its kind in the world.

To cross discipline (department in NYCC). Keep mobile libraries visiting isolated communities?

Local delivery of services is an important way to reduce the impact of transport on the environment and help to reduce the need to travel. Where funding allows, we will continue to support the local delivery of services.

<table>
<thead>
<tr>
<th>311 Individual YO26</th>
<th>Should be more investment in alternatives to roads i.e. cycle ways and improving rail links (opening up old stations). More cycle ways especially along A59 (York to Harrogate) and Improving rail links</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>The main focus of LTP3 is aimed at managing and maintaining the existing network to get the most out of what we already have. It is unlikely that any major new improvements will be implemented, however the STIMPS process may allow for new infrastructure to mitigate the impact of proposed new developments across the County. Rail services can provide a more sustainable alternative in many instances. The County Council has no direct control over new rail infrastructure, however we would support in principal options to further extension to services.</td>
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<thead>
<tr>
<th>313 Wensleydale Railway</th>
<th>Not enough about rail providers and their environmental positives.</th>
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<tbody>
<tr>
<td></td>
<td>Wensleydale railway used as public transport hub for park and ride, services to Northallerton and Leyburn and Redmire for commuters.</td>
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<thead>
<tr>
<th>315 Oulsten Parish Meeting</th>
<th>Whilst the proposed objectives are appropriate for the county as a whole, representing a small rural parish with no convenient public transport, I consider that access to services is most important to the local community.</th>
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<tbody>
<tr>
<td></td>
<td>The solutions offered are generic and non-site specific - it is therefore difficult to determine whether they are likely to achieve the stated objectives</td>
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<tr>
<th>316 Bentham Town Council</th>
<th>Craven is not mentioned (North Craven) with regard to rural areas, therefore it is hard to judge what is proposed for this area. Access in rural areas, to improve equality. Funding for transport services to support rural areas and reduce isolation. &quot;Access or services&quot; and &quot;Local Economies&quot; seems to be all centred on urban areas, when large parts of NY are rural and struggling. Sufficient weight needs to be given to responses from rural areas. Buses to Wray and Wennington give a better service</th>
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<td></td>
<td>Solutions identified are generic in nature, as it is not possible to say for definite what schemes will be implemented. Schemes will be selected based upon how they address an identified need and also how they contribute towards LTP3 objectives. Further information on the Rural area is contained within the Local Economies appendix. We recognise that access to services is one of the key issues facing rural communities across North Yorkshire and throughout LTP3 we will work to ensure that access is maintained for all transport users, both in rural and urban areas.</td>
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</table>

We recognise that access to services is an important objective for transport users in more rural areas.
than to Bentham - for a small extra cost bringing the later buses to the town would make a huge difference to the lives of residents dependent on public transport.

319 Roelcliffe and Westwick Parish Council:
Encourage employers to consider offering inductions for their employees to use public transport rather than cars.

Route 57 bus stop(s) on Bar Lane to serve industrial units. Timetables should suit work shift hours.

The County Council would support in principle any measures by businesses to improve the use of public transport by their employees. New business developments over a specific size are required to produce a sustainable travel plan for their employees, encouraging more sustainable journeys to and from their premises.

320 Individual YO12:
There is a target to reduce CO2 per km but not to reduce the number of kms travelled. And no clear targets on walking/cycling.

This strategy seems to follow predicted demand rather than try to manage it.

321 Individual BD23:
On road safety consider risks and do not just look at road statistics. Don't wait for accidents to happen - do more risk management.

Obviously the management and maintenance of existing network is supremely important, but a lot could be achieved with less expensive schemes. I know that when NYCC install a scheme the planning and workmanship are a very high quality, but of course this is very expensive. Lancashire CC have installed a cycle path alongside the A59 at Sawley and the Clitheroe Bypass - very basic - just a yard and a half width of tarmac, but it does the job of keeping cyclists safe.

The County Council has no direct control over timetabling of commercial services, however we would encourage any operators to try and offer services that match travel times of employees from major businesses.

As part of the revised LTP3 targets and indicators, we will continue to monitor the total annual traffic mileage; this data is prepared by DfT. In considering the financial settlement announcements, it is clear that most of LTP3 will be implemented in a period of severe financial cutbacks and uncertainty. It is therefore felt that given this uncertainty it is not possible to set realistic and meaningful targets.

We will continue to review how we implement schemes across the County to ensure that they are fit for purpose and provide the best possible value for money.
Share of the national budget should be per mile, not per person? More private partnerships for capital improvements. If council were to provide materials maybe local communities could provide materials maybe local communities could provide labour e.g. cycleway /footpaths

Capital funding for highway maintenance is worked out based upon the overall length of the highway network. As North Yorkshire is one of the largest road networks in England, we receive road budget in proportion to the overall network length.

We will continue to investigate options to implement partnership working with local communities. We are hoping to roll out community involvement in winter maintenance in winter 11/12. This will be discussed and developed further as part of the local transport partnerships.

We recognise that there are several issues on the A64. We have undertaken a study alongside several local partners in to the main issues on the A64. Several measures have been proposed. As funding allows we will look to implement in partnership with the Highways Agency during LTP3.

Audit and double check before spending - look for the pitfalls and walk with the successes

Prior to spending money on schemes and measures, we will assess how well they will contribute to LTP3 objectives. We will make sure that implemented measures are fit for purpose and provide the best possible value for money.

We don't come in to the 'priority' areas as such and may go without because of this. Our main concerns are usually (and rightly) about A64 and this is not part of the LTP3 as this route comes under the highways agency.

We recognise that there are several issues on the A64. We have undertaken a study alongside several local partners in to the main issues on the A64. Several measures have been proposed. As funding allows we will look to implement in partnership with the Highways Agency during LTP3.

What percentage of help will go to support recovery of weaker economies is opposed to growing the stronger ones?

Measures designed to benefit weaker economies are broadly consistent with those that will help to sustain stronger economies. Promoting access and sustainability will be key to this.

Will pilot schemes be evaluated rigorously and the information used to inform / modify planning?

We will monitor the effectiveness of implemented measures and use information from this monitoring to inform future decisions.
<table>
<thead>
<tr>
<th>Safer and Pleasanter Access to Malton (SPAM)</th>
<th>Provision of cycle routes, especially to enable people to go about their day-to-day business. Need to spend more money on helping smaller communities instead of overspending in larger towns.</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>We recognise the important role that cycling can play across the County and the role that they can play in more rural areas, linking villages to towns. Due to reduced funding in LTP3, the main focus will be aimed at managing and maintaining the existing network. New infrastructure is likely to be limited, however improvements will be considered as part of the STIMPS process for possible implementation on the future.</td>
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<tr>
<td></td>
<td>SPAM (Safer and Pleasanter Access to Malton) which is campaigning for a dual cycle/footway between villages west of Malton and the town, believes NYCC should give greater emphasis to safer cycling provision at this complies with North Yorkshire Local Transport Plan (LTP3) Objectives stated objectives, i.e.:</td>
</tr>
<tr>
<td></td>
<td>- supporting flourishing local economies by delivering reliable and efficient transport networks and services. - reducing the impact of transport on the natural and built environment and tackling climate change. - improving transport safety and security and promoting healthier travel. - promoting greater equality of opportunity for all by improving peoples access to all necessary services. - ensuring transport helps improve quality of life for all.</td>
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<tr>
<td></td>
<td>How we prioritise potential schemes is being reviewed to fully take in to consideration the LTP3 objectives. All schemes will be reassessed against the updated ITP3 criteria.</td>
</tr>
<tr>
<td></td>
<td>The County Council recognises that there is a strong level of support for improvements to cycling infrastructure in the Malton area. These will be considered for potential funding during LTP3; however it should be noted that there is only a limited amount of funding available across the County.</td>
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<tr>
<td></td>
<td>Providing more self-help to parishes for e.g. snow problems by providing more exit bins etc. Recycling.</td>
</tr>
<tr>
<td></td>
<td>Giving people the choice of cycling SAFELY as means of transport for their daily activities meets all the above objectives.</td>
</tr>
</tbody>
</table>
|  | Consequently SPAM urges NYCC to re-consider its current policy for determining where funds are allocated as this is grossly over-weighted towards accidents which may involve a very small number of people but carry a substantial
number of points. This discriminates against schemes which have the support of a large number of points. This discriminates against schemes which have the support of a large number of people, and as in the case of the B1257 between Swinton and Malton, are highly unlikely to meet the criteria of needing cycle accidents to merit funding simply because the road is so dangerous that the majority of cyclists will not cycle on it. It is also very distressing to many people to learn that someone needs to give their life or be seriously injured before enough points can be scored to be considered for funding.

Empowering children and encouraging them to become independent should also score points - so where provision of safe cycling includes a route to a secondary school, such as scheme should achieve additional support.

In current economic climate enabling people to transport themselves at a costs substantially lower than motorised transport should be an additional factor when taking into account funding for cycling path provision.

Schemes/funding should also take into account wishes of villagers as stated in their parish plans with emphasis placed on whether a scheme will benefit all sections of a community either directly or indirectly and whether the funding will benefit more than one community with additional weight being given to those where several communities stand to substantially benefit from the one scheme.

Specifically SPAM would like to see funding provided to upgrade the footpath between Broughton and the 40mph limit in Malton to that of a dual cycle-footway.

Amotherby Parish Council has already established via its
Parish Plan that the majority want to see a cycle way while Swinton villagers are expected to show similar support in their Parish Plan. Such a scheme would also benefit those living in Appleton-Le-Street as well as Broughton and those wishing to cycle westwards from Malton which has the only national train station in Ryedale as well as a principal bus station.

SPAM believes NYCC is unaware of both the volume of vehicles and increase in the number of heavy goods lorries now using the B1257 which makes creating a safe cycling environment even more necessary.

With the new sports hall currently being built at Malton Scholl which will have a new entrance onto B1257 it’s even more important to provide the opportunity to cycle to and from the school.

The objectives relating to environment, climate change and healthier travel are worthy but not reflected strongly enough in the document. For example there seems to be an assumption that motor vehicle traffic will inevitably continue to grow and the strategy is a response to this. The strategy needs to have much more about management downward of traffic damaging to the environment and development of alternative models.

The stated Key Performance Questions and Key Outcome Indicators in the Summary document have very little, if any, linked relevance to issues relating to alternative transport and reducing environmental damage associated with road transport. Thus the question "what are we doing to adapt to climate change?" is asked but the Key Outcome Indicators stated could be more strengthening in engaging the change agendas.

As part of the, manage maintain and improve hierarchy, the County Council will work towards reducing traffic demand. Reducing the amount of travel and promoting more sustainable travel is something that needs to be achieved as part of a wider cultural shift across the Country. Through LTP3 we aim to work hard to achieve this, however it must be recognised that we will be reduced funding and that we need to ensure that what we already have works.

The indicators chosen represent a snapshot of how we are helping to adapt to climate change. We recognise that there are other indicators that could be measured and recorded, however these we feel that those chosen give a good indication of our progress. These indicitors will be reviewed throughout LTP3, and if required they will be amended / removed / added to as appropriate.
Reducing the use of motor vehicles in school runs; developing in partnership better positioning for the growth of electric vehicles; developing a better provision for cycling.

We recognise that a key priority in a period of reducing levels of funding is to ensure the current network remains fit for purpose. This is realistic but unfortunate in terms of engaging with a change agenda which produces a system appropriate to the 21st century.

All schools across the County know have school travel plans which promote more sustainable travel. It is hoped that they will be able to continue to implement these measures. NYCC made an unsuccessful bid for funding for electric car infrastructure; however we are considering ways through the development control process, where we can develop more electric charging points for electric vehicles. Likewise we will look to ensure that we implement a similar process for developing cycling infrastructure.

Based on current levels of funding, managing and maintaining the existing network is the best way of using our funding. Through processes such as STIMPS and through working alongside partners and businesses we hope to improve the network and add new infrastructure to encourage more sustainable transport across the County.

LTP3 recognises the importance of these towns and the specific characteristics of this area of the County. Tourism and the visitor economy is a significant part of the local economy. LTP3 also recognises that some wards in Scarborough do have a high level of deprivation. We recognise the role that transport can play in terms of improving weaker economies.

In particular, the Towns of Scarborough, Filey and Whitby are significant local centres of population, popular visitor destinations and the location for many business and local services. Seasonal work, coupled with a relatively low wage economy combine to result in several wads in Scarborough being some of the most deprived in the region.

Due to its location on the periphery pf the County, this area suffers due to relatively poor physical communication links with the rest of the County and national transport networks.

For the Borough of Scarborough, it will therefore be important to have the correct balance in the objectives aimed at reducing transport impact against the needs of the local economy, which is heavily dependent on visitor transport, parking and goods deliveries. This should include due consideration to road and rail transport links to and within the Borough.

The strategic road network remains an issue for the Borough of Scarborough. The A165, A171 and A170

We recognise the importance of these corridors, particularly the A64. It is hoped that actions and measures developed as part of the A64
continues to have constraints but the most critical link is the A64 and improvements to this transport corridor need to be pers. The Borough Council has contributed to and is participating in the undertaking of the A64 Transport Corridor Study.

There needs to be a close linkage between Borough and County Council strategies particularly town centre development and the Borough’s major projects programme.

The aftermath of the 2009/10 severe winter has left many roads weakened and bringing them back to standard is essential. Once the status quo is restored then the programme of improvements should be accelerated.

Build upon the introduction of Service Centre Transportation Strategies and maintain close links to Borough Council Strategies particularly where these have a Transport element in them.

- Consider the development of a generic travel plan for each the Service Centre Transport areas.

- Establish communication links that ensure strategic planning at Borough level is reflected in SCTS/LTP.

- Link between the Borough Council’s Town Centre Development proposals and LTP3 - The Borough Council has two key strategies that are likely to be affected by the LTP, the Parking Strategy and the Town Centre Development Strategy. These are both intrinsically linked already. As some of the potential town centre developments may depend on the relocation of study will be taken forward during LTP3. If and when further studies are undertaken, Scarborough Council will be involved again in the future.

The County Council will look to improve communication and partnership working with all district and borough councils.

The impact of Winter 2010/11 added to the damage caused by the winter of 2009/10 has had a significant impact on the highway network. During LTP3 the focus will be on ensuring what we have works, however when it is prudent to do so we will look at moving more focus towards improvements. The STIMPS process will help to ensure that improvements are delivered.

We will continue to work closely with all Boroughs and Districts across the County and seek to improve links with these authority’s policies.

This will be considered, however it is unclear whether funding will allow implementation.

