NORTH YORKSHIRE COUNTY COUNCIL

Local Transport Plan 3

Phase 2 Consultation Feedback Report
Feedback on the LTP3 Stage 2 Consultation Process -

What we asked you what you told us and what we did as a result.

As part of the development of North Yorkshire County Council’s Local Transport Plan 3 (LTP3) an engagement exercise was completed in summer 2009. This first stage of consultation aimed to establish what people and organisations thought were the key issues facing transport and what approach NYCC should take in tackling these issues and improving the transport network in the county. This engagement exercise helped to identify what stakeholders, organisations and individuals felt were the main priorities for transport in North Yorkshire and also how these issues could be best addressed. A summary of the responses from this can be found at www.northyorks.gov.uk/ltp

The information gathered from this engagement exercise was used to help inform the development of the draft LTP3. The draft plan was completed in spring 2010 and then made available to stakeholders and members of the public for comment from May to July 2010.

The draft LTP document was made available at various County Council buildings (including all libraries) across the County as well as on the County Council’s website. In addition a range of public exhibitions were held across the County, alongside several small workshop sessions with invited stakeholders and residents.

Everyone who responded to the first stage of the engagement process were contacted alongside a range stakeholders, (including parish councils, transport providers and County Councillors) to advise them on how to get involved in the consultation process. Additionally information on how to get involved was included within the NY Times Council newspaper and in local newspapers across the County.

By the end of the second consultation period, in total we had received 537 responses. This included responses received via post, email and those collected from people who attended the public exhibitions and workshops.

This paper gives an overview of the responses received, how we have used the information you provided and the action that we will take. If you want more details than are provided here, please contact us on…..
We asked you if you understood what the LTP3 is trying to achieve.

You told us -

The vast majority of you understood what LTP3 was trying to achieve. Many of you felt that it was a clear and concise and simple to understand principle. Although some of you required further clarification on the purpose of the document overall, it was felt that the document was understandable and its purpose was clear.

Although a small number of you did not fully understand what LTP3 was trying to achieve, the reasons for this were varied and included comments that it “needed to be more focussed” and that there was too much emphasis on roads.

What we did -

We will work to make sure that you are aware of the role of LTP3, through restating the principles in further transport publications and the County Council website.

We will work to ensure that the document is accessible and available to all so that people can understand more about LTP3 and transport in North Yorkshire. The document will be available on the County Council website www.northyorks.gov.uk/ltp . Paper copies will also be available on request from the County Council.
We asked you if you agreed that the proposed objectives and priorities we suggested were about right for your local area.

You told us -

The majority of you felt that the objectives and priorities were about right for your local area, although several of you either disagreed or were unsure of this.

The majority of you who agreed thought that the priorities were well thought out and that they were aimed at balancing the needs of people across the County. Safety, public transport and reducing rural isolation were common priorities and objectives that you agreed with.

Those of you who felt the objectives and priorities were not about right; felt that there was insufficient focus on reducing rural isolation, and that there needed to be more focus on improving sustainability and encouraging modal shift. Of those of you who were unsure, the main reasons for this were that you felt the objectives were too general and that they seemed to be more focussed on urban areas.

Many of you recognised that some of the priorities were very closely linked to each other. For example improving accessibility to key services such as employment and education is closely linked to supporting the local economy.
We asked you if you agreed that the proposed objectives and priorities we suggested were about right for North Yorkshire as a whole.

You told us -

In general you felt that the objectives and priorities were about right for the North Yorkshire as a whole.

![Pie chart showing the percentage distribution of responses: 70.7% Yes, 9.9% No, 11.5% Unsure, 7.9% Not Specified.]

Of those of you who felt the objectives and priorities were not right, the main reasons for this were that you felt that more focus was needed on reducing the impact of transport on the environment, reducing rural isolation and also encouraging modal shift and use of public transport.

We asked you if there was anything that should be given greater consideration.

You told us -

The areas that you felt deserved further consideration included;
- addressing rural accessibility and isolation
- improving sustainability
- encouraging modal shift
- maintaining public transport services
- more focus on highway maintenance.