Through the STIMPS process we will be working closely alongside all local planning authorities across the County.

Within LTP3 we have made the commitment to work alongside local planning authorities to assess the impacts of new developments as part of LDF developments. In the same manner we will work closely with planning authorities when looking at town centre improvements. The traffic models that have been developed alongside district councils across the County will provide a tool to assist in final decision making.
certain off-street parking stock. This will have an impact on traffic patterns in the area and the effect needs to be modelled in order to inform decisions that the Borough Council will need to take with respect to the redevelopment strategy.

It is recommended that LTP3 contain a section reflecting the transportation changes and road network improvements that are likely to arise from the redevelopment of Scarborough’s town centre.

330 Individual Harrogate Rail gets scarcely a mention and nothing at all regarding taxis and airports. Too much emphasis is given to statutory duty and not enough on the future.

The chief performance questions should be “what can we do to encourage people not to use their cars?” Connected to that is “How can we get people to use bus/rail/taxi/bus more? Rail and taxi have been ignored.

Integrating local bus and rail services, having cheap and regular services extending beyond the working hours will attract users. This is the case for the number 36 which has got me out of my car.

Light rail on existing track between Harrogate and Leeds / York is not an improvement. It was tried in the 1980s when DMV’s were replaced by single axle “bus trains”. We are still feeling the effects of that some 20 years on.

Encouraging heavier use is the answer 20 years ago the settle-Carlisle line was in threat of closure now its future is much brighter.

Based on current funding levels the focus of LTP3 is on our statutory duties and getting the most out of the existing network.

Other modes of transport such as rail and taxi can provide viable alternatives for many people. Promotion of these modes is outside of the remit of the County Council. However we would support in principle any measures that improve this provision.

The County Council does not have any direct control of commercial bus services. However we will work closely with commercial operators to encourage the use of these services. The 36 service has proven to be a success. In light of recent funding cuts we have had to reduce support for contracted services, which will have an impact on evening and weekend services.

The County Council does not have direct responsibility or control over rail services. However we would support in principle any improvements which would further increase patronage on railways in North Yorkshire.
I agree that the local economies where they are failing need extra help, the bus service to Skipton is know to be weak but nothing is done about it, but it would help the local economy.

The preservation of the Skipton end of the track of the former Skipton-Colne line which could be re-laid if there were the money should be essential to preserve.

Setting up car schemes for both older and the disabled accessible from computer at home or in the library. We don’t want to be stranded if we cannot drive or are disabled or both. But if there is little that can be done to impact the existing, the improvements could be considered, a wholesale new approach and new services that work. I know this would be costly but if it’s the only current money must be found.

Ideally we want more trains on the Settle -Carlisle line and Leeds line but probably cuts in funding will continue to prohibit this. There seems to be little hope of using Hellifield -Cleethorpes trains - border line at anything like the frequency one would like. The spare summer service is at its maximum this year and hope it will continue. We need more publicity for what there is and updating of timetable causes a regular basis. It is mind better but not total.

Bus services can play an important role in helping the local economy; however the County Council does not have direct control over the provision of commercial bus services. We would encourage commercial operators to introduce more services; however it is highly unlikely that we could support non commercial services.

The County Council has no direct responsibility over this route. We would support in principle measures to preserve this line,

Community transport and car share schemes can provide a viable alternative for many transport users, particularly those without access to their own transport. We will continue to work with community transport and community organisations to encourage the development of this type of initiative.

The County Council has no direct responsibility over rail transport. We would support in principle measures to expand services, however the responsibility for this rests with Northern Rail and Network Rail.
Road repairs and work carried out by utility companies is often of a poor standard. Better quality of repairs would last longer and save money in the long term.

Since the building of the ramped cycle bridge in Harrogate I have cycled regularly to work. However cycle routes in Harrogate are not “joined up” and need to be. Bus fares are expensive in Harrogate, and as a result people prefer to use their cars rather than use more environmentally friendly methods of making short journeys in Harrogate.

Throughout LTP3 we will work with utility companies to ensure that the repairs and works undertaken by utility companies are of the required standard.

During LTP3 and where funding allows, we will consider ways in which more sustainable transport options can be encouraged.

We recognise the benefits of a range of different transport modes. Both road and rail transport can provide viable options for users. Due to current funding levels it is unlikely that major new infrastructure schemes such as bypasses will be considered during LTP3. The County Council has no direct control over rail reopening, however we would support in principal proposals to reopen railway lines. We are however, unable to commit funds to these projects at this time.

We recognise the benefits of more sustainable travel and we will work to encourage the use of more sustainable travel modes by all transport users across the County.

The manage maintain and improve process is designed to benefit all transport users. We recognise the benefits of more sustainable travel and we will work to encourage the use of more sustainable travel modes by all transport users across the County.

The County Council supports in principal rail re-openings, particularly the Skipton to Colne and Harrogate – Ripon- Northallerton routes. Additionally we would like to see former railway infrastructure protected for possible future transport use. It is however important that each proposal is assessed on its individual merits and the business case for re-opening. Based on funding constraints the County Council will not actively promote or fund studies into the re-opening of any disused railway unless there is a strong chance of alternative funding being available for the re-opening. This applies to both passenger and freight proposals.
2. 20 mph blanket speed limited for all North Yorkshire direct urban areas as Portsmouth has done. This is a relatively cheap solution as it doesn't need traffic calming and has to be done with communities see www.20splentyforms.org.uk

Pedestrians to be truly given priority in North Yorkshire followed by cyclists, then public transport - all before car-based maintenance improvements. E.g. simple example salt pavements before roads!

Prioritising walking, cycling, buses and rail including missing links in the networked for all these activities and making them safe to do.

These are also much cheaper in these economic times e.g. Skipton-Colne/Burnley is 2/3 costs of 3 mile of M6 Heysham link road. Alternatively for a mile of new road you could have 92 miles of cycleway.

Although I live across the border in Lancaster I am a potential tourist who would love to frequently visit North Yorkshire. Please help us get our rail connections back by:
- Contributing to a Grip 2 study into Skipton-Colne.
- Strongly advocating its reopening in LTP3, with government, other councils and bodies for it to be included in the network rail 2014-2019 5 year plan

It is supported by 3 North Yorkshire District Councils, 10 North Yorkshire Town Councils and 29 North Yorkshire Parish Councils

The parish council would like to reiterate the lack of access to public transport due to the hazardous A64 dual carriageway with no protection for pedestrian to ‘catch a bus’ and return home safely

335 Whithall Parish Council

20mph zones will be considered at individual locations based on each sites specific characteristic. We do not at this stage consider blanket 20mph zones to be appropriate.

The County Council has a responsibility for all road users. The County Council will continue to manage maintain and improve the highway network to benefit all transport users.

The County Council supports in principal rail re-openings, particularly the Skipton to Colne and Harrogate – Ripon- Northallerton routes. Additionally we would like to see former railway infrastructure protected for possible future transport use. It is however important that each proposal is assessed on its individual merits and the business case for re-opening. Based on funding constraints the County Council will not actively promote or fund studies into the re-opening of any disused railway unless there is a strong chance of alternative funding being available for the re-opening. This applies to both passenger and freight proposals.

The County Council in partnership with other authorities and agencies has funded a study to identify a range of possible measures to be implemented along the A64 corridor. Dependant upon funding, we will look to try and implement these during LTP3.
Embsay with Eastby Parish Council

Keep bus passes. Help parish councils to identify and deliver transport improvements and traffic safety measures in their parish by making the best use of their monies. Better liaison between Highways and Parish Councils. To provide improved plans.

Individual HG3

I believe it is absolutely essential that the County Council should persuade people to leave their cars and walk, cycle use public transport for health and environmental issues.

Concessionary bus passes are a statutory duty for the County Council and will remain in place as long as government legislation allows for them. We are looking at ways in which we can improve working alongside Parish and Town Council. We are hopeful that the local transport partnerships can help us to do this.

Increasing the use of more sustainable modes of transport is an important part of LTP3.

Individual BD23

Lack of coordinated transport little mention of rail priorities on road maintenance are not good enough.

Co-ordinated bus/train services (e.g. dales buses from Grassington to Skipton arrive at Skipton station in time to see the Leeds Train disappear and a half hour wait ensures. Parking at Skipton is a problem if using a car -

The County Council does not have responsibility for rail links in North Yorkshire. However we will support in principal measures to improve rail services in North Yorkshire.

Reopen strategic railway lines
1. Skipton - Colne
2. York - Beverley
3. Harrogate - Ripon

The County Council supports in principal rail re-openings, particularly the Skipton to Colne and Harrogate – Ripon- Northallerton routes. Additionally we would like to see former railway infrastructure protected for possible future transport use. It is however important that each proposal is assessed on its individual merits and the business case for re-opening. Based on funding constraints the County Council will not actively promote or fund studies into the re-opening of any disused railway unless there is a strong chance of alternative funding being available for the re-opening. This applies to both passenger and freight proposals.

Improve rail links in North Yorkshire
1. Double the line between Knaresborough and York. Introduce 1/2 hourly service - more frequent still during rush hours.
2. 20 minute service at least between Harrogate and Leeds.
3. Electrify line.

The County Council does not have responsibility for rail links in North Yorkshire. However we will support in principal measures to improve rail services in North Yorkshire.

The County Council does not have direct control over timetabling of bus services. Where possible we will encourage operators to try and ensure that services integrate better with other services.
which is a must in rural areas.

**Better us of rail (e.g. reopen Skipton-Colne urgently)**

The County Council supports in principal rail re-openings, particularly the Skipton to Colne and Harrogate – Ripon- Northallerton routes. Additionally we would like to see former railway infrastructure protected for possible future transport use. It is however important that each proposal is assessed on its individual merits and the business case for re-opening. Based on funding constraints the County Council will not actively promote or fund studies into the re-opening of any disused railway unless there is a strong chance of alternative funding being available for the re-opening. This applies to both passenger and freight proposals.

**How does LTP3 intended to influence railway public services from Skipton and Hellifield into Lancashire.**

The County Council supports in principal rail re-openings, particularly the Skipton to Colne and Harrogate – Ripon- Northallerton routes. Additionally we would like to see former railway infrastructure protected for possible future transport use. It is however important that each proposal is assessed on its individual merits and the business case for re-opening. Based on funding constraints the County Council will not actively promote or fund studies into the re-opening of any disused railway unless there is a strong chance of alternative funding being available for the re-opening. This applies to both passenger and freight proposals.

**Needs for better routes to Leeds/Bradford and Manchester Airports.**

We recognise the need for good surface access to airports. Where funding permits we will work with partners to try and improve access to airports.

**Reduced congestion in Harrogate and Scarborough.**

We recognise that congestion issues can be severe in Harrogate and Scarborough. Through more effective management and maintenance and selective improvements we will try to reduce congestion.

**Rural communities have always been neglected in preference o the larger areas of population. National politicians don't care.**

LTP3 is aimed at benefiting all transport users across the County. As North Yorkshire is a rural County, there is a strong focus on rural issues.

**Subsidise public bus transport. Encourage local minibus**

The County Council subsidise many services across the County.
<table>
<thead>
<tr>
<th>Services</th>
<th>Funding cuts have meant a reduction in the number of services that we have been able support. We will continue to encourage public transport operators to use more environmentally friendly fuels.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use biodiesel in public service transport. Add £50.00 per year to all poll taxes for next 100 years and use income to improve transport.</td>
<td>Marrick Parish Council  Lockton Parish Council</td>
</tr>
<tr>
<td>Winter maintenance for all areas of highways network should be given priority. The improvements in transport links should be given greater importance. Bus and train times could be improved to 'match-up' better. Need to make efficiencies. Ensure contracted out work is carefully monitored and to the right standard. Must maintain existing network in reasonable state to avoid increasing additional accidents. We need sustainable communities not commuter towns. Surely the number one objective is to reduce the amount of cars and encourage other forms of transport e.g. cycling, walk, public transport.</td>
<td>The County Council is committed to providing a winter maintenance service across the County. The County Council does not have direct control over timetabling of bus services. Where possible we will encourage operators to try and ensure that services integrate better with other services. Throughout our operation, both internally and alongside our partners and contractors we will continue to investigate ways of improving efficiency and value for money in how we deliver our service. This is one of the aims of our manage maintain and improve hierarchy. It is important that all transport users make the most sustainable travel options. Where possible through the local delivery of services, we will try to reduce the need to travel.</td>
</tr>
<tr>
<td>Your emphasis still seems to be reducing congestion, economies, other modes surely maintenance of highway network should prioritise bus routes what about environment, more cars = more pollution. On one hand you need to get more out of the existing transport infrastructure but you need some transport improvements e.g. park and ride, bus lanes and cycle routes. 1. More use of cycling walking and public transport.</td>
<td>Selby Civic Society</td>
</tr>
<tr>
<td>It is important that all transport users make the most sustainable travel options. Where possible through the local delivery of services, we will try to reduce the need to travel. Prioritising maintenance is based upon engineering assessments, which help to identify which parts of the network require maintenance and repair. This helps to prioritise funding across the network. We recognise that there is a balance between managing and maintaining the network and further improving it. Where transport issues cannot be addressed through managing and maintaining the network, improvement measures will be considered. We encourage the use of more sustainable transport throughout the County.</td>
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</tbody>
</table>
2. More money for park and ride, bus lanes and cycle routes

3. More support for unprofitable bus services

4. Liaise with planning to stop vast new housing in a town like Selby that is losing employment uses yet builds houses so people commute by car to York, Leeds and Doncaster.

Where finding allows, improvement measures will be considered.

Funding has been reduced, and as such the support that we provide for many bus services has had to be reduced. We will continue to ensure that a level of service remains.

We will continue to work alongside all planning authorities as part of the introduction of their local development frameworks. This will help to ensure that the transport implications of these developments are fully considered.

Traffic monitoring and exercise are only undertaken when deemed absolutely necessary. In addition to manual surveys we have a range of permanent automatic traffic counters across the County. We are looking at how we can reduce the number of traffic counters to further reduce costs. Implementation of CPE is currently being considered throughout the County. This will be fully assessed and an appropriate business model will be produced to ensure that it is self financing and does not cost the County Council extra money to operate.

The County Council will continue to treat routes during times of freezing weather and snow conditions. We work hard to ensure that as much of the network is being used as possible. Throughout LTP3 we will continue to improve the information that we supply through local media outlets and also further encourage improved driving behaviour and habits.

On page 65 and 66 of the report details are given about the

Public rights of way can provide valuable transport links. Where the
regular assessment of footways (pavements) and roads according to their usage, and there is great emphasis on the safety of public being essential. However, it is often the case that when a definitive right of way becomes dangerous the response is 'we cannot do anything about it due to lack of funds'. This begs the question, why should those who chose to make their journeys on a footpath be treated differently from those who are on footway? It would be good to think that there is equal concern for all who travel from A to B within the county, on whatever part of highway network and for whatever the purpose. The idea that the journey only has worth if it is 'productive; is questionable.

Verge management - North Yorkshire in this LTP purposes leaves many verges 'natural', uncut until after flowering. This will encourage more ragwort (a notifiable weed), nettles and saplings. Verges often form an essential safety margin for those not in a car, and when uncut will mean potential users will be forced to share the road - the risks should not be overlooked by woolly thinkers who only use cars.

Transport linkage - more effort could be made to link sustainable transport options within the LTP - covered/secured cycle parks adjacent to key bus junctions. Flexi-taxi systems working on a coupon system for rural areas. Car-share incentives. This is not easy in a rural county like North Yorkshire where using public transport is patently difficult - is it realistic to do the weeks shop with 3 small children by bus, and if your working hours are not regular, how can you car-share? Why could rights of way not be useful links to bus route and be promoted/spruced up to encourage district councils to provide green links in and out of each new development framework site?

PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining an improving these routes from LTP budgets. In other cases (such as footpaths and bridleways used purely for recreational walking and cycling) it is neither appropriate nor affordable to fund maintenance and improvement from LTP budgets.

The County Council is working closely with partners in the National Parks to try and develop a way in which the needs of managing the verges, providing access for non car users, and also providing improved visibility for motorised transport users.

Where possible we will look to improve sustainable transport options across the County. We will continue to work closely alongside community transport operators across the County to improve access for all users. Rights of way, where they provide a useful link they will be considered for maintenance and improvement form LTP budgets. Through the STIMPS process and working closely alongside the local planning authorities we will work to ensure that sustainable transport options are considered as part of any new developments.
Maintenance is a bottomless pit, which means that improvements will never ever be made = stagnation. Lack of funds could always be used as an excuse not even to maintain on occasions. There will be times when improvements are justified in order to achieve some of the objectives stated such as improved safety (particularly for NMUs to encourage sustainable travel).

Better liaison with volunteer bodies to carry out local maintenance on rights of way, reporting on highway defects etc.

I do not agree that maintenance and management must always take priority over improvement, because, with constrained resources, it is unlikely that improvements are most justified in order to achieve some of the objectives stated, such as improved safety (particularly for Vulnerable Road Users to encourage sustainable travel) or to access services or places of demand, or to link communities for the benefit of the local economy.

As there is only limited funding available it is important that we prioritise the funding that we have to make sure that we get the most from it. We will continue to look at alternative ways of funding improvements such as the STIMPS process, which will help to deliver improvements to the network as part of new development proposals.

Better liaison with volunteer bodies to carry out local maintenance on rights of way, reporting on highway defects etc.

During LTP3 we will look at ways of improving the amount of community and volunteer involvement. An example of this is, parish council clearing snow form footways.

I do not agree that maintenance and management must always take priority over improvement, because, with constrained resources, it is unlikely that improvements are most justified in order to achieve some of the objectives stated, such as improved safety (particularly for Vulnerable Road Users to encourage sustainable travel) or to access services or places of demand, or to link communities for the benefit of the local economy.

As part of the manage, maintain and improve hierarchy we will look to address transport issues through management and maintenance first. If the issue cannot be addressed using these, improvements will be considered.

As there is only limited funding available it is important that we prioritise the funding that we have to make sure that we get the most from it. We will continue to look at alternative ways of funding improvements such as the STIMPS process, which will help to deliver improvements to the network as part of new development proposals.

Better liaison with volunteer bodies to carry out local maintenance on rights of way, reporting on highway defects etc.

LTP3 as a process to achieve outcomes for North Yorkshire continues to demonstrate the bias held by policy makers to favour the areas of the County which lie east of the A1/M1 corridor. This view is widely held by thousands of people living in Craven who are councillors, public and private sector workers, business entrepreneurs, community sector volunteers, the general public, vehicle drivers, bus and train travellers.

The stated aims of LTP3 are clear and understandable. Localities to the North West and West of the County know from past experience that LTP is only for the benefit of the East of the County where deprivation indices indicate the greatest need.

Clearly for the Craven locality, NYCC has had no vision fro
developing productive collaboration with Leeds/Bradford of Lancashire authorities to establish a vision for road transport to bring economic growth for Craven. A clear resolution to A65/A59/A6068/A629 transport corridors in Craven is required.

The Aire Valley is an artery to Leeds City Centre Region and is essential for road freight within Craven and for through traffic, contributing to local economy and wider economy of Leeds City region.

Rail; transport strategy is poor due to central government bias against North Yorkshire. East and West Coast rail travel, passenger and freight to London, South to East. West coast ports and Channel Tunnel lags behind other European regions.

The SELRAP initiative to reinstate Clone-Settle rail link must be considered in parallel with the Colne-Earby-Thornton A56 road bypass.

The A59/A65 corridor and Skipton traffic issues are not envisaged in LTP3. The A56/A6068/Kildwick Level Crossing and railway station requirements lie beyond the political will of NYCC with the focus in LTP clearly centred on Scarborough and a continuation of LTP1 and LTP2.

Rural bus transport requires greater security for financial future proofing road infrastructure. Scarborough, Harrogate and A1/M1 corridor are the only beneficiaries.

The Public Consultation in Skipton on May 19 took place before the LTP document was received in Craven. It was not advertised.

will look to work closely with both West Yorkshire Authorities and Lancashire County Council to address transport issues along these corridors.

We recognise the importance of the Aire Valley to the Leeds City Region and to the Craven area. We will work through LTP3 to ensure that measures are being addressed.

The County Council will continue to support in principal measures to improve rails services in North Yorkshire,

The County Council supports in principal proposals for rail reopening. Based on current funding and proposed funding structures form DfT it is unlikely that any new major infrastructure projects such as bypasses will be considered during LTP3.

Further details of these areas are included with the local economies appendix alongside details of other areas across the County. We recognise the issues at Kildwick Level Crossing, however at this time it is unlikely that funding will become available for implementing improvements on the highway network.

Where funding allows, we will continue to support rural bus services across the County.

The consultation was advertised in the NY Times in April 2010, which was distributed to all homes in the County. Additionally it was advertised in other local media, alongside a letter sent to all stakeholders including Parish Councils.
Perhaps a new solution would be to encourage Craven's NYCC elected members in the LTP process and listen to the voice of Craven AND REPORT BACK. Keep Craven people informed, involved and understanding of the compromises on the choices which have to be decided upon.

Management and maintenance are vitally important but LTP document suggests that transport improvements are secondary and so will be deferred 'until next century', especially during the decade of financial stringency until 2020's.

The Craven Transport Strategy needs may not be implemented until 2020's but, by not identifying them and defining the outline framework for improvements, the transport solutions which were needed in 1990's won't be in place before 2050's.

It is clear that LTP officers did not want consultation input from Craven and that NYCC is already decided upon what it will do. What it will do is ignore Craven again.

Supplementary comments:
1. Consider a low cost 'rail bus' light train frequent service between Skipton-Settle for shopper/tourist use in Summer season.
2. NYCC Minerals Development Strategy implemental must be triangulated with LTP to accommodate the impact of minerals and logging road haulage.
3. Bus passes not valid before 9.30am prevent people getting to early health appointments.
4. Bus operators allegedly overcharging District Councils on standard concessionary fares e.g. passenger travelling

The proposed local transport partnerships will provide the opportunity for local people and local councillors to raise issues and also to gain information form the County Council on why decisions are being made.

As part of the manage, maintain and improve hierarchy we will look to address transport issues through management and maintenance first. If the issue cannot be addressed using these, improvements will be considered.

We will continue to identify possible improvements during LTP3 so that we are in a position to look at implementing them, should funding become available.

We welcome input form all communities and all stakeholders across the County.

We do not have any direct control over rail transport in North Yorkshire.

Throughout LTP3 we will continue to work alongside the timber industry and minerals industry to try and minimise the impact of their operations on the transport network in the County.

Bus travel is still available at these times for concessionary pass holders. However there is a charge for using services at this time.

There is a flat charge for all services. This ensures that the charges are consistent.
one fare stage - District Council is charged for the whole route travelled.

5. Need for LTP district partnership involving Parish Councils through YLCA.

See comments ref the local transport partnerships.

ED BUS 2

Arising out of our meeting of B.U.S we agreed to repeat our call for the following.

1. The dales and District bus currently terminating in Richmond at 18.52 to remain in service when returning to the depot, through Catterick Village and other parts of the route.
2. The Richmond town service terminating at 23.00 to continue in service as above.
3. The Hodgsons 9.31am service to be increased by running Thursdays.
4. A return 34 service from Darlington to Catterick and Marne Barracks, departing at 12.30pm.
5. The continuation of services, currently terminating at Colburn to continue to Catterick and Marne.
6. The re-introduction of the former 47/48 circular alternating service, of which the 32 is the remnant. 7. The introduction of a service between Hunton and the Garrison, which would also improve the service at Scotton, which is currently one out-one in.

Tesco’s for all it is the ARRIVA hub does not have a bus shelter and the picking up point faces due north. > ARRIVA drivers are still questioning the bus pass use before 9am on the x34.

ED Individual 3

Free bus passes for the over 60’s and disabled have made a great improvement to my life and many others. I want to thank NYCC for implementing the policy to make the passes valid nationwide.

Free rail passes would be nice too. Surely it can't cost

These comments have been noted.

The County Council does not have any direct responsibility over rail
much more to have extra people on a train that is already running! Senior railcards are costly and only worthwhile for long journeys. Some places in Craven have no bus connection to Skipton, say, but do have rail connection, e.g. Bentham. >

Improving the timetables to synchronise buses and trains would help. For example if a train from Hellifield to Skipton at about 10.40 is very late or doesn't run, there is no time to walk 200+ yards to the bus stop to catch the 10.45 bus. (That is if you find out about the train in time, there is no public address/info system at Hellifield). Also with an hourly service to Skipton, you have to wait nearly an hour for some connecting services to/from places like Harrogate. I realise this is expecting perfection but.....

Recognising that people in isolated places need their own transport, if there were better more imaginative public transport schemes, private and public transport could be combined. For example, free car parking close to train/bus stations/stops and park and ride schemes.

We do not have direct control of timetabling of public transport services; however we encourage all transport operators to try where possible to coordinate services.

More Bus routes and more frequent buses, particularly at busy times (free passes have led to many buses being full, which is good). Also evening services would be appreciated so that people can go to town for events or to socialise. At present the last bus from Skipton to Giggleswick leave at 5.45pm apart from term-time when there is one around 9.00pm. Most concerts/films etc don't finish until 10pm or later. >

Linking up bus and train stations with each other, and with hospitals, health centres, and high streets etc - a round robin service. If you are disabled you can't manage the walk from bus or train to Skipton. If a bus went to the hospital you wouldn't need an ambulance in many cases thus services in North Yorkshire. We would welcome any measures by rail operators to encourage further use of rail transport.

We recognise that parking at public transport stations and park and ride facilities can play important roles in encouraging the use of public transport services and help to improve access to services.

The County Council does not have direct control over the operation of commercial public transport services. We would encourage further expansion of commercial services across the County. Due to funding cuts, we have had to reduce support for non commercial services, which has impacted on many evening and Sunday services.

Any service such as this would need to be commercially viable as it is unlikely that the County Council would be in a position to support this. Community transport services can provide a viable alternative for many transport users across the County, particularly for disabled and older people when accessing healthcare.
Encourage supermarkets and more shops selling large items to provide a delivery service to where people live. One could then go to shop by bus, select goods and return home by bus to await delivery. We don’t all have computers or want to shop on-line. I like to see what I am buying before paying for it.

I am very pleased the NYCC has provided a pelican/puffin crossing on the A65 at the bottom of station road Hellifield. I raised the problem when I first moved here in 1996! However one improvement would be to arrange the time setting so that traffic stops as soon after the button is pressed as possible. It must be so frustrating for drivers coming after a sufficiently long break in traffic to allow the pedestrians to cross before the lights change, never mind the pedestrians waiting for lights to change, and when they do there is no more traffic. Though I imagine it does help to slow the traffic when drivers do not always seem to adhere to the 30mph limit.

Local delivery of goods and services is an important way in which we can improve accessibility for many people. Whilst we don not have direct control over how individual business operate we would support in principle any initiatives that encourage local service delivery.

The crossing is a puffin crossing which uses sensors to identify an appropriate break in traffic to switch the lights to allow pedestrians to cross. Sometimes this may be almost instant (if there is no traffic when the button is pressed) other times it may be delayed until a suitable break in traffic or until a set a maximum time if no breaks in traffic are available.

Hopefully you are able to consider my views, as despite not being a north Yorkshire resident, I do live extremely close to the county boundary with Lancashire. With this in mind my family and I spend a lot of our time travelling in North Yorkshire for reasons of leisure and matters of a commercial nature. Having read through your draft I was both surprised and disappointed not to see any mention of connections into Lancashire or the North West region as a whole.

Further details of the connections with Lancashire are included with the LTP3 Appendix – supporting local economies.

Around North Yorkshire there are many sections of former railway route and sidings which have the potential to be re-instated and re-opened for rail traffic or to serve other transport uses such as conversion to pedestrian / cycling /equestrian routes. A number of these were identified in LTP2 including sections of the Wensleydale Railway, the Skipton to Colne Line, the Harrogate, Ripon, Northallerton Line and the Embsay railway near Skipton. The County Council will continue its policy from LTP2 of recommending the planning authority protect former rail infrastructure in their Local Development Frameworks for possible future transport use. It must however be recognised that rail re-instatement and re-opening is generally expensive and therefore, whilst supporting railway re-opening in...
North Yorkshire as you will be aware. This would be a wonderful improvement to make in my opinion, and would open up many new opportunities to people both in the North West and North Yorkshire. It would also have obvious environmental and tourism benefits to North Yorkshire.

As far as I can see, the proposed re-opening of this cross border route falls in line with all of the objectives listed in your draft summary. I do accept funding will be a huge issue on this matter, but I feel very much that North Yorkshire should be at the very least promoting something like this within a transport plan, especially when it assists with all of the listed objectives. I strongly urge you to promote improved connections from North Yorkshire into Lancashire and beyond as part of your final LTP3. The impact of people visiting North Yorkshire has to be given strong consideration, as I would suggest the local economy relies heavily on these visitors both now and in the future. Likewise I am sure North Yorkshire residents especially in the West of the county would find great benefit from better connections into the North West Region.