These were broadly in line with responses on whether or not the priorities in local areas and across the County were about right.

What we will do -

The objectives and priorities have been adopted by the County Council as part of LTP3. Whilst the objectives are relatively generic, they provide an overview of the main principles of LTP3. Within the main document there is further detail on how we will work towards achieving each the objectives; this is supplemented by more detailed appendices.
Throughout the LTP3 period the County Council will work alongside its partners to contribute towards these objectives. Any available funding will be allocated to schemes and initiatives that best achieve them. When implementing schemes and initiatives, the principal of Manage Maintain and Improve will be used. This is to ensure that we get the most efficient and maximum possible usage out of the existing network and services.
We asked you what you thought the three main challenges for transport in North Yorkshire will be in the next five to ten years.

You told us -

Almost one in three of you told us that you felt that the main challenge facing transport in North Yorkshire would be the amount of funding available. You felt that this was going to have a significant impact on what measures and schemes we would be able to deliver. A key theme of this was the ability of the County to repair and maintain the roads and footways across the County. Other major challenges mentioned; were the impact of the severe weather conditions in the winter of 2009-10 and also of increased instances of flooding across the County.

The wider economy was seen as a major challenge, particular is respect of the ability of partner organisations and businesses to contribute towards funding transport initiatives and schemes. Some of you felt that the economic downturn could reduce the number of new developments across the County.

Many people recognised the increasing number of elderly people across the County as being a challenge. It was felt that the needs of older transport users were different and could potentially require more resources, placing more demands on the transport network and services.

Many of you said that provision of public and community transport could be a challenge. You also mentioned the need to make sure that access for a variety of transport users, such as younger people and the increasing elderly population, is provided and maintained. Key points raised by several of you were the frequency of service, consistency of fares and overall standard of passenger transport services. Those of you living in the more rural areas of the County considered this a particular challenge.

Some of you said that reducing reliance on the private car was a major challenge. This would help to reduce levels of congestion whilst also helping to develop and encourage new ways of travel for people. Some of you also said that this was not just the responsibility of the County Council, but required a wider cultural shift, that needed an approach from a range of organisations. Several of you felt that providing infrastructure and services to support this shift, whilst encouraging behavioural change, was a challenge that needed to be addressed.

What we will do

Funding for transport schemes and initiatives has been reduced significantly over the period of LTP3. This will impact on the amount of money that we have available for capital projects (for new schemes and infrastructure) and revenue activities (ongoing management and maintenance of infrastructure and services).
In order to make the best use of our available budgets we have already started, and will continue, to look at more efficient ways of delivering services to you. We will be focussing our efforts on our existing network, working to get the most out of it and making sure that what we already have works. We know that we need to make the most of our assets. This is in line with our proposal of implementing a hierarchy of management, maintenance and improvement when dealing with transport issues.

We will continue to work with partner organisations across the County to deliver services. This is particularly relevant in terms of public and community transport. Whilst the County Council is not responsible for deciding which services should be operated, we play an important role by subsidising certain services and specifying the standards of service which operators should meet. In the same way that the delivery of many other public services is currently constrained by funding, delivery of passenger transport services will be limited due to our available levels of funding.

Encouraging people to be more sustainable, when they are travelling in North Yorkshire remains a key challenge during LTP3. Due to the rural nature of the county, the private car can often be essential as a means of transportation in many areas. In view of this, much of our focus on encouraging more sustainable travel options will be aimed at areas where genuine viable alternatives exist and people have the opportunity to make a change. However, as noted above, we have limited funding, so options to provide new infrastructure and services are likely to be minimal.

We recognise the impact that an older population is likely to have on transport across the County and as such the County Council is working towards ensuring that their needs are taken in to consideration. Measures including providing road safety education for older drivers and working to maintain and where feasible improve, existing levels of accessibility will continue throughout LTP3.
We asked you – Do you think the types of solution we are proposing are the right ones to help achieve our objectives and priorities and also what other solutions we should consider.