The road network within Harrogate is frequently grid-locked during rush hour periods and at weekends. I would appear to be nigh-on impossible to provide much in the way of new relief roads in the area given the layout of the town, and I believe that it therefore falls largely on alternatives to road transport to offer real improvements, with a strong emphasis on negating the use of the private motor vehicle wherever possible.

Significant improvements to the local rail network are urgently required so that this means of transport is a viable alternative to road. As a user of the York-Harrogate-Leeds rail link it is clear to me that much can be gained by making York-Harrogate link dual track, as I believe it once was. By principle it is highly unlikely that the County Council will be able to provided any financial support either for investigatory work or for actual re-opening schemes.

We are looking at ways in which we can address congestion issues in Harrogate and other urban areas across the County. Encouraging the use of alternative modes of transport is likely to form a key way of reducing congestion levels.

The County Council has no direct control over the provision of rail services and rail infrastructure. We would support in principle any measures that help to increase patronage and the number of services on the rail network. Rail in many instances can provide a viable alternative for many transport users across the County.
electrifying the link, better, faster rolling stock can be employed to ease the current gross overcrowding of the rush hour services to and from Harrogate. Link improvements would also afford the possibility of direct Harrogate-London rail services, something which has been debated again recently. As someone who frequently commutes to London from Harrogate a fast regular service would welcome - at present, I have no real alternative but to use my car.

The A61 road from Ripon to Harrogate is always busy, and over the years has claimed a number of lives due to its winding nature and pitch points. Re-establishing the Harrogate - Ripon railway branch line even as a single track working would I firmly believe help reduce road traffic between the towns. Provision of better cycling routes within the borough would also help reduce car usage.

The cycle routes in and around Harrogate are very bitty and there does not seem to have been any real attempt in creating dedicated cycle lanes and routes. Cycling is very much enjoying a renaissance across the UK. As a regular cyclist the current provisions in Harrogate are, in my opinion, very poor and cyclists are not well served.

Bus lanes in congestion hotspots throughout the town and district would help, so that public transport was afforded some priority during peak periods. This would also offer safer routes for cyclists, perhaps reducing the need for dedicated cycling routes. The task in improving public transport is clearly complex and costly. However doing nothing is not in my opinion an option. Many people use their cars because no real alternatives exist. If they did I believe that road congestion in the area could be reduced which in turn will benefit the entire town

The County Council has no direct control over the provision of rail services and rail infrastructure. We would support in principle any measures that help to increase patronage and the number of services on the rail network. Rail in many instances can provide a viable alternative for many transport users across the County.

Due to funding levels it is unlikely that during LTP3 we will be in a position to implement new cycling infrastructure. The focus will be on getting the most out of the existing network. We will be exploring other options for funding including the STIMPS process and also from any other funding that may become available.

Improving infrastructure to support the use of passenger transport across the County is one way in which that we can help to promote sustainability and reduce congestion. We will work throughout LTP3 to try and encourage the use of alternatives to the private car, such as public transport.
Transport issues were a high priority in the responses to our Parish questionnaire. I would draw your attention to the following issues.

1. 70% feel that the 3 villages should be linked by safety footpaths. This item received the strongest support in the whole questionnaire. The reasons are primarily improved safety, bringing 3 villages together and a safe cycling route for children.

2. 58% of the residents supported the Great Smeaton Bypass. This has been on the plans for at least 50 years. We have recently been informed that it may no longer be on the plans. Given the very poor safety record of the A167 and the problem with speeding within the 3 villages we suggest this should be a priority.

3. Only 13% of the residents use the buses at present. The reasons are outlined in the plan. In response to the plan the bus company basically stated that if the county did not subsidise the service they would not run a service and they were not interested in improving the timings or frequency.

Based on current levels of funding it is unlikely that the County Council will be able to fund new infrastructure improvements. The focus of LTP3 is aimed at getting the most out the existing network. We will continue to identify schemes so that should funding become available they can be considered for funding.

Based on current levels of funding it is unlikely, that any major infrastructure projects such as bypasses will be implemented during LTP3.

The County Council does not have control over commercial bus services. We will encourage operators to extend service provision where possible. Due to reduced funding it is unlikely that the County Council will be in a position to subsidise further bus services.

The County Council has no direct control over the provision of rail services and rail infrastructure. We would support in principle any measures that help to increase patronage and the number of services on the rail network. Rail in many instances can provide a viable alternative for many transport users across the County.

In view of the proposed changes to the East Coast Main Line Railway Timetables, I consider it imperative to introduce a 30 minutes rail service between York & Knaresborough, by extending the present terminating trains at Knaresborough.

This would involve an additional train and crew.

At present the Blackpool York trains have a lay over of virtually an hour at York and could thus provide the rolling stock for such an improvement at no capital cost.

I would not object to some paths being kept for Steam Specials and the like on the single track between Poppleton.
& Knaresborough, but a 30 minute service for most of the day is imperative to maintain reasonable connections to the North & South of York.

**ED 8 Individual**

Bus services between Catterick and Richmond, Darlington and Northallerton are infrequent and expensive. 44% of the workforce in Richmond District council comprises of the military and mod civilians in the Garrison area, most of them residents within the borough and the services offered are at best poor.

I would like to see a frequency of service which could be utilised by the younger members of the military community, particularly during periods of a brigade deployment as we find ourselves at the moment. We have 4000 troops on a six month deployment at present with many of the dependants unable to drive and due to the insufficient bus services, rarely leave the Garrison unless transported by a relative or member of the welfare office to their destination.

The taxi companies and council have taken full economic advantage of our remote location and less than perfect bus services, and only offer a hackney cab service, which does have its benefits in the licensing and safety for our personnel but only serves to restrict movement based on cost. I live in Catterick village and a six mile trip up to the Garrison costs £11.60 during working hours and the meter starts at £2.35 when you get into the cab. As an established two income family this is feasible on the odd occasions but my considerations again are for the 1 driver family with a deployed partner and the 1700 recruits under training at ITC who have little other choice than to use the hackney cab service to get home at weekends.

I would like to see the introduction and council support of a mini cab company that does not charge hackney prices and a bus service arranged, in consultation with Infantry Training Centre and the Garrison Commander to better

The County Council does not have control over commercial bus services. We will encourage operators to extend service provision where possible. Due to reduced funding it is unlikely that the County Council will be in a position to subsidise further bus services.

Community transport services can provide a viable alternative to passenger transport and taxi services. The County Council will continue to support several community transport operations across the County. We recognise that the issues within the Garrison area can often be acute; however the County Council will look to work alongside partners in the area (MOD, transport operators) to address these issues.
Support for reopening the Skipton-Colne railway in LTP 3
SELRAP is aware that the County Council has recently made public the draft version of its next Local Transport Plan 3 (LTP3) for the period April 2011-2016. And that the County Council’s stated aim is to build on the successes of the previous plans and to make improvements to the transport system which will really benefit people living and working in North Yorkshire. SELRAP understands that the final plan will have to be approved by the full Council, and that this is planned for December 2010.
SELRAP’s campaign to see the Skipton-Colne rail line reopened as part of a new inter-regional route linking the City Regions of Leeds with those of Central Lancashire, Manchester and Merseyside already enjoys the implicit support of North Yorkshire County Council.
But, following up on the combined advice of high profile speakers at our highly successful Autumn ’09 conference, SELRAP is at an early stage in moving towards delivery of this exciting project. Indeed, a report prepared by consultants engaged [by SELRAP] earlier in the years paves the way for moves towards a GRIP 3 study, and the formation of a Project Delivery Group. That said, SELRAP is acutely aware of the fact that a great deal of work remains to be done before rail services between Yorkshire and the wider North West can resume.
And prerequisite to the interest of potential funding partners [for reopening the Skipton-Colne rail line] is the inclusion of firm support for the proposal within North Yorkshire’s LTP3.

Mindful of this, of concern is the fact that, whereas improved links to Leeds City Region, York and Tees Valley Around North Yorkshire there are many sections of former railway route and sidings which have the potential to be re-instated and re-opened for rail traffic or to serve other transport uses such as conversion to pedestrian / cycling /equestrian routes. A number of these were identified in LTP2 including sections of the Wensleydale Railway, the Skipton to Colne Line, the Harrogate, Ripon, Northallerton Line and the Embsay railway near Skipton. The County Council will continue its policy from LTP2 of recommending the planning authority protect former rail infrastructure in their Local Development Frameworks for possible future transport use. It must however be recognised that rail re-instatement and re-opening is generally expensive and therefore, whilst supporting railway re-opening in principle it is highly unlikely that the County Council will be able to provided any financial support either for investigatory work or for actual re-opening schemes.
are included within North Yorkshire’s [LTP3] wish list, links to Lancashire, or the wider North West are notable by their absence. Indeed, my search of the entire document flagged up not a single mention of Lancashire or the North West ….. Despite North Yorkshire’s common border with the former of no less than 45 miles in length! And historic crossing [in both directions] of same for business, employment, leisure purposes, and more.

I know that you will be the first to appreciate the mutual benefit of joined up thinking re rail transport. Thus the hope that you will ensure that North Yorkshire County Council’s LTP3 features the highest possible level of support for proposals to reopen the Skipton-Colne rail line as part of a new inter-regional route, with economic development, environmental benefits, improved accessibility for employment, business and leisure purposes stamped all over it.

After all, transport is all about joining people, places and regions together, to the advantage of all. There being no place in the modern world for an “island economy” mentality. And new rail services have a track record of encouraging [and sustaining] economic growth.

Given the impact of recent and future housing growth on traffic and congestion and that all roads into / out of Filey have a level crossing he has suggested that we should include a new road into Filey (without a level crossing) or a bridge over the level crossing in the LTP 3. As part of our work alongside local planning authorities related to future developments, issues such as the level crossing in Filey will be considered as a potential for implementing a new scheme.
The Parish Council wish to confirm a view that the urbanisation of North Yorkshire rural communities, by way of insensitive highway signposting, whether it be white lines, yellow lines, Road marking, direction signs and the like is to the detriment of our heritage and adds little if anything to highway safety.

Rationalisation and standardisation of highway furniture is long overdue and proper consideration of village gateways will not only save costs but enhance awareness and support a safe environment.

We recognise that in many instances road signage and street furniture can have a detrimental impact upon local landscapes and townscapes. Where applicable we will consider not replacing signs, providing they do not have a negative impact on safety.

Landscape and townscape issues will be fully considered when introducing any new measures and infrastructure on the highway network.

To encourage cycling a well planned series of cycle paths need to be built. In particular along the A684 between Northallerton and Bedale. My husband and I frequently cycle along this road on our way to the Dales. We see many cyclists from people going to work to small and large groups cycling for pleasure.

There is no way of cycling in the Dales without crossing the River Swale and the A1. Even using back roads through villages initially involves main roads. Using back roads also entails an extra 5 miles between Northallerton and Bedale, not much in a car but an extra 10 miles in a round trip can be an hour or so on a bike.

If a cycle path was built along the verge (lottery grants perhaps) it would be safer for commuters and leisure cyclists alike. People from Ainderby Steeple would be encouraged to cycle to Northallerton. No parking problems and no charges and less inconvenience for motorists. It is only 3 miles.

These suggestions would improve road safety, ease congestion and promote the benefits of sustainable modes of transport.

Whilst the County Council recognises the benefits that cycling can provide it is unlikely that, based upon available funding, we will be in apposition to fund new cycling infrastructure during LTP3. We will continue to investigate alternative funding options for this type of scheme.
Bus travel in general is very uncomfortable. Drivers only seem to be able to hammer the break and accelerator pedals and give no consideration to their passengers. I suggest training for all bus drivers in the art of smooth, careful driving with the interest of passengers paramount. This kind of driving would save money.

The County Council does not have any direct control over bus drivers and how bus companies operate. Where possible we will look to encourage public transport operators to promote more efficient and safe driving for all of their drivers.

I think you should forget all your spending plans and concentrate on getting existing roads back into a condition that is 'fit for purpose', major routes in the area are getting into a very poor state of repair and a lot of minor roads are in a terrible condition.

During LTP3, through the manage maintain and improve hierarchy we will look to ensure that we get the most out of the network, through making sure it is fit for purpose.

We support the policies proposed for public transport, but would urge that they be vigorously adhered to, as the climate may be hostile to public expenditure per se.

Also, some features which inhibit usage of public transport by older people do not require heavy expenditure, but attention to detail. For instance, we note that some of the bus interchanges (e.g. Leyburn & Richmond) do not have raised pavements. The situation in the latter is a disgrace to the town & the county, since there is no shelter or safe access. The inadequacies here have been recognised for a long time. Urgent action is needed.

Presentation of timetables.
We suggest that the CC could be more obviously on the side of the user. We have witnessed would be passengers struggling to make sense of the public timetables recently installed, & have assisted them. The colour coded route numbers are ingenious, but the designers have not taken account of people with poor eyesight, or the fact that in poor light they are hard to interpret.

We recognise the importance of raised kerbs to access bus services for many people in the County. Through LTP3 we will continue to work to try and improve access to public transport for all across the County. In many instances there are numerous planning issues that need to be considered.

During LTP3 we will work with public transport operators during LTP3 to look at ways in which we can improve the provision of timetabling information. Part of may involve improving timetabling at bus station and bus stops.
Residents Harrogate

I live on Woodlands drive Harrogate, so I am well aware of the road situation here and have read in the paper that some areas of Harrogate are over polluted with car fumes from cars. I strongly recommend that we should have a link road between the Harrogate bypass i.e. the road the runs from Wetherby Road to Leeds Road, and the Skipton Road. This would remove almost all of the through traffic from Harrogate and so would lessen the congestion at the busiest times of day. It would reduce the amount of queuing in Harrogate and this is what causes the pollution areas. It would particularly reduce the volume of heavy lorries that go through Harrogate.

On a Friday night the main Harrogate roundabout has queues in every direction from the Leeds road all the way to Knaresborough and from the Wetherby roundabout all the way across the town to the Skipton Roundabout.

Residents Farnhill

I am currently running a campaign in the village of Farnhill near Skipton to try and get a reduction in the speed limit. Over the last 9 months or so I have raised a petition which was signed by most of the villagers, have had meetings with our local MP and County Councillor, discussions with Area 5 Highways and the local police sergeant, have had two articles printed in the Craven Herald, have joined 20’s Plenty, I could go on and on adding to this list!