You told us -
In general most of you felt that all or some of the solutions that we have proposed in LTP3 were about right. You thought that the solutions were mostly appropriate and that they appeared to be linked closely to the objectives.

Many of you recognised that there was some room for improvement on our objectives and that some solutions needed to be considered in more detail than others. Those mentioned in particular included public transport, encouraging more sustainable travel, working more closely with local communities and also reducing rural isolation.

Of those of you who were unsure or who felt that none of the proposed solutions were suitable, thought that the solutions proposed were too generic and often too highways focussed. You also said that you felt that the solutions were not achievable with the funding available. Some of you felt that the plan was not easy to understand.

When looking at what other solutions should be considered, several of you mentioned improving public transport, including greater use of rail and improving the integration of public transport services, particularly between modes. Promoting road safety, particularly of non motorised users was also seen as an area for improvement. Some of you also felt that we should be looking at ways of influencing travel behaviour, through marketing and education.

Some of you mentioned that we should look at increasing the level of partnership working with other agencies and organisations such as the health service, to help us achieve our objectives. Alongside this, many of you felt
that we should work at a more local level with communities and organisation to address transport problems, and adopt an approach which is driven by local issues. You also thought that we should be looking at ways of improving our communication with local communities, particularly with regards to explaining the decisions we make.

**What we will do -**

As part of the ongoing development of LTP3 we will consider all options, however due to the level of funding available and our proposed budgets, we need to ensure that we use our money sensibly and efficiently. This means that we will target the solutions that provide the most value for money and contribute to our objectives.

Any proposals for dealing with transport issues will be assessed and prioritised against our LTP3 objectives, to identify how well they contribute to achieving them. This helps us to get the most out of our available budgets.

In line with our manage, maintain and improve hierarchy; the main focus of the solutions that we will implement, will be targeted at keeping as much of the current transport network and services as we can, working and operating.

As we have a statutory duty related to improving road safety, we will continue to provide funding for engineering, education, and enforcement and engagement measures. Whilst less than we could make available during LTP2, there will be a portion of our funding which is set aside for road safety related activities.
We asked if you agreed with our proposal that we should spend more on the management and maintenance of the existing network and services as higher priority than making transport improvements.

You told us -

Most of you agreed with what we are proposing. There was a strong level of support for addressing issues with the existing network and services, prior to adding new transport infrastructure and services. Most of you felt that given the current financial position, this is a sensible way of approaching transport issues.

Many of you said that when taking forward this hierarchy, we need to be forward thinking and constantly looking at the most efficient ways of managing and maintaining. A common theme was ensuring that we were forward thinking and adaptable in how we worked, including more focus on “softer measures” such as providing education and information to transport users.

Of those of you who disagreed or were unsure of the proposal, most felt that it could potentially result in no improvements being implemented. There was a concern that in certain instances, where an improvement was required, that it would be overlooked as the focus would remain on management and maintenance. Some of you felt that a more balanced approach was required and that when looking at public transport it was important that improvements were considered to try and encourage higher usage levels.

What we did -

The manage, maintain and improve hierarchy has been adopted by the County Council as an approach to dealing with transport problems across the County. Many of the management and maintenance proposals put forward will be preventative in order to prolong the lifespan of infrastructure.
We fully recognise that we need to ensure that what we do is as efficient and cost effective as possible. By adopting this hierarchy we will be able to make the best use of our resources.

When a transport problem is identified, we will look at what measures we can implement to resolve it, using the hierarchy as a guiding principle. If an issue cannot be resolved by a management or maintenance solution, then an improvement solution will be considered.

We asked you whether you would like to make any other comments that you would wish us to consider in developing our plans.

You told us -

We received comments on a wide range of issues that you felt should be taken in to consideration as part of LTP3. The key themes that you raised are shown below:

- Public transport
- Road safety
- Reducing rural isolation
- Maintenance of roads and footways
- Rail links
- Providing information on what we do and what services we provide
- Sustainable travel

What we did

Almost all of the issues that were raised in response to this question are covered as part of LTP3, as they relate closely to our objectives and priorities for transport in North Yorkshire. Details of the specific sections that discuss these themes can be provided on request.