To cut a long story short, we are still battling the red tape of Priority Schemes and DfT guidelines. I was most interested therefore to read about your commitment to ensuring better road safety and health, improving the quality of life for all etc through the new plan. If your aim is to enhance the quality of life in North Yorkshire, you could consider making residential roads through villages like Farnhill 20mph zones. This would ensure better safety and health; it would protect the local environment, vulnerable road users and the community in general. There is genuine

We recognise that congestion issues within Harrogate can cause significant local disruption. Based on current and predicted funding it is unlikely that any significant new infrastructure schemes such as bypasses and relief roads will not be considered during LTP3. Measures to address congestion will be focussed on getting better use out of the existing highways network.

Measures to improve road safety will be considered on an individual site basis. 20mph zones are one of a range of measures that can be introduced to improve road safety. It should however be noted that there are various conditions that need to be considered in order to introduce 20mph zones. Whilst there is funding allocated for road safety measures, these are typically targeted at sites with the poorest road safety record in the County.
fear of fast moving traffic in villages and it can have a detrimental effect on people's lives. We firmly believe that 20's plenty where people live.

S.C.A.D Skipton and Craven Action for Disability chief exec. Mr. Roy Aldread. Our membership is increasing all the time because; anyone with a disability (and indeed Mums with pushchairs) cannot access the buses. They have not been altered in line with the Disability Discrimination Act of 2004. I as chair (in earlier years) have approached Mr Simpson about the issue which is very discriminatory to anyone who is disabled. I and Mr. Already also saw the previous chief Exec of Craven District Council, and raised the issue. We have made the position very clear to other councillors too!

We get "nowhere "

In all your notes in the said newspaper there is no mention at all of the word "DISABLED!"

We have an ever increasing number of "Senior citizens" (many very able bodied) but, there is positive discrimination against those who have a mobility problem in our area regarding use of public transport.

I am dismayed with your proposals for LTP3 which appeared in NY times May 2010. The plan does not address the most outstanding problem of traffic congestion in our towns and cities. The types of solutions you are proposing do not seriously address the traffic congestion problem which is the main challenge for transport in North Yorkshire in the next 5 to 10 years.

As a resident of Harrogate over the past 10 years traffic congestion has steadily worsened. There has been much 'pontificating' over the issue but no one grasps the 'nettle' to resolve the problem. We appear to waste tax payer money on 'Total Quality Management' presentations such as the proposed LTP3 without addressing the real issue.

The County Council fully recognises the issues that disabled can face when travelling. We will use any powers that we have available to encourage further widespread use of easier access buses on services across the County to help improve access for Disabled people.

All new buses are fully compliant with relevant legislation regarding access for those with disabilities. There are obviously still some older vehicles being operated across the County. As these come out of service and are replace by newer vehicles.

Congestion issues within North Yorkshire are considered within the main document and are also discussed in more detail within the Local Economies appendix. Due to the reduced funding available, it is unlikely that major new infrastructure improvements will be implemented. The main focus will be on getting the most out of the existing network, through measures to encourage more sustainable transport, managing the existing network through measures such as improved coordination of Streetworks, changing signal timings.
We would like to highlight relates to the road safety objectives of the plan. The council feels most strongly that a significant improvement could be made to safe travel into and out of the village if you were to bring forward as a priority the capital scheme for traffic islands at the junctions from the A65 into Draughton. These, as you know, have been the site of several accidents, some involving causalities, and one fatal, over recent years.

Secondly, we would comment with reference to your plans objectives for access to services. In Draughton we are probably one of the rural communities which experiences difficulties with this, because of current transport services are not adequate or appropriate for the needs of many of the residents needing a more frequent local service in order to access facilities. We have put some ideas forward to Craven district council in the hope that this might lead to possible improvements in the future.

Our final issue relates to your objectives for the environment and climate change. Since the bus service is inadequate many people in the village are forced to depend on using their cars, even for relatively short journeys. We are hoping to promote a scheme to reduce this sort of car usage by creating a walking and cycling route into Skipton. this is at a very early stage but its encouraging to see from the draft plan that it will be in line with your current strategies and priorities.

Measures to improve road safety will be considered on an individual site basis. There are a range of measures that can be introduced to improve road safety. Whilst there is funding allocated for road safety measures, these are typically targeted at sites with the poorest road safety record in the County.

We recognise that access to services is a key issue for many rural communities across the County. During LTP3 we will be looking at ways in which we can maintain existing access as a minimum whilst also looking at ways that we can further improve access to services for all.

Whilst it is unlikely that County Council will be in a position to fund new infrastructure across the County, individual schemes will be considered for the limited funding that we have available. The main focus of LTP3 will be aimed at getting the most out of the existing network.
We need to reduce the number of cars on the roads. To achieve this we need a "turn up and go" public transport service that will persuade people to leave the ever available car at home.

To achieve this we need a coordinated Public Transport system, which provides a network of services, involving all modes of public transport, with safe, comfortable, interchanges.

The various services need to be sufficiently frequent so that there is not a long wait at an interchange. For example if I arrive at York Station by train at 19.15 hrs there is no bus service to Tockwith, and I would have to wait nearly an hour for the train to Cattal where I would have had great difficulty leaving my car in the tiny car park.

To overcome this problem requires a Regional Transport Authority responsible for ALL modes of Public Transport in Yorkshire, who would organise a Regional Network of frequent services to link all towns with the National Network, (rail, air, sea,) and also to organise frequent local services to link all residential areas with the Regional Network.

Such an authority should be lead by transport operators and engineers, with the passengers’ interests dominant. There is no problem about letting contracts to operator and engineering companies provided the Authority has appropriate experience and responsibility to manage the contracts in the passengers’ interests.

I believe such regional authorities are required across the country, but Yorkshire could be a very good test bed, given its national location and its very varied residential areas.

We recognise that there is a need to reduce traffic levels across the County and also encourage more sustainable travel in North Yorkshire.

The County Council has limited control over commercial public transport operators across North Yorkshire. We have no direct control over timetabling etc. However we would be looking at ways in which through working closely with operators we can try and improve coordination between services. However often there are other reasons why services do not integrate at certain locations. Any significant changes to governance and responsibility for transport across the County and indeed the region will need to be approved and developed by central government. The County Council will continue to try and work in the best interests of all transport users across the County.
ED Hambleton District Forum

I attended the Hambleton District Taxi Forum this morning and the LTP was raised. The group was disappointed that there was no specific reference to taxis within the LTP. The disabled users’ representative was particularly concerned with this omission as taxis are the only means of transport for some disabled people.

The County Council recognises the important role that taxis and private hire services can play in allowing many people across the County to access services. We will continue to work closely with partners at District Councils and taxi operators to maintain provision for taxi services across the County.

ED Individual Ripon

It has been my intention for some time to write to you, with regard to the Counties roads, the condition of many of which is quite terrible. It seems that you have all but given up doing any maintenance, or repairs, as one rarely sees any work being carried out these days unless it is some utility company digging yet more holes. I am a driver and a motorcyclist, with over fifty years of experience, driving all manner of vehicles on all the main continents, and I can assure you that the roads in the UK and also in N. Yorkshire are some of the worst of the civilised nations.

In my own village of Sharow, near Ripon, we recently had the road resurfaced as it was in a terribly rough condition, with buckled surface and broken shoulders. The entry to the Village and from it was especially bad and some patching was carried out, then from the village almost to the A1 highway the road is continuously bad, narrow and badly drained. I could not believe when the surface was redressed with more of those silly stone chips. Surely you must realise that a road as bad as this needs levelling once in a while! All over the County there are examples like this one, and it seems to me this is just a waste of taxpayers’ money. If a job needs doing, do it properly as the Victorians used too.

When I was young there were hundreds of men working on the local roads, and now there seems to be more people employed in offices. The roads then were far better maintained than they are now, and I ask, why is this? When

The County Council recognises that many routes across the County do require maintenance. As part of LTP3 the proposed manage, maintain and improve hierarchy will enable a stronger emphasis to be placed upon making sure that the existing network is in a suitable condition. Using a variety of inspection techniques and regimes we are able to ensure that we prioritise measures at locations with the highest need. It should be noted that the funding that we have, is not sufficient to repair all of the defects across the Network.

Surface dressing and other preventative measures are designed to further prolong the lifespan of the existing network. These types of measure are generally more cost effective, by helping to prevent roads form failing, rather than repairing failed routes. The maintenance regime each section of the network, is decided on a site by site basis, with the most appropriate measure being selected to address any identified issues.

Tax revenue generated through vehicle taxation and other transport related taxation is not hypothecated directly to the transport sector. The current road condition is a result of a combination of various factors, past under investment, increased traffic flows, increase in HGV
vehicles and taxation of them has increased dramatically, and yet spending has gone down, and down. In this day and age when we have so much machinery to do our work for us we seem to achieve less and less. In addition the millions milked from motorists every year from extortionate car park fees, do not give us improved roads.

What I do see however, is large sums of money used on schemes, which are wasteful and damaging. I refer to some such as overuse of speed humps and raised platforms, which damage vehicles, and interrupt the smooth flow of traffic, and dramatically increase air pollution and noise. Why use these when there are 20 speed limits, and pedestrian controlled lights? All this extra tarmac could have been used to repair the holes in our roads, which are now being blamed on a hard winter, and not because the roads were already disintegrating.

I also find that the amount of road signs just keep on increasing, and this must add a huge cost to the annual bill. For example, as you enter Sharow village from the roundabout on the Ripon bypass, there are 3 x 30 limit reminders on the road, plus the 2 x thirty signs, then a set of rumble strips, all within a space of a few meters, how crazy is that. This kind of thing is repeated all over the county, with endless slow signs on the road, even where they are not needed. It seems that only the road graffiti artists are at work and nobody else.

More schemes to widen roads where funds allow, as vehicles are getting larger and we have already many roads where two vehicles cannot pass.

A range of measures are considered in order to improve road safety across the County. These can often include the introduction of 20mph zones. These zones are required to be self enforcing, as North Yorkshire Police would not normally provide resources to enforce speeding issues in these areas. During LTP3 the main focus will be on managing and maintaining the existing network to address.

Signing and lining can in many instances help to improve driver safety by increasing user awareness of road hazards. Signing is installed in accordance with relevant guidelines and legislation. Where appropriate signs will not be replaced and any new signs will be installed in such a way that they help to reduce the amount of “clutter”.

Where applicable measures will be considered, however it is unlikely that funding will be provided for these types of the scheme.

We recognise the impact that winter can have on the highway network, particularly in upland areas of the County such as Upper Dales. The County Council will continue to operate a full winter service aimed at preventing ice from forming clearing routes of snow and ice. Following
Road surfacing after winter (potholes etc)

Priority 2
Motorcycles
- Vehicle activated sign doesn't work for motorcycles but does for cars
- Many high profile motorcycle routes in the Upper Dales, which the LTP3 needs to address
- The design of the new roadside signs needs to be more visible to both motorbike riders and car drivers

Many areas of the County remain popular locations for motorcyclists. Where specific routes are identified we will work in partnership with other agencies (NY Police, NY Fire & Rescue etc) to implement a range of measures based on education, enforcement, engineering and engagement.

ED 30
Carlton Miniott Parish Council

These were circulated to the Members of Carlton Miniott Parish Council and I would advise that they wish to make the following comments:

1. They do not wish to see any reduction in the public transport services
2. In order that the public are fully aware of the bus services/times, they would request that all the bus timetable cases be kept supplied with up to date bus timetables
3. They would request that all buses have adequate provision for disabled passengers
4. Referring to Carlton Miniott in particular, they would be grateful if consideration could be given to having a bus turn down

Using available funding we will work with operators to try and ensure that current levels of service are maintained, however it should be noted that NYCC does not have any direct control of the operation of commercial services, although we will encourage their continued operation. As part of funding reductions we have had to reduce some evening and weekend services, however at all times we seek to keep reductions in service to an absolute minimum.

These comments have been forwarded to our passenger transport team for their information

Carlton Miniott Parish Council
Coniston Way,

particularly on Mondays and Saturdays (market days in Thirsk). There are some elderly people's bungalows in Coniston Way and some of the residents of these have difficulty walking to the bus stop and carrying their shopping from the bus stop on the main road. If it were possible for a bus, probably around 9.00 a.m. to Thirsk, returning, say, late morning on these days, to do this it would be very much appreciated. It would only be a very short detour for the bus and would be of great help to the residents.

ED 31 Local Access Forum

The LAF is aware of the constrained budget and the approach taken by the Forward Planning Team, but would not agree that to maintain and manage should always take priority over improvements. If NYCC fail to take long-term advantage of schemes which could satisfy many of the objectives within LTP i.e. accessibility, healthier travel, settlement linkage, it will not be meeting the goals of integration of the LTP and the ROWIP as promulgated by Defra and Natural England. In the Good Practice notes it stresses the many shared aims and links between LTPs and Rights of Way Improvement Plans that serve to strengthen and facilitate the delivery of sustainable objectives. Joined up implementation can also secure more direct and integrated funding. Many of these ideals were written into LPT2 and the LAF would like to stress that they have not lost their worth, and should not be omitted in future strategy.

We are informed that LTP3 should have a greater connection with rural areas than previous LTPs which concentrated on transport and travel to urban service centres, but we do not see this reflected in your document. However, rights of way forms an integral part of the Public rights of way can provide valuable transport links. Where the PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining an improving these routes from LTP budgets. In other cases (such as footpaths and bridleways used purely for recreational walking and cycling) it is neither appropriate nor affordable to fund maintenance and improvement from LTP budgets.

The LTP3 appendices provide more detail on how the plan impacts on rural communities. We recognise the specific needs of rural areas of the County, however it should be noted that LTP3 tries to balance the needs of both rural and urban areas.
transport system, especially for shorter journeys and in rural areas particularly play a significant part in the safety and accessibility of the non-motorised.

In the final document, we should therefore like to see recognition of the benefits that rights of way bring to the wider transport network, and how they can benefit other parts of the LTP – see the second bullet point. Integration, inclusiveness and improvement are at the heart of the LAF’s principles.

Finally, there is no mention of cross-boundary transport, and the LAF hopes that NYCC will keep a flexible approach because collaboration with adjacent authorities could create community benefit not possible in isolation.

Throughout LTP3 we will continue to try and further develop our working relationships with other authorities. This will benefit journeys in to and out of North Yorkshire.

ED  Highways STRATEGY
32  Agency

Local Economies
With regards to the Local Economies objective the Agency recognises the geographical locations that have been identified for consideration of the role LTP can play in supporting local economies. The HA also recognises the need for the County Council to work with us on those geographical locations that include the Strategic and Trunk Road Network.

The HA would support the statement that maintaining the quality of networks will be the County Council’s first priority.

The document sets out potential interventions for improving infrastructure and services under Local Economies, and the HA would comment as follows.
1. Improving connectivity
The A64 is included as a Corridor where poor long distance connectivity is an influence on local economies. The HA recognises the statement that partnership working with the HA will be crucial to improving long distance connectivity.

The HA recognises that the County Council will consider large aspirational improvements, but would support the statement that due to reduced funding, solutions will need to focus on small scale targeted interventions at specific problem sites.

2. Reducing traffic congestion
The HA would support the approach set out, which will focus on:
- Better traffic management
- Reducing and managing Travel Demand
- Modal shift to more sustainable modes of transport
- Providing additional capacity within the transport network

The HA would support the approach of reducing and managing travel demand through effective management of new developments, and would like to see sustainable development brought forward in accessible locations and supported by robust travel plans.

The HA would also agree with the approach of seeking modal shift, and would support the hierarchical framework set out above which considers providing additional capacity only after the other options have been assessed.

Environment and Climate Change
The document discusses Climate Change, the Effect of Transport on Health and the Effect of Transport on the Historic and Natural Environment and the HA would support the statements made in each section.

These are being considered as part of the A64 Connectivity Study and the potential interventions that have been identified from this study.

Noted- we will be working alongside the local planning authorities to encourage developments to be located at locations with good accessibility. We will be working with developers to ensure that travel plans are robust and workable, and that they also provide significant benefits.
The document also states that the County Council will try to influence the travel of businesses through encouraging them to produce and implement travel plans and will especially seek to do this when businesses submit applications for new or expanded developments. The HA, through its Influencing Travel Behaviour (ITB) Programme, would be very supportive of this approach and would be interested in working with the County Council and any businesses that have a significant impact on the HA's network to reduce single occupancy vehicle (SOV) trips. Through our involvement in the planning process the HA will be seeking to secure robust travel plans for applications we are consulted on.

We would welcome the opportunity to work alongside the Highways Agency on further developing effective travel planning throughout the County, helping to promote more sustainable travel options for all transport users.

Safety and Healthier Travel
The HA would agree with the approach set out for identifying locations and routes that require attention from a road safety perspective.

The HA would agree with the comment that effective working with partners such as the HA will be a key to ensure that people and goods can move around the network if an incident, such as a terrorist attack, should occur.

The ‘95 Alive’ Partnership is mentioned, and states that that the partnership was reviewed in 2010. The HA is part of the Partnership and will continue to work with the Partnership, principally to contribute to delivery of Government targets for the reduction in the number and severity of road casualties.

The HA would also support the statements made under health which are around encouraging people to choose active travel and maintaining and providing infrastructure to enable this.

The County Council welcomes the support of the Highways Agency on these issues, and will look to continue to work alongside them as part of the 95 Alive road safety partnership in the future.
Access to Services
The HA would agree with the main principles set out with regards to people’s needs and locations for accessing services:

The HA recognises the links that are made between some of these objectives, and that there are potential conflict between some such as the economy and environment.

DELIVERY PLAN
The HA recognises the functional hierarchy that the County Council has adopted for the highway network.

With regards to the key policies and practices the HA has some specific comments to make on the information provided under Highways Development Control. The HA would request that it is clear that it is not just the local road network that needs to be assessed as the Trunk Road and Strategic Road Network would also need to be considered.

Also, the document states that developers must demonstrate that there is sufficient capacity to accommodate development trips or that improvement can be made to accommodate the traffic. This would seem to just imply physical improvements to the road network and the HA would request that reference is made to soft measures including travel planning, which should be put in place to minimise the traffic generated in the first place. This is in line with the approach set out in both the 2007 Guidance on Transport Assessment and DfT Circular 02/2007 Planning and the Strategic Road Network (SRN).

Problem Identification
HA comments in relation to Problem Identification are set out below.

The County Council recognises the impact that developments can have on the County’s road network, but also on the Strategic Road Network. We recognise that the strategic road network and trunk road network also need to be considered in detail when assessing the transport implications of new developments. Where appropriate we will work closely alongside the Highways Agency to address these issues.

Measures aimed at influencing travel behaviour will be considered as part of the development process. This is in line with the manage maintain and improve hierarchy which aims to get the most out of the existing transport network. Influencing travel behaviour is an important element of managing the network.
Local Transport Partnerships
The HA recognises the County Councils desire to establish a number of new transport partnerships made up of relevant stakeholders, and the HA would welcome partnership working as appropriate on key issues relating to the SRN.

Connectivity Studies
The document makes reference to the pilot A64 Connectivity Study that was commissioned in 2010 which the HA is supporting. The HA will continue to feed information and input into these studies in the future, as appropriate.

Local Development framework (LDF)
The HA recognises that the key transport issue arising from LDF developments is the growth in housing and acknowledges the housing growth and associated vehicle trips set out within the document.

The HA will continue, where appropriate, to work with the County Council to assess the impact of this new development and identify suitable mitigation as required. The document says that the County Council are currently working with planning authorities and the HA to see Countywide agreement on preparing Transport Master Plans which will identify all necessary infrastructure required to allow the delivery of the LDFs. As part of this they are also seeking to agree mechanisms for private / public sector funding packages to provide the infrastructure identified. The HA would support this approach and sees this as being very much in line with the Memorandum of Agreement (MoA) approach that the HA is trying to develop with other local authorities within the region. The HA would however, like to see an addition to this that states that the Highways Agency will be invited to attend the partnerships that have a direct link with the Strategic Road Network.

The County Council will work in partnership with the Highways Agency and local planning authorities to develop and implement the STIMPS process. Measures implemented as part of the STIMPS process will be both engineering and travel behaviour based. These comments have been noted.
travel planning principles to be applied to future development will be identified and agreed by the County Council, Planning Authorities and HA to ensure that new development is brought forward in line with policy, supported by robust travel plans.

Green Travel Plans
The section on travel plans is quite short and the HA would request that this section is revised to include more about the importance of travel plans and the expectations that travel plans will be robust, monitored and enforced and not simply treated as a tick box exercise within planning.

Selection of Solutions
The HA would support the process set out for identifying possible solutions which sees the provision of new infrastructure or services only as a last resort.

Scheme Prioritisation and Programme Development
With regards to the Scheme Prioritisation and Programme Development, the HA would support the approach set out within the document and recognises the robust programme management that will be put in place to ensure delivery against the LTP Objectives.

This section was designed to give an overview of the principals behind green travel plans. Further information is supplied within the appendices and also as part of the County Councils guidance on development control.

These comments have been noted

Bedale and Villages Community Plan Forum, Transport Focus Group

The Public Rights Of Way network needs to be included, not only footways, to encourage more people to walk and cycle and reduce CO2 and effects of climate change. Public rights of way can provide valuable transport links. Where the PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining an improving these routes from LTP budgets. In other cases (such as footpaths and bridleways used purely for recreational walking and cycling) it is neither appropriate nor affordable to fund maintenance and improvement from LTP budgets.

Improve connectivity, page 22.
Connectivity is more than just roads which seems to be the main focus in this section. It should also include rail for both Connectivity and accessibility are closely linked. The County Council does not have direct responsibility for the rail network; however we
passengers and freight connectivity and also walking and cycling connections within the settlements to key services such as Schools, health services, leisure services and shops.

Reducing traffic congestion page 23/24.
Within urban and town settlements greater emphasis needs to be made to reduce car/private transport use and transfer, promote and encourage residents to use public transport and walking and cycling as modes of transport. Infrastructure needs to be provided in order to accommodate this modal shift within the LTP.

Personal Injury Accidents page 64
It a shame that the priorities are when someone is killed rather than a preventative approach to try and avoid fatalities in the first place. In other professions prevention is better than cure. There are a number of accidents that are not reported on none fatal, e.g. the Aiskew cross between Aiskew and Leeming Bar, there has been numerous accidents on this crossing many of which are un-reported, there needs to be a simple scheme to record these not fatal accidents.

Section 12.2 School travel plans and Infrastructure Audits. Page 74.
The forum supports the school travel plans and infrastructure audits to promote safe routes and sustainable travel for pupils. This should be considered alongside LDF developments to provide for Green Infrastructure corridors which can be used for active travel modes for not only pupils but all members of the community. This is specifically relevant to link the settlements of Aiskew and Leeming Bar to Bedale.

Road safety Problem Identification Page 75
would encourage increased use for both passengers and freight. In general connectivity focuses on longer distance links, which are often too far to be easily walked or cycled.

Encouraging the use of more sustainable modes of transport in urban centres is a key way in which we hope to reduce urban traffic congestion. Based on current levels of funding the focus of LTP3 will be on managing and maintaining the existing transport network. We hope to achieve modal shift by ensuring the existing network works and also by encouraging people to change their modal choice.

Whilst the focus of road safety engineering measures is aimed at addressing identified road safety issues, i.e. sites with a proven accident history. Accidents are personal injury accidents where the police have been in attendance, they include slight, serious and fatal injuries. In terms of preventative measures, any potentially hazardous defects or issues with road infrastructure are repaired as part of standard maintenance of the network. Additionally road safety education and enforcement helps to prevent further accidents.

Through the LDF process and through STIMPS the County Council will be working closely with local planning authorities to encourage developers to introduce greener infrastructure.
The forum supports this approach and some simple form of recording and monitoring is needed for the general public to record accidents that are non-fatal so as records can be kept and accidents black spots improved.

Road safety Options page 78
An area to consider in Engineered options is the use of “Shared Space” within Market Towns, to improve and change the priority from cars to pedestrian and cyclists.

The Forum would like to see the Public Rights of Way network included in this section as they can form an important active travel network for walking and cycling for communities. They need to be accessible and well maintained and in some cases need new linkages to other networks within settlements to make them more user-friendly. Generally the Forum considered that the ROWIP should be integrated into the LTP document as this will help deliver greater sustainable transport modes and help reduce carbon emissions and improve the health of the residents and visitors to the county.

The County Council would welcome feedback from the public relating to road safety issues. The information that we use from North Yorkshire Police related to accidents is extensive and helps to identify the cause of the incident, helping us to develop measures to address the accident problem.

Shared space options will be considered, however they can be very expensive to implement. The main focus of LTP3 is aimed at managing and maintaining the existing network.

Public rights of way can provide valuable transport links. Where the PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining an improving these routes from LTP budgets. In other cases (such as footpaths and bridleways used purely for recreational walking and cycling) it is neither appropriate nor affordable to fund maintenance and improvement from LTP budgets.

ED  Natural  2.3 Draft Objectives, page 16.
All the objectives should be integrated to ensure that any project or scheme will benefit all the objectives where possible, therefore when assessing projects weighting should not be placed upon one particular objective and should all be equal.

Maintenance page 17.
The Public Rights Of Way network needs to be included, not only footways, to encourage more people to walk and cycle and reduce CO2 and effects of climate change.

Public rights of way can provide valuable transport links. Where the PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining an improving these routes from LTP budgets. In other cases (such as footpaths and...
Reducing the impact of transport on the natural and historic environment and tackling climate change.

Natural England supports the two objectives outlined in the penultimate paragraph. However, we consider there is an additional objective relating to the subject area and that is: to reduce CO2 emissions by providing for alternative non-fossil fuel modes of transport such as walking, cycling and use of electric vehicles.

4.3 Potential interventions page 30.
Natural England supports the proposed hierarchical approach to influence people’s travel choices by the use of communication technology, travel plans, greener non-motorised vehicle travel choices, such as public transport, walking and cycling and infrastructure that is needed for these forms of transport. Natural England also supports the encouragement of low carbon vehicles and the facilities these vehicles may need such as electric charging points.

Objective 5 Health page 35.
Natural England supports the use of proposals for active travel such as walking and cycling to help increase physical fitness of young and old residents of North Yorkshire.

Quality of Life page 44.
In order to help achieve the quality of life goal the Council needs to promote and incorporate Green Infrastructure as part of the actions of the Local Transport Plan as it will achieve a number of the Council’s LTP objectives of enabling convenient means of non-motorised vehicle travel such as healthy active travel by means of walking bridleways used purely for recreational walking and cycling.

Reducation of CO2 is an important element of LTP3 and we will be looking further at ways that we can do this, through promoting more sustainable modes of transport and also encouraging the use of electric vehicle etc.

These comments have been noted

Whilst not being explicit in identifying Green Infrastructure within LTP3, many of the principles are identified within LTP3. However it is unlikely at this time that significant investment in new infrastructure will take place during LTP3, however through the STIMPS process we hope to identify and implement a range of new infrastructure which will help to reduce the impact of new developments across the County. This may
and cycling, reduction in CO2 and climate change providing for flood zones and environmental benefits by providing areas for biodiversity.

8.0 Links between Objectives, Economy and Environment. Page 46 Para 2. The link needs to be made between promoting economic development and low carbon intensive forms of transport, walking and cycling and public transport provision. This can also link to health by promoting healthy active travel lifestyles.

Section 11 Policy and Practice page 56. Natural England can see the logic of a hierarchy of road and maintenance, however, taking PROW and cycle routes as an example the policy could be self defeating, in that if a route is poorly maintained it will not be used by walkers and cyclists and hence fall further into a state of disrepair. However, if the route was well maintained and accessible the public would use the route more. Therefore in relation to PROW the numbers may be distorted due to the lack of maintenance and position in the hierarchy system being used. It would be better to look at the potential and end destination to see if the route should be improved.

Key Policies and Practices - Verge management, page 59. Natural England supports this approach to verge management for habitats, species and wildlife. This approach should be expanded and continued throughout the whole network of highway and footways in the county.

Section 12.2 Problem Identification. Page 65. Public Rights Of Way inspections and assessments are not identified in this section. Guidance has been produced by Department for Transport, DEFRA and Natural England include more green and sustainable types of infrastructure.

Public rights of way can provide valuable transport links. Where the PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining an improving these routes from LTP budgets. In other cases (such as footpaths and bridleways used purely for recreational walking and cycling) it is neither appropriate nor affordable to fund maintenance and improvement from LTP budgets.

These comments have been noted

Please see comments above related to PROW
relating to PROW and the integration into LTPs.

The new Local Transport Plan (LTP) guidance recognises the role of active travel solutions such as walking and cycling. There is now an opportunity for local authorities to take a broader, more holistic approach to transport and address the rights of way network as an integral part of urban and rural transport systems and in contributing to the achievement of all the national transport goals in:-

- reducing carbon emissions;
- supporting economic growth;
- promoting equality of opportunity;
- contributing to better safety, security and health; and
- improving quality of life and a healthy natural environment.

Links to the guidance below.

Natural England therefore would like to see this included in the integration of the Rights of Way Improvement Plan incorporated in the LTP.

Connectivity studies page 72.
The study to look at the A64 needs to include the rail connectivity as well as the road system as a solution to the links between York, Malton and Scarborough. Natural England also questions out of the whole of the document this is the only specific study/action identified, there must be other action and studies required in the County?

Section 12.2 School travel plans and Infrastructure Audits. Page 74.
Natural England supports the school travel plans and infrastructure audits to promote safe routes and sustainable travel for pupils. This should be considered alongside LDF Any connectivity studies will include all modes of transport, not just road based transport. As funding allows we will look to replicate this approach on other key corridors across the County.

Through the LDF process and through STIMPS the County Council will be working closely with local planning authorities to encourage developers to introduce greener infrastructure.
developments to provide for Green Infrastructure corridors which can be used for active travel modes for not only pupils but all members of the community.

Section 13.1 Selection of solutions - maintenance schemes solutions. Page 76.
Natural England would like Public Rights of Ways to be included in this section as it seems to refer to carriageway footway/cycleways but not Public Rights of Way networks.

See section above on public rights of way.

Natural England would like to see the Public Rights of Way network included in this section as they can form an important active travel network for walking and cycling for communities. They need to be accessible and well maintained and in some cases need new linkages to other networks within settlements to make them more user friendly.

See section above on public rights of way

Section 14.3 Improvement Scheme Prioritisation and Programming pages 83/84.
Under the section Quality of Life and additional activity should be added to the first bullet point and that is "recreation". This is an important activity both to the residents within the community and also the visitors to the county who also bring in business and tourism revenue.

We recognise the importance of recreation as part of improving quality of life. This is a cross cutting theme and is addressed as part of supporting the local economy, improving accessibility, protecting the environment and improving safety and health.

Section 15.0 delivering the Service. Page 88.
Natural England supports the close working and management of traffic and the use of promotion of sustainable modes of transport in the designated areas. We also support the verge side management but question the reason why this should be restricted in AONB and National Park areas only?

We are working closely with the National Parks and AONBs to develop solutions in these areas, which we intend to replicate and build on across the County. The specific designation of these areas requires us to develop more specific solutions. This close working relationship is not restricted to working with these authorities and we will continue to work closely with district councils and other authorities and agencies.
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Generally Natural England considered that the ROWIP should be integrated into the LTP document as this will help deliver greater sustainable transport modes and help reduce carbon emissions and improve the health of the residents and visitors to the county. See comments above on PROW ED 35

The identification of cross boundary issues and the recognition of the need to work closely with the Tees Valley authorities to maintain and improve transport links, in both the summary and main documents, is very much welcomed. The County Council looks forward to working alongside partners from adjacent areas when addressing transport issues during LTP3.

In the Summary document, the 'Access to Services' section could say more about the fact that some key services for NYCC residents (e.g. employment, health, retail, further education) will continue to be provided outside the county boundary. Noted. This is included in more detail in chapter 6.2

Similar point to 2), in Sec 1.4, p.11 of the Main document, the reference to key services could easily be extended to include employment, retail and further education, as well as hospitals. It would also be useful in Sec 1.4 if the travel to work figures were also shown diagrammatically e.g. key in/out flows to/from the areas highlighted. Noted - Further details are contained within the Local Economies appendix on each of the main flows.

Main Document, p.12. Although the Board structure is likely to change as part of the on going TVU review, the Tees Valley will seek to ensure that NYCC remains closely involved in future transport governance structures. We recognise the importance of working closely with our neighbouring authorities and we will continue to work alongside partners from Tees Valley.

Main Document, p.22. The Esk Valley rail line could justifiably be added to the list of corridors or at least be specifically named in combination with A171 because it suffers from the same issues of poor long distance connectivity. At the moment the corridors described could be deemed to be road focussed. When looking at corridor studies, all transport modes will be taken into consideration. The Esk Valley line will be considered as part of the A171 study.
Main Document, p.64. In the final 'Bus Services' section there is merit in making reference to the potential for NYCC to work in partnership with the Tees Valley authorities, along corridors of mutual interest, to complement and enhance investment being made through the Tees Valley Major Bus scheme.

In general I would have expected more reference in LTP3 to the role that rail can play in North Yorkshire, both in terms of internal and external connectivity and helping to tackle many of the stated policy objectives. There are also synergies with rail development work in the Tees Valley that NYCC can benefit from through the lifetime of LTP3.

Whilst there is no direct reference to this within LTP3, we remain committed to working closely with adjacent authorities on public transport schemes.

Rail transport can provide significant benefits for transport users across the County. In the current financial and economic climate it is unlikely that we will be able to commit any funds to rail improvements, however we support in principal rail service improvements and will look to see if the STIMPS process can contribute to improving rail services.

We recognise the importance of demand responsive services in rural areas across the County. Where funding allows we will try to keep supporting these services across the County. The implementation of broadband across the County will help to reduce the need to travel and allow more services to be delivered remotely. This is something that both the County Council and District Council across the County will support.

It is the intention of the County Council to ensure that communication and integration between these groups and documents is maintained. As such we are committed to ensuring that we further build on our existing partnership working with stakeholders to help us to deliver LTP3.

ED 37 Harrogate Borough Council

LOCAL TRANSPORT PLAN 3 CONSULTATION

.Rural Areas – Key issues for the rural areas of Harrogate District which LTP3 should consider further are the need to expand demand responsive services to improve accessibility to key services, strengthening and improving the coordination of rural bus services to raise the quality of rural public transport links and super fast broad band for all homes to reduce the need to travel.

Transport Infrastructure There are a number of different groups/documents addressing the provision of transport infrastructure: LTP3, SCTSs, NY and York Transport Board, Leeds City Region/Connectivity Partnership. It is important to ensure that there is integration between these potential funding sources and ensure that schemes are included within the correct documents, especially where a package of measures may be considered, and also to ensure that schemes are not overlooked completely. It would be useful if LTP3 provided a more joined up picture of transport infrastructure provision.
Rail Services Whilst I appreciate that the County Council does not have direct responsibility for the rail network it does however have an important role in influencing future developments. In this respect I think that LTP3 should make more reference to rail services. In the Harrogate context the Leeds Harrogate York line and associated service and infrastructure improvements are key areas to refer to and this would support future lobbying for improvements when consultation with Network Rail/Northern/Department for Transport is undertaken or developer contributions sought. As you are aware our two authorities have appointed Arup to undertake initial feasibility/viability work in relation to a new railway station at Knaresborough East, in association with a potential urban extension site, following guidance from Network Rail. One of the key things that the rail industry will be looking for is commitment from the relevant local authorities. Some reference to this in LTP3 should therefore be considered following the outcome of consultant's work.

Conversion of the Harrogate Line to Tram train would provide a step change in the quality of the rail link in terms of capacity, frequency and connectivity to labour markets and major transport hubs in Leeds York and potentially Bradford and is worthy of further consideration and reference in LTP3.

As you are aware Harrogate has developed into a major national and international conference and exhibition centre, yet the town does not have the rail connections to match this status and both our Councils and the Harrogate Chamber of Trade have been lobbying for direct rail services between Harrogate and London Kings X to address this issue. This should form a part of any long-term transport strategy for the county.

Noted- further information on rail services is included with the local economies appendix.

Whilst the Leeds City Region have a longer term aspiration to operate Tram Train units on this line this is unlikely to be funded before 2016. In the shorter term we will continue to work with partners to improve service frequency to 3 trains per hour (Leeds – Harrogate) and 2 trains per hour (Harrogate – York). Additional we would support the increase in frequency of direct services between Harrogate and London, to further improve links for businesses in the area, particularly the exhibition and conference facilities in Harrogate.

We will also continue to work with Harrogate Borough Council as part of their Local Development Framework preparation to improve interchange facilities at Harrogate and to investigate the potential for a new station at Knaresborough East links to a potential urban extension of Harrogate / Knaresborough.

The County Council would welcome any further increase in services to Harrogate form London. Likewise we would support any other additional services linking the County with other areas of the Country.
In the wider rail context the government has indicated that it is committed to developing a national high-speed rail network and will be looking at options to take the route north of Birmingham. Recent work undertaken at the Leeds City Region level and subsequent meetings has emphasised the importance of a unified regional position on this supporting a route to Leeds via the East Midlands and Sheffield City Region. A key part of the case being made is that this would be a transformational project that would help the development of a more balanced, better distributed national economy. In relation to north Yorkshire an important point to note is that the introduction of high speed rail could also enable services via the existing ECML to be improved which could include better services for Harrogate and Northallerton for example. Inclusion of a statement of support within LTP3 would add weight to future lobbying and emphasise a united approach at regional level.

Transport Master Plans / Mechanisms for public/private sector funding packages – This is an area where further discussion is required especially in relation to how this will link into the current LDF process and we have already expressed our concerns regarding the funding mechanism proposed. It is recognised however, that this proposal is at a very early stage and that further discussion and development work is required. It will also be necessary to await further information on the new government’s proposals for a development tariff.

Reference is made to an updated Highways Construction Manual – the Borough Council would welcome the opportunity to comment on this document before adoption – especially in relation to conservation areas.

In relation to the encouragement of low carbon vehicles is NYCC involved in the Plugged in Places Project? There is

These comments have been noted.

The STIMPS process is still at an embryonic stage and all local planning authorities will have the opportunity to fully contribute to this process.

It is the intention of North Yorkshire County Council to fully involve the local planning authorities in the consultation process on this document when it is completed.

NYCC was part of a plugged in places bid, however the bid was not successful. We are however, considering options to ensure that all
an opportunity for LTP3 to consider the implications of this further.

Integration between transport modes to improve accessibility – the provision of feeder services, cycle routes/parking, better footpath links etc could be investigated to provide better access to rail services and services such as the Leeds-Harrogate-Ripon 36 service.

Reference is made to verge management for wildlife habitats and the development of a policy/Verge Aware Scheme. We would welcome further information on this and its application in the Harrogate District.

Reference is made to the preparation of a Car Parking Strategy to set out how the county will manage and control car parking on the highway – we would welcome the opportunity to discuss this strategy with you. This should also include an update/revision of ‘Transport Issues and Development - A Guide 2003 which is now out of date, and cover park and ride.

As you will be aware, as part of the Council’s adopted Core Strategy a Key Bus and Rail Network was defined, in consultation with the County Council, identifying a network of routes where there is a reasonable bus service. This was used to inform the Core Strategy settlement classification and is also being used in relation to current work on the accessibility of site options. The maintenance and enhancement of this network of routes and improvements to service frequency and infrastructure is therefore important.

Local Transport Partnerships – the intention to set up a number of transport partnerships is noted and we would welcome further information/discussion on their operation.

new developments allow for electric charging points.

Where funding allows, this is the exactly the type of option that we would consider introducing.

Following the pilot of the verge aware scheme we will look to roll out similar schemes across the County, this will help to benefit verge and habitat management across North Yorkshire.

The Parking strategy will cover all aspects of parking across the County, including park and ride. This strategy will be produced jointly alongside partners from the local planning authorities and will include an updated section on planning and development control.

We recognise the importance of these key transport corridors and how they have been used to determine the locations of new developments across the County. The focus of LTP3 is to get the most out of the existing network, as such where possible we will work with operators to at least maintain the current level of service and infrastructure.

District Councils will play an important role in the development of these partnerships. We look forward to working closely alongside partners from other authorities in establishing and operating these partnerships.
and the potential to also feed into the LDF process. I note that District Councils will play a key role in these partnerships as outlined on p 88 and this is welcomed.

Table 7 assumes that all of the District’s future growth will take place in Urban extensions to Harrogate and Knaresborough. Core Strategy Policy SG1 Settlement Growth: Housing Distribution (p.15) identifies how the provision of new homes will be broadly distributed, Harrogate and Knaresborough account for only 62% of future growth.

The importance of securing effective travel plans is also an important consideration here. Effective travel plans can contribute to all the aims of Delivering a Sustainable Transport System (i.e. supporting economic growth, reducing transport emissions, contributing to better safety security and health, promoting equality of opportunity and improving the quality of life) There is an opportunity in LTP3 to outline a more robust process to the requirement for travel plans including their management, monitoring and evaluation.

Public Transport and Access – para3/4 – As part of work being undertaken in relation to the Sites and Policies DPD we have held initial discussions with Harrogate and District Travel outlining potential future land allocations in Harrogate and Knaresborough. We would welcome the opportunity for further discussions with yourselves and bus operators.

Car Share The Environmental Strategy Section from the Department of Community Services has provided some comments in relation to car sharing as follows. There needs to be greater mention of car sharing being used as a part of the sustainable transport mix in the LTP3. We would like to

This table is designed to illustrate some of the key locations where housing growth is taking place. We recognise that housing growth will take place across the Harrogate Borough.

Noted- during LTP3 we will be working to ensure that the LTP3 objectives are fully included within travel plans.

We would welcome any future involvement in the developing options for future land allocations in Harrogate Borough and also to assess how they would impact upon the transport network. This would form part of the development of the STIMPS process.

We recognise the benefits that car share schemes can potentially give. Proposals for the operation of a car share system in North Yorkshire will be considered during LTP3. If new funding mechanisms become available, measures such as car sharing will be looked at in more detail.
<table>
<thead>
<tr>
<th>ED</th>
<th>Individual YO8</th>
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<tbody>
<tr>
<td>38</td>
<td>Economy - Improving transport systems in towns so that congestion is reduced is important, as is improving links between villages.</td>
</tr>
<tr>
<td></td>
<td>Environment - Reduce unnecessary trips by motorised vehicles and encourage more sustainable transport modes. More local buses, a lot are empty!</td>
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<tr>
<td></td>
<td>Safety - use education; reduce number of bumps on road. Work with the police.</td>
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<td></td>
<td>Accessibility - improve bus/rail facilities</td>
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<td></td>
<td>Maintaining - Keep roads that are already good quality maintained to a high standard and bring poor quality road and pavements surfaces up to a good standard.</td>
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Links between villages and transport systems in towns are all important. Funding will be used to address specific identified transport problems.

Increasing the amount of sustainable transport and changing travel behaviour (reducing unnecessary trips) across North Yorkshire can help to reduce the impact of transport on the environment. Part of this involves trying to encourage people to use public transport more often.

Educating transport users is an important way in the number of accidents on our network. The County Council works closely with North Yorkshire Police as part of the 95 Alive road safety partnership. This close working will carry on throughout LTP3.

Due to reduced funding, the main focus will be on managing and maintaining existing bus infrastructure alongside selected improvements. The County Council has minimal control over rail infrastructure; however we would support further improvements to existing rail infrastructure to encourage patronage. Rail and bus infrastructure will be considered as part of the STIMPS process.

This is the approach that the County Council will use as part of its maintenance program. Repairs will be fit for purpose.
Reducing the need to travel by improving access to services. People won’t need to waste time and money travelling to services.

Economy
"Improvements" should be prioritised for bus, train, bike and foot travel over cars.

Environment
Whatever will provide the maximum CO2 emission savings and the greatest improvement to quality of life should be promoted.

Safety and Health
Creating "Home Zones"/liveable streets to calm residential areas and move priority from the motor car to encourage communities to use the road space again for play, socialising, green spaces.

Accessibility - cost is an issue, if a service is too pricey then people won’t use it.

LTP3 recognises that improving access to local services is an important way that we can help to reduce the need for people to travel. We will be working closely with partners and other organisations to try to deliver services locally, however this is dependent upon the availability of funding.

Any improvements considered will help to encourage the use of more sustainable modes of transport.

Reducing carbon emissions and improving quality of are 2 of several factors that are considered when we determine what measures should be implemented to address a specific problem.

“Home Zones” may be considered in certain circumstances, however based on available funding it is unlikely that these will be implemented during LTP3, however they will be considered as part of STIMPS proposals.

We will encourage commercial passengers transport operators to keep prices and charges as low as possible. The County Council will continue to financially support many passenger transport and community transport services during LTP3.

Peak Oil is likely to have a significant impact on transport across the globe. Increasing sustainable transport options can help to reduce the impact that this will have on North Yorkshire.

NYCC was part of a plugged in place bid, however was unsuccessful. However during LTP3 we will be looking at ways in which electric charging points can be added to the transport network, through STIMPS and other new developments.
know there are popular ones in York and Leeds - can we get car rental sites in "major" North Yorkshire Towns.

- Since a need for transport is an 'admission of failure' of local access to services, the priority should be to minimise transport need by either providing services locally, providing regular / affordable and efficient public transport or encouraging new technology to bring services to the people.

- The transport network needs to link with other aspects of sustainability – re-localisation, food security and adapting to climate change.

Car Clubs are options that may be considered in certain towns in North Yorkshire. However any operation would need to be self financing and sustainable.

The County Council will encourage commercial transport operators to provide more services across the County. Alongside this, using available funding we will look to continue to support many contracted services across the County. We will continue to use funding where it is available to support and consider new options for developing local delivery of services.

Transport does play an important role in many other aspect of promoting more sustainable communities across North Yorkshire.

I cannot see evidence that the plan intends to deliver CO2 emissions reduction on the scale needed to help meet national targets. Current science is indicating that the need to reduce global 'greenhouse gas' emissions is urgent so I had hoped to see LTP3 containing targets, both long and short term, for absolute reductions in transport-related CO2 in the county. As for economic effects, the imperative to take action on CO2 now to avoid serious economic damage in the future is a key finding in the Stern Report.

The Climate Change Act 2008, which is supported by all 3 main political parties, has target reduction in CO2 emissions of 80% by 2050 with carbon budgets every 5 years. Local authority help will be needed to meet it and transport must contribute. Overall distances travelled by car need to fall from 2010.

Another reason for not treading the path of transport-related economic growth is the fact that fossil-derived oil, a finite resource, is dwindling to the point (often called 'Peak Oil') when prices are likely to escalate rapidly. When this will happen can't be predicted with certainty (although 2016

Transport, as all activities in North Yorkshire, can help to contribute to reducing emissions and as a result help to reduce carbon emissions. Protecting the Environment and helping to reduce the impact of Climate Change are key objectives of LTP3.

Due to reduced funding, a main focus of this will be through more effective management and maintenance of the transport network. This can be done through encouraging more use of sustainable transport options, and more effective targeted maintenance.

Many of the measures required to reduce the impact of transport on the environment are part of a wider behavioural change across the Country. We will help to facilitate this change wherever possible and where funding allows.

ED Individual Malton
is commonly put forward) but what is unquestionable is that much of the world's easily obtainable oil e.g. from the Middle East is being used up. This leaves oil companies with little choice but to make new drillings in parts of the world where the oil is not easy to extract and where costs will be higher. BP's current problems in the Gulf of Mexico illustrate this. Alternative fuels, whether existing or under development, look unlikely to be as cheap or as plentiful.

The plan needs to include:
- Cutting carbon as a priority aim.  
- Short and long-term targets for transport related CO2 emissions reduction  
- Quantified annual CO2 reductions  
- Targets for cutting traffic and increasing the sustainable modes of walking and cycling  
- A rejection of proposals that score badly on CO2  
- Inclusion of proposals that score well on CO2

The necessary measures to tackle climate change (and not get caught out badly by Peak Oil) are radical in the sense that 100 years of increasing car journeys is to be put in reverse. It calls for a change in attitudes and behaviour but there are other spin-offs in the form of less traffic, noise and pollution, benefits to health as people walk and cycle more, safety benefits and more opportunities for people resulting from better public transport.

ED
43 North York Moors National Park Authority

Whilst the objectives within the draft LTP3 are considered to be broadly consistent with the Authority’s own transport policy objectives on seeking to address the above issues, the Authority feels that there are a number of opportunities to enhance the draft document to better reflect, highlight and support some of the key transport challenges that are specific to the North York Moors National Park. With this in mind I trust that you will take close account of the following representations in finalising the Plan.
1. In line with national Government guidance, reducing or, at the very least, managing the need to travel should be at the very heart of all that LTP3 is trying to achieve. Advocating this approach has the potential to directly contribute to achieving the key objectives of the Strategy in terms of reducing the impacts of transport on the natural and historical environment, tackling climate change and contributing to peoples quality of life.

2. It is important that, like the emerging North Yorkshire and York Transport Strategy, LTP3 acknowledges the existence of 'remote rural areas' as well as 'rural areas'. Within the remote rural areas of the National Park, transport issues can often be more acute and require exceptional consideration and specific measures to address them.

3. Whilst specific mention is made of the difficulties relating to access between the towns and cities of the County, there is little recognition of the 'cross-boundary' difficulties for people from within the City regions to easily access National Parks - particularly from a tourism/recreational perspective. LTP3 should therefore be seeking opportunities to improve access to the County's main tourist destinations, including National Parks, by more sustainable modes of Transport.

4. The Authority supports the notion of establishing Travel Partnerships across the County, but would suggest the creation of a specific 'Protected Landscapes Transport Partnership' (to include Areas of Outstanding Natural Beauty) through which transport issues specific to protected landscapes could be discussed in a more focussed forum.

5. Whilst the draft Strategy highlights the County Council's managing the need to travel is an important part of the manage maintain and improve approach to addressing transport issues. We will continue to support local delivery of services, where funding allows and also look at ways in which we can promote more sustainable travel.

The transport issues within remote rural areas are often more acute than in other areas of the County. Specific transport issues will be assessed based on individual circumstances, ensuring that the needs of those in more rural areas are taken in consideration.

Access from urban areas to the National Parks and AONBs within North Yorkshire is important. Where possible we will work alongside partner authorities and operators to try and encourage more sustainable access. Improving transport links is as important for flows in to the County as for flows out of the County.

At this stage the partnerships are likely to be geographic in nature rather then thematic. However the County Council is keen to maintain the improved working relationship with National Parks and AONBs through LTP3.

This will be considered as part if the Highways Design guide that is in
Statutory Duties as a Highway Authority, a reference to the requirements of Section 62 of the Environment Act (1995) would greatly assist in reaffirming the national importance attributed to protected landscapes (which account for 46% of the County) in North Yorkshire. Section 62 requires that, in exceeding or performing any functions in relation to, or so as to affect land within designed landscapes, a relevant authority (including the Highways Authority) should have regard to the National Park purposes.

6. The draft Strategy does not appear to acknowledge the significant role that rail transport has to play in accessing important basic services such as health facilities, educational establishments and employment opportunities - particularly along the Esk Valley. Rail travel is also an important alternative mode of transport to the private car the use of which can help to reduce the number of vehicles on the road together with a consequential reduction in the associated environmental impacts i.e. in terms of CO2 emissions, damage to roadside verges, noise and visual impacts.

7. We are concerned that there is limited consideration of the issue of public rights of way (PROW). PROWS are an integral part of the highways network and their management and maintenance need to be considered alongside vehicular routes. The current Rights of Way Improvement Plan and/or its successor should therefore be recognised and aligned with the Strategy in accordance with recent Government guidance on the production of LTP3.

In the wake of the exceptionally bad winter conditions and consequent damage to the County’s roads, we would take this opportunity to support the maintenance and management of the highway network as a priority alongside the process of being developed. We recognise the importance of these designated landscapes and townscapes and will continue to ensure that the impact of transport on these is kept to an absolute minimum, helping to preserve their special characteristics.

Rail transport can in many instances provide a viable option for transport users to access a range of services across the County. We recognise the role that it can play, however we are have minimal direct control on the operation of rail services, but we will continue to support in principle further expansion services.

PROW can provide valuable transport links. Where the PROW provide useful e.g. improving walking routes to a village school, providing cycle routes to employment areas). In these cases the County Council will consider funding for maintaining and improving these routes from LTP budgets. In other cases (such as footpaths and bridleways used purely for recreational walking and cycling) it is neither appropriate nor affordable to fund maintenance and improvement from LTP budgets.

The County Council recognises the support form NYMPA for our continued management and maintenance of the highway and footway network.
any critical highway improvements that are deemed necessary during the Plan period.

The Authority recognises that close working relationships are the key to securing successful solutions in response to the challenges posed by the impacts of traffic and transport on the National Park. On this basis, we look forward to working closely with the Highway Authority to achieve the objectives set out in LTP3 over the course of the Plan.

It is hoped that NYCC will continue to work closely with both National Parks and AONBs throughout LTP3.

The role of LBIA in the region should be acknowledged in the North Yorkshire LTP3. It is of cross boundary importance in promoting improved transport connectivity, domestic and international, and brings considerable economic benefit to the region, including to North Yorkshire.

We recognise the importance of regional airports as key links to domestic and international locations. LBIA provides important connections for many residents of, and visitors to North Yorkshire. Further details on the air based connectivity are included within the Economy appendix.

The importance of air travel in supporting economic growth and improving economic competitiveness has been widely acknowledged across the policy hierarchy. Reference has been made below to national and regional reports, which create the context for policy formulation.

I wish to urge any new Transport plan to include COMMON SENSE so as to avoid the OTT schemes (e.g. York Road, Malton) and to provide funding for necessities rather than "to blend in with the local architecture" as in street lights in Malton.

Changes in the size of communities may result in unclassified roads taking more traffic than their status suggests. There needs to be a policy which allows this to be taken into consideration so that road maintenance is not being carried out on higher status roads where it is not desperately needed while the lower status narrower, but well used, roads are left pot-holed with deep nuts alongside.

The focus of LTP3 is aimed at getting the most out of the existing network and to ensure that we fulfil our statutory duties as highways authority.

The County’s highway and footway network is given a maintenance categorisation based upon its traffic flow and relative importance (access to key services).
the tarmac edges.

While it may be many years before there is another winter like that of this year, the NYCC needs a gritting policy which allows parishes to help themselves.

A pilot self help scheme has been piloting a self help scheme for parish councils and communities to use. If this pilot is successful it is anticipated that it will be rolled out to parishes across the County.

The County Council does not have any direct control on the operation of rail services in North Yorkshire. Queries regarding rail infrastructure should be directed to Network Rail.

Resident Harrogate

This is all to do with the capacity of the track between Harrogate and Leeds. Only one train can occupy the line between signals (a block). Shorten a block and the less time there is to wait for it to clear. Trains can run more frequently with less delay. It is 0.8 of a mile beyond Harrogate up signal to beyond Hornbeam Park station. The up signal is visible from the station, i.e. not far beyond the station signals. It would thus not be very expensive to extend that block and shorten the block between that signal and Rigton North some 2.9 miles away. If another signal, say a station signal at Pannal, is put in, then the block is further shortened by about half a mile.

However the next block from Rigton North to Horsforth is about 6 miles long and there is a two mile tunnel at Bramhope. It is that which really determines the capacity of the line. When tunnel works were being carried out some years ago, a set of signals were installed at Arthington. Goodness knows why these were later taken away, but the concrete plinths are still there. If those signals were reinstalled then we would have two blocks of about three miles each way. Those signals could be automatic or controlled from, say, Rigton North. That would double the capacity of the track for not much in the way of cost, even if the other works are not done.

Installing more signals in the down direction (towards Harrogate) beyond Horsforth would also help, but immediate priority ought to be given to installing a set of signals at Arthington if we are to see an improvement in funding of rail services especially at rush hour.
Accessing the railway station at Thirsk, Due to the low footfall at the station there seems to be a reluctance to make any alterations, however if the station was more accessible it would probably be used more

Rural bus transport can be an issue as there were complaints that they do not service surrounding villages.

Many representatives would like to see provisions of railway stations wherever possible. Would like to see proposals to Network Rail. Due to the growth of the populations in some villages a provision of a railway station and more bus services would help.

Would like to see equality of funding across the county for community transport – It seem that the Hambleton area is very low on the list

Public transport doesn’t cover all villages. Residents of villages have to rely on community transport. Arriva have a route from Middlesbrough to Whitby however those who rely on the service to get to work are unable to due to buses being full of tourists. Complaints have been made to Arriva and North Yorkshire County Council with regards to there bus services.

• Would like to see more dedicated cycle routes on the highway due to the increase in pot holes as it is becoming more difficult to cycle on the highway. Maintenance must be a priority however improvements must be still considered

NYCC does not have responsibility for access to rail stations. However we will look to work alongside Network Rail and rail operators to improve patronage of rail services.

It is going to be challenging over the next few years to keep the current level of supported services due to the reduction of funding from government. The Council is committed to supporting access to core services as far possible and will look at any opportunities to further support local buses.

NYCC supports in principal the introduction of new rail facilities, however as funding is limited it is unlikely that any new stations will be constructed in North Yorkshire.

The County Council continues to provide funding for community transport services across the County. We will look to use available funding to expand services further across the County.

NYCC does not have any direct control over the provision of commercial bus services. Where additional capacity may be required we will encourage operators to provide this.

We are working hard to repair potholes and damage caused by severe weather conditions. This will help to improve conditions for cyclists. It is unlikely that new cycleways will be implemented, however they will be considered as part of the STIMPS process.